

London Borough of Hillingdon  
**LOCAL DEVELOPMENT FRAMEWORK**

**SUSTAINABILITY APPRAISAL  
REPORT**  
*Noise SPD*

**August/September 2005**



**Policy and Environmental Planning Team  
Planning and Transportation Group  
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# **1 SUMMARY AND OUTCOMES**

## **1.1 Non-technical summary**

The purpose of the Noise Supplementary Planning Document (SPD) is to provide comprehensive and effective guidance for noise related issues in the borough. It specifies actions required to ensure that noise generating uses are appropriately implemented in the right locations away from sensitive receptors. It also seeks to implement, at the local level, the outcomes sought at the regional and national level on noise related issues.

The Noise SPD will form part of the Local Development Framework (LDF), a new planning document, which the Council is required to produce to promote and manage land use within our area. The inclusion of the Noise SPD in the LDF ensures it will be integrated with, and make a contribution to, this new spatial planning system being developed for the Borough.

The requirement for a Sustainability Appraisal (SA) for the Noise SPD considers:

- The compatibility of the Noise SPD with relevant national, and regional directives, policies, and plans;
- The effects of implementing this SPD against the current and future predicted environmental baseline;
- The contribution that this SPD can make toward addressing the key sustainability issues affecting the Borough including the assessment of alternative options and outcomes;
- The mitigation of any effects arising as a result of implementing the Noise SPD;
- Monitoring requirements.

In summary, the assessments undertaken as part of this SA report demonstrate that the aims and actions of the Noise SPD are considered to be a key means of achieving national, and regional objectives for noise related development. Implementing the SPD will allow, at the local level, noise generating uses to occur in the Borough in appropriate locations, which in turn will promote social progress and economic growth. The SA process has highlighted that certain mitigation measures are needed to improve the Supplementary document, including more clarity as to the amount and size of acoustic screening in certain locations.

## **1.2 Statement on the difference the process has made**

- 1.2.1 The SA process has not revealed any significant or unacceptable social, economic, or environmental effects likely to arise from the adoption and implementation of the Noise SPD.

### **1.3 How to comment on the report**

- 1.3.1 This document has been prepared to accompany the publication of the draft Noise SPD, due to be undertaken in June 2005. The consultation process to be undertaken is that specified in the London Borough of Hillingdon's draft Statement of Community Involvement for LDF documents, which is on the Council web site or can be made available upon request. However, to assist in the analysis of comments on both the draft Noise SPD and the SA, it would be helpful if the comments made could refer to the document and section to which they relate.

## **2 APPRAISAL METHODOLOGY**

### **2.1 Approach adopted to the SA**

The appraisal process and methodology adopted in this SA is based on the approach described in the ODPM Guidance "Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks – Consultation Paper", September 2004 and the interim advice note on frequently asked questions in April 2005.

### **2.2 Who carried out the SA, when it was carried out, and who was consulted**

The production of this SA report was finalised by the London Borough of Hillingdon Policy and Environmental Planning Team between April and May 2005. The SA framework, against which this SPD has been assessed, was that previously prepared for the Hillingdon Scoping Report for the LDF. This is available on the Council web site. Representations to the Scoping Report have been taken on board and a peer review undertaken of the assessment of environmental effects. No additional consultation on the SA has taken place to date.

## **3. Background**

### **3.1 The purpose of the SA and the SA report**

The purpose of the SA is to identify and report on the likely significant effects of the Noise SPD and the extent to which implementation of the SPD will achieve the social, environmental, and economic objectives of sustainable development.

The World Commission on Environment and Development in 1987 defined sustainable development as: "*development that meets the needs of the present without compromising the ability of future generations to meet their own needs*".

The test of how well the Noise SPD contributes towards sustainable development depends on how well it fosters:

- Social progress, which recognises the needs of everyone;
- Effective protection of the environment;
- Prudent use of natural resources; and
- Maintenance of high and stable levels of economic growth and employment.

The SA report is an audit trail of the preparation of the Noise SPD. The purpose of the SA is to demonstrate whether and how the SPD, and its likely significant effects, takes account of the social, environmental, and economic objectives of sustainable development, and whether these objectives have been effectively translated into sustainable planning guidance within the SPD. Like most audits, the SA report will accompany the SPD when it is published and will also be subject to public scrutiny and comment.

### **3.2 The aims of the draft Noise SPD**

The SPD provides guidance for the reduction of noise on new development in the Borough, including how to effectively plan for and manage noise generating uses. The SPD will be taken into consideration by the Council as a material consideration in the determination of planning applications which are likely to have noise implications. The SPD aims:

- 1) To seek the physical separation of noise and noise sensitive development.
- 2) To control and reduce noise levels.
- 3) To mitigate the impact of noise through conditions or planning obligations.
- 4) To provide adequate guidance for officers and developers on noise related development.

### **3.3 Compliance with the SEA Directive/Regulations**

**Table 1** provides a list of the SEA Directive requirements and establishes where these requirements have been covered in this SA report.

<b>Table 1: Compliance with the SEA Directive/Regulations</b>	
<b>Summary of the SEA Directive requirements</b>	<b>Where covered in this SA report</b>
a) An outline of the contents, main aims of the Noise SPD, and relationship with other relevant plans, policies, and programmes.	3.2 and Appendix A
b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the Noise SPD	4.2 4.4 Appendix B
c) The environmental characteristics of areas likely to be affected.	4.4 Appendix B
d) Any existing environmental problems which are relevant to the Noise SPD including, in particular, those relating to any areas of particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC	4.4 Appendix B
e) The environmental protection objectives, established at international, community or national level, which are relevant to the Noise SPD and the way those objectives and any environmental considerations have been taken into account during its preparation.	4.1 Appendix A
f) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climate factors, material assets, cultural heritage, landscapes and the interrelationships between the above factors. (Foot note: These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects)	4.2 4.3 4.4 Appendix B
g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the Noise SPD	8.0
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	6.1
i) A description of measures envisaged concerning monitoring in accordance with Art. 10	9.0
j) A non-technical summary of the information provided under the above headings	1.1
k) A list of authorities with statutory consultees and other identified key stakeholders that should be involved in the provision of Noise related development and this SPD.	Refer to Statement of Community Involvement
l) The further Noise SPD development process including consultation, timeframes, and feedback on comment to the draft Noise SPD and this initial SA.	Appendix C

## **4.0 Collecting Baseline information**

### **4.1 Links to other strategies, plans and programmes and sustainability objectives**

**Appendix A** identifies the relevant plans, policies, or programmes that have the potential to affect or influence the development of the Noise SPD and the SA. The requirements and opportunities sought in each of the strategies, plans, and policies, is described along with a brief statement about the implications of these upon the Noise SPD and the SA. The purpose of this exercise is to identify synergies, inconsistencies or constraints between the emerging Noise SPD/SA, and the existing sustainability objectives and targets/indicators of these existing plans, policies or programmes.

Several of the relevant documents seek to reduce traffic noise but it must be considered that any reduction will only be a by-product of successful implementation of these. The environmental noise directive raises issues relating to aircraft noise. This is of great relevance to the borough, which contains Heathrow and RAF Northolt.

The Mayor's Noise Strategy seeks to increase tranquillity and create better neighbourhoods. Reducing noise pollution impacts will be an important part of this process. However, Planning Policy Statement 6 emphasises the need to account for noise issues, but mitigation measures imposed should not unduly impact on the economic performance of the borough.

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

The SA process requires the collection of baseline information about the current state of the Borough. The baseline information provides the basis for predicting and monitoring the effects of implementing the Noise SPD and helps to identify sustainability issues that will need to be addressed, either by amending the SPD or through the provision of appropriate mitigation measures.

Baseline information has been collected for the SA Scoping Report for the Hillingdon LDF. This baseline data is presented in **Appendix B** and has been amended to support the assessment of the Noise SPD. The impacts of the noise SPD on this data will be assessed in this SA report.

### **4.3 Difficulties in collecting data and limitations of the data**

As mentioned in 4.2, the summary of baseline information provided in Appendix B was taken from the Scoping Report for the Hillingdon LDF,

which also provides details on the source of the data, a judgement on how robust the data is, and identifies current information gaps.

#### 4.4 Identifying key sustainability issues

The main sustainability issues and problems, identified in **Table 2**, have been identified through the:

- Analysis of possible tensions or inconsistencies between the plans, policies and programmes described in **Appendix A**;
- Analysis of possible tensions or inconsistencies between the current and future baseline conditions described in **Appendix B** and the proposed objectives, targets or obligations described in **Appendix A**; and
- Consultation undertaken with environmental authorities and conservation groups that are active within the Borough

<b>Table 2: Key Sustainability Issues Identified for Noise</b>	
<b>Key Issue</b>	<b>Supporting data</b>
<b>Transport Noise</b>	Noise on many of the boroughs roads exceeds 80db. Large areas of housing experience noise levels over 70db.
	Aircraft noise associated with Heathrow airport has been identified as a problem. Further information is being sought. However its economic importance in the borough needs to be considered in accordance with noise mitigation measures.
	<b>Key Indicator</b>
	Road noise pollution
	<b>Planning Measures Required</b>
	Measures to mitigate against the impact of road and air noise must be implemented. Sensitive receptors (schools, hospital) should be sited away from noise sources. Measures to encourage the use of more sustainable transport modes will be sought in the LDF core strategy.
<b>Health of residents</b>	Uses which generate noise can contribute towards poor air quality and are likely to have a negative affect on residents health.
	<b>Key Indicator</b>
	Mortality by cause
	<b>Planning Measures Required</b>
	The implementation of the Noise SPD will help to reduce noise generation in sensitive locations and thereby reduces the likely exposure to residents.

<b>Traffic Congestion</b>	Of those who travel less than 5km only 8.5% travel by foot or bike. The borough has the highest car ownership in London.
	<b>Key Indicator</b>
	Proportion of people who travel to work by public transport, walking or cycling
	<b>Planning Measures Required</b>
	The provision of Noise measures will need to reduce road traffic noise in sensitive locations, but will not reduce congestion.
<b>Amenity Value</b>	Noise adversely impacts upon residential areas and can affect community sense of place. Amenity value adjacent to excessive noise generators such as Heathrow is significantly low.
	<b>Key Indicator</b>
	Developments incorporating secure by design principles, Satisfaction survey results.
	<b>Planning Measures Required</b>
	Noise reductions measures will need to help to maintain and create a satisfactory residential environment
<b>Economy</b>	Net Business growth in Hillingdon has been measured at 0.2%.
	<b>Key Indicator</b>
	Net growth in Business
	<b>Planning Measures Required</b>
	Guidance on noise should prevent excessive noise generation in areas where business is thriving. Unacceptable levels of noise can be a disadvantage in attracting new business to the area.

#### 4.5 Developing the SA framework

The SA framework, against which this SPD is to be assessed, is that developed for the SA Scoping Report for the Hillingdon LDF. The SA objectives and indicators stated in the scoping report are listed below:

<b>SA Objective</b>	<b>SA Indicators</b>
<b>1)</b> To improve air quality to a standard that is acceptable for human and ecological health	<ul style="list-style-type: none"> <li>• % population living in the AQMA</li> <li>• NOx levels</li> <li>• PM10 levels</li> <li>• Number of days of air pollution</li> </ul>
<b>2)</b> To ensure sustainable management and conservation of wildlife and habitats	<ul style="list-style-type: none"> <li>• % of SSSIs in good condition</li> <li>• % BAP habitats and species</li> </ul>

representative of the borough and reverse those in decline	<ul style="list-style-type: none"> <li>implemented</li> <li>Number/area of LNR and wildlife heritage sites</li> </ul>
<b>3)</b> To protect and preserve landscape character, historic buildings, archaeological sites and cultural features of importance to the community	<ul style="list-style-type: none"> <li>% of grade I and grade II* properties at risk</li> <li>Sites and transport corridors with landscape enhancement</li> <li>% of mineral sites restored</li> <li>% of enforcement appeals won</li> </ul>
<b>4)</b> To avoid the adverse effects of activities and development on the natural functions of soil and water systems	<ul style="list-style-type: none"> <li>% of rivers and canals with good or fair biological and chemical water quality</li> <li>Water leakage</li> <li>Abstractions by purpose</li> <li>Net loss of soils to development</li> <li>Area of contaminated land</li> </ul>
<b>5)</b> To reduce contributions towards, and vulnerability to, the effects of climate change	<ul style="list-style-type: none"> <li>Carbon dioxide emissions</li> <li>Energy use per household</li> <li>Energy efficiency</li> <li>Damage to property from storm events</li> <li>Number of properties affected by subsidence</li> </ul>
<b>6)</b> To minimise the hazard risk from flooding in Hillingdon	<ul style="list-style-type: none"> <li>number of properties at risk from flooding</li> <li>Development in the floodplain</li> <li>Frequency of flood event</li> <li>Number of developments incorporating SUDS</li> </ul>
<b>7)</b> To ensure efficient use of non renewable resources and minimise the production of waste	<ul style="list-style-type: none"> <li>% of energy from renewable sources</li> <li>Energy efficiency rating</li> <li>Household waste arisings</li> <li>Household recycling, composting, energy recovery, landfilled</li> <li>Construction and demolition waste landfilled</li> </ul>
<b>8)</b> To create a variety of high quality residential environments that provide everybody with the opportunity to live in a decent home	<ul style="list-style-type: none"> <li>% Of population living within 200m of open space</li> <li>homelessness</li> <li>housing completions</li> <li>affordable housing completions</li> <li>Number of unfit homes</li> </ul>
<b>9)</b> To provide environments that promote healthy and safe living and reduce anti social behaviour	<ul style="list-style-type: none"> <li>Incidence of crime against the person</li> <li>Incidence of crime against property</li> <li>Incidence of racial crime</li> <li>Domestic burglaries per 1000 household</li> <li>Vehicle crime per 1000 household</li> <li>Noise levels</li> <li>Noise complaints</li> <li>Mortality by causes</li> <li>Death rates by type</li> </ul>
<b>10)</b> To encourage efficient use of available land that will not foreclose on	<ul style="list-style-type: none"> <li>Development on previously developed land</li> </ul>

future options	<ul style="list-style-type: none"> <li>• Vacancy Levels</li> </ul>
<b>11)</b> To improve the ready access to essential services and facilities for all residents.	<ul style="list-style-type: none"> <li>• Proportion of new buildings which are DDA compliant</li> <li>• Access to open space</li> <li>• Access to post office, food shops, GP, schools</li> <li>• Access to a GP</li> <li>• Access to a Hospital</li> </ul>
<b>12)</b> To promote growth in the economy whilst improving its environmental and social performance	<ul style="list-style-type: none"> <li>• Net growth in Vat registered business</li> <li>• Business recognised as investors in people</li> <li>• Social and community enterprises</li> <li>• Number of dedicated live-work units associated with institutions</li> </ul>
<b>13)</b> To enhance the image of the borough as a location for new business	<ul style="list-style-type: none"> <li>• Views of business organisations</li> <li>• Business start ups and closures</li> <li>• Investment and output by UK and foreign owned companies</li> </ul>
<b>14)</b> To encourage business to provide a range of jobs and services that will support and enhance existing residential and employment areas	<ul style="list-style-type: none"> <li>• Travel to work</li> <li>• Location of jobs in proximity to residents</li> <li>• Average weekly earnings</li> <li>• Unemployment level</li> <li>• Level of measured deprivation</li> <li>• Vacancies in IBA units</li> <li>• Proportion of units of retail</li> </ul>
<b>15)</b> To promote methods to reduce dependence on private transport and manage the effects of traffic on the environment	<ul style="list-style-type: none"> <li>• Passenger travel by mode</li> <li>• Road traffic volumes</li> <li>• School trips by mode</li> </ul>
<b>16)</b> To provide residents of all ages with the option to access education and skills based enhancement	<ul style="list-style-type: none"> <li>• % of population with no qualifications</li> <li>• Adult education</li> <li>• 15 years old pupils with 5+ GCSE grades A*-C</li> <li>• % working age population with NVQ 1-2, 3-4 or apprenticeship</li> </ul>
<b>17)</b> To encourage built environments of high quality urban design that assists in enhancing areas amenity value and promote community sense of place	<ul style="list-style-type: none"> <li>• Developments incorporating secure by design principles</li> <li>• Satisfaction survey results</li> </ul>

## 5.0 Testing the SPD aims against the SA framework

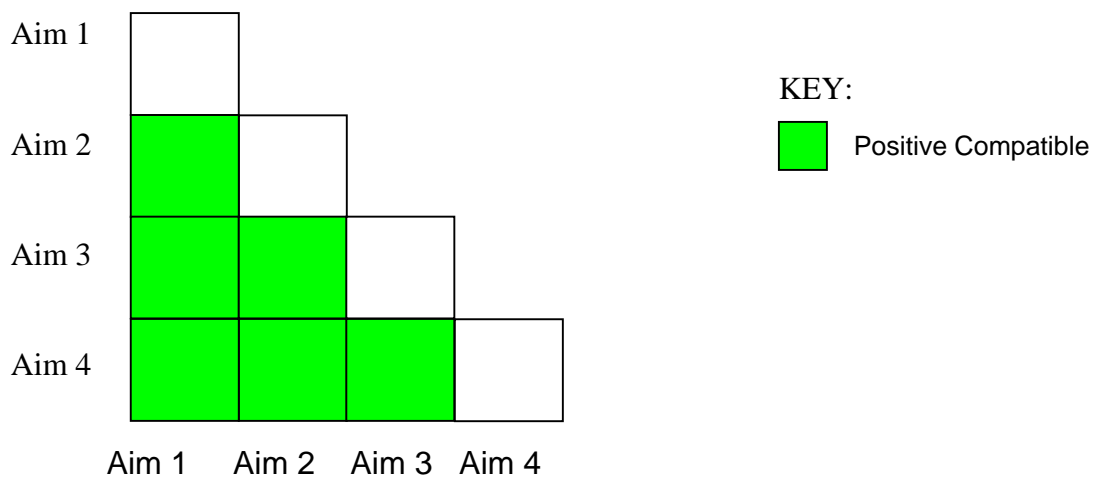
The aims of the Noise SPD require a test of their sustainability by undertaking a comparison and assessment of the Noise SPD aims with the SA objectives. The purpose of this assessment is to identify how the SPD can contribute towards the sustainability targets developed in the sustainability appraisal. It will also highlight areas where the aims of the SPD conflict with the sustainability objectives and therefore identify issues that may require the consideration of mitigation measures or the SPD aims to be amended.

## 5.1 Methodology

The Noise SPD aims (provided in Section 3.2) were tested against the SA objectives (detailed in Table 2) using a matrix format. For each comparison a decision as to whether the outcome falls into one of the following three conclusions must be made.

- Positive compatible – The objectives will produce an outcome that is harmonious.
- Neutral – The objectives are neither in harmony nor in conflict.
- Possible conflict – It is possible that one objective will be to the detriment of the other.

The SA guidelines also state that the Noise SPD aims must also be consistent with each other. The matrix below provides a method to check this compatibility.






### Noise SPD Aims

- 1) To seek the physical separation of noise and noise sensitive development.
- 2) To control and reduce noise levels.
- 3) To mitigate the impact of noise through conditions or planning obligations.
- 4) To provide adequate guidance for officers and developers on noise related development.

The matrix comparing the Noise SPD aims against the SA objectives is provided in **table 4**.

Table 4: Matrix for comparing the Noise SPD aims against the SA objectives																	
Noise SPD Aims	SA Objectives																
	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Objective 8	Objective 9	Objective 10	Objective 11	Objective 12	Objective 13	Objective 14	Objective 15	Objective 16	Objective 17
Aim 1	Positive Compatible	Positive Compatible	Positive Compatible	Neutral	Neutral	Neutral	Neutral	Positive Compatible	Positive Compatible	Positive Compatible	Neutral	Positive Compatible	Positive Compatible	Possible Conflict	Positive Compatible	Neutral	Positive Compatible
Aim 2	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Positive Compatible	Positive Compatible	Neutral	Neutral	Positive Compatible	Positive Compatible	Possible Conflict	Positive Compatible	Neutral	Positive Compatible
Aim 3	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Positive Compatible	Positive Compatible	Neutral	Neutral	Positive Compatible	Positive Compatible	Possible Conflict	Positive Compatible	Neutral	Positive Compatible
Aim 4	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Positive Compatible	Positive Compatible	Neutral	Neutral	Positive Compatible	Positive Compatible	Neutral	Neutral	Neutral	Positive Compatible

**Key:**

- Positive Compatible** 
- Neutral** 
- Possible Conflict** 

SA Objectives	
	<b>9)</b> To provide environments that promote healthy and safe living and reduce anti social behaviour
<b>1)</b> To improve air quality to a standard that is acceptable for human and ecological health	<b>10)</b> To encourage efficient use of available land that will not foreclose on future options
<b>2)</b> To ensure sustainable management and conservation of wildlife and habitats representative of the borough and reverse those in decline	<b>11)</b> To improve the ready access to essential services and facilities for all residents.
<b>3)</b> To protect and preserve landscape character, historic buildings, archaeological sites and cultural features of importance to the community	<b>12)</b> To promote growth in the economy whilst improving its environmental and social performance
<b>4)</b> To avoid the adverse effects of activities and development on the natural functions of soil and water systems	<b>13)</b> To enhance the image of the borough as a location for new business
<b>5)</b> To reduce contributions towards, and vulnerability to, the effects of climate change	<b>14)</b> To encourage business to provide a range of jobs and services that will support and enhance existing residential and employment areas
<b>6)</b> To minimise the hazard risk from flooding in Hillingdon	<b>15)</b> To promote methods to reduce dependence on private transport and manage the effects of traffic on the environment
<b>7)</b> To ensure efficient use of non renewable resources and minimise the production of waste	<b>16)</b> To provide residents of all ages with the option to access education and skills based enhancement
<b>8)</b> To create a variety of high quality residential environments that provide everybody with the opportunity to live in a decent home	<b>17)</b> To encourage built environments of high quality urban design that assists in enhancing areas amenity value and promote community sense of place

Noise SPD Aims
1) To seek the physical separation of noise and noise sensitive development.
2) To control and reduce noise levels.
3) To mitigate the impact of noise through conditions or planning obligations.
4) To provide adequate guidance for officers and developers on noise related development.

The possible conflicts between the Noise SPD aims and SA objectives are discussed in the table below.

<b>Table 5: Issues raised in the SPD and SA objective Comparison</b>	
<b>Objective Comparison</b>	<b>Result</b>
SPD A 1 v SA 1	Measures to reduce the impact of noise will encourage the segregation of polluting uses and limit their potential harmful effect on human and ecological health.
SPD A 1 v SA 2, 3	Measures to separate noise and noise sensitive areas will have a positive effect on sensitive receptors such as wildlife and landscape character.
SPD A 1 v SA 8	Noise reduction in residential areas will have a positive effect on the quality of the residential environment.
SPD A1-3 v SA 14	Possible conflict where businesses require good transport links but are also sensitive to noise from traffic.
SPD A 2 v SA 12,13,14	The noise SPD will encourage businesses to grow while maintaining a clear separation of uses where a negative social and environmental impact is considered.
SPD A 3 v SA 15	By mitigating the impact of traffic noise it will be possible to manage the effects of traffic on the environment.
SPD A 4 v SA 8-10, 12-15, 17	The provision of noise guidance will improve the ability of planning officers to plan for and manage the effects of noise and help to contribute to a more environmentally and socially sustainable borough.

## **6. Assessment of alternative options**

### **6.1 Main strategic options considered**

The SA process requires that consideration be given to alternative means of achieving the objectives sought through the development and implementation of the Noise SPD. The following options have been identified and considered. The reasons for and against each alternative are provided below.

#### **“Do nothing”**

This option proposes that the Borough makes no provision for noise reduction within the planning framework for Hillingdon. The ‘Do Nothing’ option would not encourage such land use within Hillingdon. As mentioned in Section 3.1, the test of how well the Noise SPD contributes towards sustainable development depends on how well it fosters the “maintenance of high and stable levels of economic growth and employment”. Making no provision for Noise related issues would

significantly hinder the Borough's ability to protect noise sensitive receptors from noisy development which would support new business and economic growth, and is therefore not considered as an appropriate or valid option.

***“Status quo – retaining the existing situation”***

The principal alternative to the implementation of the Noise SPD is to retain the status quo. The existing UDP makes no provision specifically for noise development. Hence the 'Status Quo' option will result in the same outcome as the above 'Do Nothing' Option and is discounted for the same reasons stated.

***“PPG24 Noise Standards”***

Annex 1 of PPG 24, Planning and noise, details specific noise exposure categories (NEC) for certain types of development. A distinct option for the SPD would be to consider using the same exposure categories in order to determine the level of noise reduction required or the potential separation of noise generating uses from sensitive receptors. The noise exposure categories are considered an appropriate means of determining the type of mitigation that might be required on specific noise generating uses in the borough, including aircraft and traffic noise. By mitigating the impact of road traffic noise it will be possible to manage the effects of traffic on the environment.

This option is likely to help manage the negative impacts of noise in residential areas. By applying Noise exposure categories in residential areas an appropriate level of noise can be determined and this can have a positive affect on human health. Other sensitive receptors such as landscape character areas will also benefit from NECs which limit their exposure to excessive noise and contribute towards the ecological health of the borough.

***“Land-use separation”***

Hillingdon's approach to noise and noise sensitive development could be to seek their physical separation through the exercise of land use planning controls. This alternative option would allow noise sensitive development to be segregated away from any noise generating uses which can have a positive affect on residential locations, landscape character areas and some business environments. However, this option is unlikely to work in practise given the many and varied land-uses that occupy certain areas of the borough. Indeed businesses which require good transport links may also be sensitive to noise and would not benefit from any such separation.

***“Combined Land-use separation and appropriate PPG 24 Noise standards”***

The most effective option for the SPD is a combination of measures to ensure the most appropriate noise reduction techniques in the right locations. Therefore, if suitable separation cannot be achieved then it

maybe possible to consider whether it is practicable to control or reduce noise levels, or to mitigate the impact of noise, through the use of conditions or planning obligations. The combination of land use separation and mitigation measures, based on PPG 24 noise exposure categories, would significantly increase the council's ability to plan against the negative impacts of noise in all locations, including sensitive receptors such as residential areas, schools and hospitals. Together with meeting the sustainability objectives of the borough.

### **6.3 Preferred options**

Noise SPD options have been appraised and those sections of the SPD that perform well in sustainability terms have been identified. It is now possible to establish individual guidance points for the Noise SPD and assess them in order to reveal possible tensions and to help consider measures to reduce the potential impacts. In particular the options analysis has indicated a need for a more combined approach to planning for noise including land-use separation and appropriate mitigation measures.

**Recommended 'Key Points' for SPD** (The SPD will not contain policies, per se, as it will be supplementary to key UDP/LDF policies).

#### **Location of Residential Development**

- 1) When assessing a proposal for residential development subject to transport related noise, the Local Planning Authority will use PPG 24 to determine which of the four Noise Exposure Categories (NEC's) A to D the proposed development site falls, taking account of both day and night-time noise levels.

#### **Aircraft Noise**

- 2) PPG 24 and the following factors may be taken into account when considering new planning development and proposals for mitigating aircraft noise:

- The noise levels in PPG 24 are not based on a conclusive study which supports the view that aircraft noise is less annoying than noise from other sources.
- Residential areas located close to the airport, including Longford, Harmondsworth, Sipson, Harlington and Cranford Cross are affected by aircraft noise with unpleasant characteristics including that emitted by aircraft on the ground. The published noise contours do not account for the combined impact of noise from all sources of airport noise

Residential areas located north of the airport are not typically affected by aircraft noise transmitted from above, due to the current flight paths of aircraft approaching and taking off from the airport.

Therefore the 2dB correction incorporated in PPG24 noise levels may not be justified.

### **Road traffic noise**

- 3) The precise determination into which NEC category a development proposal falls should be supported by a detailed acoustic report. The detailed levels of noise can be affected by the following:
- road gradient
  - texture of the road surface
  - nature of the ground between the road and measurement point,
  - barriers and cuttings
  - angle of view of the road
  - reflections at the edge of the affected site
  - reflections from buildings opposite the site

### **Schools and Hospitals**

- 4) 60  $L_{Aeq,T}$  dB should be regarded as a desirable upper limit for major new schools and hospitals. When determining applications for new or replacement schools, hospitals, clinics and other community facilities, the local planning authority will have regard to recommended internal noise criteria.

### **Amenity/Internal Noise Levels**

- 5) An acceptable level of residential amenity must meet a range of environmental standards. In achieving the above standards the Council will require details of mitigation measures. Internal design criteria for dwellings should be met on the basis of windows being open.

### **Industrial uses**

- 6) In considering the development of new industrial development the Council will apply policies OE1 and OE3 of the UDP and will have regard to, amongst other considerations, the British Standard 4142:1997 and internal noise criteria. Specific consideration will also be given to the features and characteristics of the noise.

### **Airport Buildings**

- 7) All designs for buildings should take account of and implement current planning policy guidance. Due regard should be given to PPG24 "Planning and Noise" and BS 4142 "Method of rating industrial noise affecting mixed residential and industrial areas".

## **Character of Area**

- 8) New noise sensitive uses will not be permitted in such areas. Planning permission will not normally be granted for developments, which would have any adverse impact within areas, which are already affected by unacceptable levels of noise exposure.

## **Countryside**

- 9) Special consideration is required where noisy development is proposed in or near designated sites of importance for nature conservation, such as National Nature Reserves (Ruislip Woods), Sites of Special Scientific Interest (SSSIs) and those of Metropolitan Importance. In such circumstances Policies EC1 and EC3 will apply. The council may also consult the Environment Agency and/or English Nature.

## **Mitigation through design**

- 10) Measures to cover noise mitigation through the design of schemes, including location of the building on the site, screening of the site and building form and orientation.

### **7.0 Assessing the effects of the preferred options**

Table 7 assesses whether the possible effects of the SPD are enough, i.e. in terms of scale and significance, to warrant exclusion from the document or prompt mitigation to be considered. The results from the measures detailed in the previous section will provide the information that will cause the following actions:

- Allow policies to remain, such as in situations where government policy determines that they should
- Re-draft policies to reduce the likelihood of negative effects occurring
- Removal of policies and options in favour of more sustainable ones
- Prompt proposals for mitigation

The assessment focuses on those comparisons highlighted in the previous matrix as having a negative or strong positive relationship, in order to determine whether mitigation measures need to be assessed further.

Table 6: Appraising the SPD							
SPD Key Points	SA Objective	Predicted effects					Justification
		Indicators	Nature of effect	Assessment of effect			<ul style="list-style-type: none"> <li>Likelihood/certainty of event occurring</li> <li>Geographical scale</li> <li>Temporary or permanent</li> <li>Frequency</li> <li>Assumptions made</li> <li>Influence of other policy</li> </ul>
				Short term	Medium term	Long term	
<b>All points</b>	1) To improve air quality to a standard that is acceptable for human and ecological health		Neutral effect				The guidance within the noise SPD will not have a direct impact on reducing air pollution within the borough and is considered to have a neutral effect on this objective
<b>All points</b>	2) To ensure sustainable management and conservation of wildlife and habitats representative of the borough and reverse those in decline		Minor positive effect Low significance		✓	✓	Sensitive receptors including sites of wildlife and habitat conservation will be separated from major noise generating uses. Reducing noise levels will encourage a greater number and variety of flora and fauna by creating better conditions for living and breeding.

Table 6: Appraising the SPD							
SPD Key Points	SA Objective	Predicted effects					Justification
		Indicators	Nature of effect	Assessment of effect			
				Short term	Medium term	Long term	Draft recommendations for mitigation/improvement
<b>Key Point 10:</b> Mitigation through design	<b>3)</b> To protect and preserve landscape character, historic buildings, archaeological sites and cultural features of importance to the community		Negative effect Low significance				The noise SPD details clear design principles for mitigating against the impact of noise. The use of screening will help to mitigate against noise, especially those taller than that recommended in the SPD. However in certain locations these may cause obtrusive visual impacts. Further mitigation measures such as using vegetation to screen acoustic barriers can be considered to reduce these impacts. Courtyard housing is recommended as mitigation in the SPD, this will ensure that receptors in these houses will have an improved vista.
<b>All points</b>	<b>4)</b> To avoid the adverse effects of activities and development on the natural functions of soil and water systems		Neutral effect				Planning against the impacts of noise will have minimal impacts on soil and water quality and systems above the baseline situation.
<b>All points</b>	<b>5)</b> To reduce contributions towards, and vulnerability to, the effects of climate change		Neutral effect				The noise SPD is likely to have a neutral effect on climate change. Changes in the number of vehicle movements may occur in certain locations but there will be no reduction in the amount of greenhouse gases produced.

Table 6: Appraising the SPD							
SPD Key Points	SA Objective	Predicted effects					Justification <ul style="list-style-type: none"> <li>Likelihood/certainty of event occurring</li> <li>Geographical scale</li> <li>Temporary or permanent</li> <li>Frequency</li> <li>Assumptions made</li> <li>Influence of other policy</li> </ul> Draft recommendations for mitigation/improvement
		Indicators	Nature of effect	Assessment of effect			
				Short term	Medium term	Long term	
<b>All points</b>	<b>6)</b> To minimise the hazard risk from flooding in Hillingdon		Neutral effect				The impact of noise guidance on flooding is likely to be minimal and is considered to have a neutral effect on this objective.
<b>All points</b>	<b>7)</b> To ensure efficient use of non renewable resources and minimise the production of waste		Neutral effect				The noise SPD will have no impact on sustainable waste management.
<b>Key Point:</b> Location of residential dwellings	<b>8)</b> To create a variety of high quality residential environments that provide everybody with the opportunity to live in a decent home		Positive effect Medium significance	✓	✓	✓	Mitigation of noise impacts through effective design and the separation of noise generating uses are positive measures in the pursuit of high quality residential areas, enabling the expansion of housing areas that will fit the high quality definition.

Table 6: Appraising the SPD							
SPD Key Points	SA Objective	Predicted effects					Justification
		Indicators	Nature of effect	Assessment of effect			
				Short term	Medium term	Long term	Draft recommendations for mitigation/improvement
<p><b>Key point 1:</b> Location of residential dwellings</p> <p><b>Key Point 4:</b> Schools and Hospitals</p>	<p><b>9)</b> To provide environments that promote healthy and safe living and reduce anti social behaviour</p>		<p>Positive effect Medium significance</p>	✓	✓	✓	<ul style="list-style-type: none"> <li>• Likelihood/certainty of event occurring</li> <li>• Geographical scale</li> <li>• Temporary or permanent</li> <li>• Frequency</li> <li>• Assumptions made</li> <li>• Influence of other policy</li> </ul> <p>The noise SPD will seek to separate noise sensitive development such as housing, schools and hospitals from noise generating uses. It is considered that noise reduction can contribute to a healthier environment in which to live and socialise.</p>
<p><b>All points</b></p>	<p><b>10)</b> To encourage efficient use of available land that will not foreclose on future options</p>		<p>Positive effect Low significance</p>	✓	✓		<p>The guidance on noise that will be considered before granting permission for development should ensure that impacts on these areas are minimised, confining the locating of noise generating developments to certain locations will ensure that land elsewhere in the borough will not have future options minimised.</p>

Table 6: Appraising the SPD							
SPD Key Points	SA Objective	Predicted effects					Justification  <ul style="list-style-type: none"> <li>Likelihood/certainty of event occurring</li> <li>Geographical scale</li> <li>Temporary or permanent</li> <li>Frequency</li> <li>Assumptions made</li> <li>Influence of other policy</li> </ul> Draft recommendations for mitigation/improvement
		Indicators	Nature of effect	Assessment of effect			
				Short term	Medium term	Long term	
<b>All points</b>	<b>11)</b> To improve the ready access to essential services and facilities for all residents.		Neutral effect				The SPD has no influence over the provision of services and therefore cannot contribute positively to this objective.
<b>Key Point 6: Industrial Uses</b>	<b>12)</b> To promote growth in the economy whilst improving its environmental and social performance		Positive effect Moderate significance	✓	✓	✓	The noise SPD will encourage sustainable business practice together with effective design standards to limit the impact of noise. Noise reduction in business locations is likely to minimise the negative impact of noise on the surrounding environment and residential areas.
<b>Key Point 6: Industrial Uses</b>	<b>13)</b> To enhance the image of the borough as a location for new business		Positive effect Moderate significance	✓	✓	✓	Noise reduction measures in business areas are likely to help promote the area as a location for new business by creating a more attractive environment for employees, which in turn will encourage new start ups. Also encouraging separation of noise sources and sensitive receptors will help to congregate noisy business in specific locations.

Table 6: Appraising the SPD							
SPD Key Points	SA Objective	Predicted effects					Justification
		Indicators	Nature of effect	Assessment of effect			
				Short term	Medium term	Long term	Draft recommendations for mitigation/improvement
<b>Key Point 10:</b> Mitigation through design  <b>Key Point 4:</b> Schools and hospitals	<b>14)</b> To encourage business to provide a range of jobs and services that will support and enhance existing residential and employment areas		Positive effect Low significance	✓	✓	✓	Noise reduction measures in business areas may have a minor impact on dictating the range of jobs in business areas. Some community services, such as hospitals, may be encouraged where appropriate.
<b>Key Point 2:</b> Road Traffic Noise	<b>15)</b> To promote methods to reduce dependence on private transport and manage the effects of traffic on the environment		Neutral effect				Although the noise SPD contains mitigation for transport noise it will do little to reduce traffic volumes or promote public transport use.

Table 6: Appraising the SPD							
SPD Key Points	SA Objective	Predicted effects					Justification
		Indicators	Nature of effect	Assessment of effect			
				Short term	Medium term	Long term	Draft recommendations for mitigation/improvement
<b>Key Point 10:</b> Mitigation through design	<b>16)</b> To provide residents of all ages with the option to access education and skills based enhancement.		Neutral effect				Noise mitigation measures would not affect access to education having a neutral affect on this objective.
<b>Key Point 10:</b> Mitigation through design	<b>17)</b> To encourage built environments of high quality urban design that assists in enhancing areas amenity value and promote community sense of place.		Minor positive Low significance				The noise SPD will have a direct influence on the design of developments where noise related issues are apparent. This will be used in accordance with the council's design standards which will provide a framework for good urban design, mitigation of development impacts, and enhancement schemes, provided in the Hillingdon Design and accessibility Statement (HDAS). Locating sensitive receptors away from noisy areas and those deemed inappropriate will add towards the amenity of the whole area.

## 8.0 Mitigating adverse effects and maximising beneficial effects

Where the preferred options have significant sustainability effects, then mitigation measures to reduce or offset adverse effects and enhance positive effects will be considered.

The Table below displays the types of mitigation that could be undertaken:

<b>Key Point</b>	<b>Effects on sustainability</b>	<b>Suggested mitigation measures</b>
<b>Key Point 10:</b> Mitigation through design	The SA has identified possible effects on amenity and landscape character from incorporating design features to minimise noise. Although extent of the possible impact is not possible to predict accurately. Some residual negative effects can be expected.	The design guidance contained in the Hillingdon Design and Accessibility Statement (HDAS) will provide sufficient mitigation.
<b>Key Point 10:</b> Mitigation through design - Acoustic Screening	Landscape character/ visual amenity can be affected where screening is visible to a wider area.	Encourage planting and screening of acoustic barriers. It is recommended that the Noise SPD should recommend planting in sensitive locations.

## 9.0 Proposals for monitoring

The review and monitoring of the SPD will focus on the extent to which the objectives of the SPD have been achieved. The evidence for which can be based on current noise monitoring which is already established in the borough.

Hillingdon's Strategic Environmental Assessment of the Local Implementation Plan includes proposals for noise monitoring. These proposals include monitoring of  $L_{den}$ , and numbers of people affected by noise from road traffic, railways and aircraft.

The Council operates its own aircraft noise monitor which is situated in a residential area in Longford Village. This monitor provides valuable information on aircraft noise at Heathrow, and provides an independent check on the noise levels indicated by the official CAA noise contours.

The planning process can be used to require noise monitoring in relation to new planning development. This could be either by way of imposing planning conditions or by way of section 106 obligations. The noise monitoring could

be carried out before and after a development or, alternatively, at regular intervals after the development is completed.

It is considered that receipt of noise complaints is an indicator of the success of planning controls for noise on new development. Further monitoring will include consideration of number and location of noise complaints to include frequency and noise 'hotspots'. The Council acknowledge the difficulties with assessing visual impacts of design/screening, whilst most mitigation is considered to be sufficient. The Council will ensure that any future local residential satisfaction studies will include visual and landscape character information regarding noise related barriers and design standards.

## Appendix A: Identifying other relevant policy, plans, programmes, strategies, initiatives, and sustainability objectives

Appendix A – Links to Other Plans and Programmes	
<b>Hillingdon Transport Strategy (Draft)</b>	
<b>Proponent body</b>	<b>London Borough Of Hillingdon</b>
<b>Level</b>	<b>Borough</b>
<b>Date produced</b>	<b>October 2004</b>
<b>Why is it relevant?</b>	<p>The borough transport strategy proposes strategic objectives under the following banners:</p> <ul style="list-style-type: none"> <li>• Road users</li> <li>• Other transport users – Public transport, walking, cycling</li> <li>• Sustainable environment</li> <li>• Access mobility and social inclusion</li> <li>• Travel awareness and safety</li> </ul>
<b>Requirements / opportunities</b>	<b>Implications for the SPD</b>
<p>The proposed policies include:</p> <ul style="list-style-type: none"> <li>• Reduce congestion</li> <li>• Improvements to coverage, reliability and use of public transport to reduce car dependency</li> <li>• Improve access to transport</li> <li>• Promote safer roads and streetscape</li> <li>• Promotion of walking and cycling</li> <li>• Promote sustainable transport</li> <li>• Maintenance of road and rail networks</li> <li>• Site new development in areas with adequate public transport capacity</li> <li>• Encourage travel plans for organisations within the borough</li> </ul>	<p>The Noise SPD needs to ensure that traffic noise is minimised in noise sensitive locations.</p> <p>The SPD should seek to provide guidance on railway, road traffic and aircraft noise.</p> <p>The SPD will need to forecast noise levels from potential traffic generating sources in order to implement sustainable development.</p>
<b>Gaps or problems</b>	<b>Implications for the SA</b>
<p>No policies specific to Heathrow, air transport from and transport too will have a huge influence on the potential success of the noise SPD.</p>	<p>SA objectives should include measures to reduce the need to travel by motor vehicle.</p> <p>SA objectives should include measures to reduce noise generation in the borough.</p>
<b>Useful cross-references:</b> Community Plan, Mayors Transport Strategy	

<b>Appendix A – Links to Other Plans and Programmes</b>	
<b>Directive 2002/49/EC Environmental Noise Directive</b>	
<b>Proponent body</b>	<b>European Commission</b>
<b>Level</b>	<b>European</b>
<b>Date produced</b>	<b>2002</b>
<b>Why is it relevant?</b>	<p>This document requires competent authorities in Member States to produce strategic noise maps on the basis of harmonised indicators, to inform the public about noise exposure and its effects, and to draw up action plans to address noise issues.</p> <p>Hillingdon's noise issues that must be considered in the SPD.</p>
<b>Requirements / opportunities</b>	<b>Implications for the SPD</b>
<p>The objectives of the directive are:</p> <ul style="list-style-type: none"> <li>Monitoring the environmental problem; by requiring competent authorities in Member States to draw up "strategic noise maps" for major roads, railways, airports and agglomerations, using harmonised noise indicators. These maps will be used to assess the number of people annoyed and sleep-disturbed respectively throughout Europe</li> <li>Informing and consulting the public about noise exposure, its effects, and the measures considered to address noise.</li> <li>Addressing local noise issues by requiring competent authorities to draw up action plans to reduce noise where necessary and maintain environmental noise quality where it is good.</li> <li>Developing a long-term EU strategy, which includes objectives to reduce the number of people affected by noise in the longer term, and provides a framework for developing existing Community policy on noise reduction from source.</li> </ul>	<p>The SPD must comply with noise action plans, to make sure that new development and associated activities do not exacerbate existing noise issues.</p> <p>The SPD should include measures to address specific local noise issues and mitigate against the possible effects.</p> <p>The SPD should provide guidance for development in areas with excessive noise, such as Heathrow Airport.</p> <p>The SPD should link to the Area Action Plan for the South of Hillingdon, where noise issues are most apparent.</p>
<b>Gaps or problems</b>	<b>Implications for the SA</b>
<p>The directive does not set any limit value, nor does it prescribe the measures to be used in the action plans, which remain at the discretion of the competent authorities.</p>	<p>Relates to SA objectives to reduce noise and to increase human health.</p>
<b>Useful cross-references:</b>	

<b>Appendix A– Links to Other Plans and Programmes</b>	
<b>Planning Policy Guidance 24: Planning and Noise</b>	
<b>Proponent body</b>	<b>Central Government (ODPM)</b>
<b>Level</b>	<b>National</b>
<b>Date produced</b>	<b>August 2001</b>
<b>Why is it relevant?</b>	<p>PPG24 provides guidance for Local Authorities on the use of their planning powers to minimise the adverse impact of noise. It:</p> <ul style="list-style-type: none"> <li>• Outlines the considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities which will generate noise;</li> <li>• Introduces the concept of noise exposure categories for residential development, encourages their use and recommends appropriate levels for exposure to different sources of noise; and</li> <li>• Advises on the use of conditions to minimise the impact of noise.</li> </ul>
<b>Requirements / opportunities</b>	<b>Implications for the SPD</b>
<p>Opportunity to separate noise generating and noise sensitive land-uses.</p> <p>Ability to grant planning permission to noise generating developments if situated in appropriate location.</p> <p>Opportunity to promote high quality design that will mitigate against noisy land uses.</p>	<p>The SPD should allow for developments that have the potential to generate noise to be constructed, as long as they are in appropriate areas to limit impacts on sensitive receptors and designated landscapes.</p> <p>The SPD should provide appropriate design standards for developments in the borough, in order to prevent excessive noise.</p>
<b>Gaps or problems</b>	<b>Implications for the SA</b>
<p>Much development in Hillingdon will generate noise. However they must ensure that development does not cause an unacceptable degree of disturbance. Special consideration is required where noisy development is proposed in or near SSSIs.</p> <p>Flight paths of aircraft destined for Heathrow provide the greatest source of noise the economic importance of the airport will cause difficulties to reduce noise in the area.</p>	<p>SA objectives generally include an objective to promote high quality design and sustainable development. Also the reduction of noise will be included.</p> <p>Depending on successful implementation objectives to improve the well being of the population and to maintain biodiversity can be met.</p>
<b>Useful cross-references:</b>	

<b>Appendix A – Links to Other Plans and Programmes</b>	
<b>Sounder City: The Mayor's Noise Strategy</b>	
<b>Proponent body</b>	<b>Mayor of London</b>
<b>Level</b>	<b>Regional</b>
<b>Date produced</b>	<b>March 2004</b>
<b>Why is it relevant?</b>	<p>The Strategy is one of a series dealing with environmental issues in London. This strategy focuses on reducing noise through better management of transport systems, better town planning and better design of buildings. It means minimising noise on roads and railways. It means being more careful where noisy activities are sited and protecting sensitive receptors.</p> <p>The aim is 'to minimise the adverse impacts of noise on people living and working in, and visiting London using the best available practices and technology within a sustainable development framework.'</p> <p>This is relevant to the SPD because development layout, building design and traffic management will minimise noise exposure.</p>
<b>Requirements / opportunities</b>	<b>Implications for the SPD</b>
<p>The objectives of the strategy are:</p> <ul style="list-style-type: none"> <li>To minimise the adverse impacts of road traffic noise;</li> <li>To encourage preferential use of vehicles which are quieter in their operation</li> <li>To minimise the adverse impacts of noise from freight and servicing;</li> <li>To promote effective noise management on rail networks in London;</li> <li>To minimise the adverse impacts of aircraft noise in London, especially at night;</li> <li>To minimise the adverse impacts of noise on or around London's rivers and canals, and enhancing water space tranquillity</li> <li>To minimise the adverse impacts of industrial noise, recognising the use of best practicable option, and the need to retain a diverse and sustainable economy;</li> <li>To improve noise environments in London's neighbourhoods, especially for noise sensitive uses;</li> <li>To protect and enhance the tranquillity and soundscape quality of London's open spaces, green networks and public realm.</li> </ul>	<p>The SPD must consider the location of potential noise making developments, (i.e. not next to sensitive receptors), whilst maintaining accessibility of homes to transport routes.</p> <p>Measures to limit the noise generated by aircraft in the borough need to be considered, e.g. development within noise contours.</p> <p>The Noise SPD should consider noise generated from industrial uses, particularly in close proximity residential areas.</p> <p>Measures to consider the impacts of noise on sensitive receptors such as open space and the public realm need to be addressed.</p>
<b>Gaps or problems</b>	<b>Implications for the SA</b>
<p>Major sources of noise will often be of importance for sustainable development, e.g. employers or public transport, and therefore the benefits must be considered with the negatives of noise.</p>	<p>Links to SA objectives on health and decreasing noise.</p>
<b>Useful cross-references:</b> PPG13, Air quality strategy	

<b>Appendix A – Links to Other Plans and Programmes</b>	
<b>Planning Policy Guidance 13: Transport</b>	
<b>Proponent body</b>	<b>Central Government (ODPM)</b>
<b>Level</b>	<b>National</b>
<b>Date produced</b>	<b>October 2002</b>
<b>Why is it relevant?</b>	
<p>Land use planning has a key role in delivering the Government's integrated transport strategy. By shaping the pattern of development and influencing the location, scale, density, design and mix of land uses, planning can help to reduce the length of journeys and make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking and cycling.</p>	
<b>Requirements / opportunities</b>	<b>Implications for the SPD</b>
<p>There is an opportunity to integrate different types of transport to benefit the environment, health and wealth creation.</p> <p>Policies to manage the pattern of urban growth can make the fullest use of urban transport and focus major generators of travel demand in cities, towns and district centres.</p> <p>Policies to locate day-to-day facilities in local centres may encourage walking and cycling.</p>	<p>The Noise SPD should promote the reduction in car use which contributes to noise generation.</p> <p>The Noise SPD should consider the potential noise impacts of major generators of travel, particularly where this impacts upon town centre residential uses.</p> <p>The Noise SPD should provide noise standards for traffic noise based on noise exposure categories.</p>
<b>Gaps or problems</b>	<b>Implications for the SA</b>
<p>The separation of noise sensitive uses and noise generators could contribute to more trips by motor vehicles and discourage walking and cycling in certain locations.</p>	<p>Reducing the need to travel and especially the use of the private car, while promoting social inclusion will help achieve sustainable objectives.</p> <p>These objectives generally include:</p> <ul style="list-style-type: none"> <li>• Reducing the need to travel by private car</li> <li>• Improving accessibility of key services to local communities</li> <li>• Reducing air pollution</li> <li>• Improving health</li> </ul>
<b>Useful cross-references: Majors Transport strategy, Hillingdon Transport Strategy</b>	

<b>Appendix A – Links to Other Plans and Programmes</b>	
<b>Planning Policy Guidance 6: Town Centres and Retail Developments</b>	
<b>Proponent body</b>	<b>Central Government (ODPM)</b>
<b>Level</b>	<b>National</b>
<b>Date produced</b>	<b>June 1996</b>
<b>Why is it relevant?</b>	<p>PPG 6 requires Local Planning Authorities to:</p> <ul style="list-style-type: none"> <li>• Locate major generators of travel in existing centres, where access by a choice of means of transport, not only by car, is easy and convenient;</li> <li>• Maintain and improve choice for people to walk, cycle or catch public transport; and</li> <li>• Ensure an appropriate supply of attractive, convenient and safe parking for shopping and leisure trips.</li> </ul>
<b>Requirements / opportunities</b>	<b>Implications for the SPD</b>
<p>The PPG provides opportunities to ensure that town centres maintain and grow their economic performance, whilst promoting sustainable methods of transport.</p> <p>In areas with good transport links town centre developments can be sustainable and provide economic growth aiding town centre vitality.</p> <p>Edge-of-town food retailing can help to promote walking into centres and reduce congestion there.</p>	<p>The SPD should consider the potential noise generation from town centre traffic congestion.</p> <p>The SPD should consider the potential noise generation from public transport hubs and its impact on sensitive land uses.</p> <p>Town centre developments also provide an opportunity for high quality design which can help to contribute towards noise reduction.</p>
<b>Gaps or problems</b>	<b>Implications for the SA</b>
<p>Public transport, walking and cycling should be encouraged for new developments in area with heavy car use, to avoid additional congestion and noise issues.</p> <p>New developments should also be sensitive to townscape. Possible noise conflicts between the promotion of the evening economy and increasing town centre housing may arise.</p>	<p>SA objectives will need to consider economic growth while promoting a sustainable environment.</p>
<b>Useful cross-references: PPG 13</b>	

<b>Appendix A – Links to Other Plans and Programmes</b>	
<b>Planning Policy Guidance Note 4: Industrial, commercial development and small firms</b>	
<b>Proponent body</b>	<b>Central Government (ODPM)</b>
<b>Level</b>	<b>National</b>
<b>Date produced</b>	
<b>Why is it relevant?</b>	
<p>PPG 4 requires Local Planning Authorities:</p> <ul style="list-style-type: none"> <li>To encourage continued economic development that is compatible with governmental environmental objectives.</li> <li>To weigh the importance of industrial and commercial development with that of maintaining and improving environmental quality.</li> </ul>	
<b>Requirements / opportunities</b>	<b>Implications for the SPD</b>
<p>The PPG encourages development in locations that minimise the length and number of trips by motor vehicle, can be served by energy efficient modes of transport that will not add unacceptably to congestion and accessing appropriate roads so as to not add to congestion on roads designed for longer distance travel.</p> <p>Preference for users that will benefit from increased rail freight in localities close to rail nodes.</p> <p>Opportunity to locate business's requiring lorry access away from residential areas.</p> <p>Establish simplified Planning Zones (SPZs) to promote regeneration and economic activity.</p>	<p>The SPD should include stipulations to locate business in appropriate areas away from areas sensitive to noise pollution.</p> <p>The SPD should encourage development in areas of high accessibility by public transport, where developments can be located to minimise the impact on current levels of congestion.</p> <p>The Noise SPD should include considerations for dealing with noise from Business activities.</p> <p>The SPD will need to consider the impact of industrial vehicles on residential areas and possible noise reduction methods.</p>
<b>Gaps or problems</b>	<b>Implications for the SA</b>
<p>There is a possibility for disparity between areas covered by sustainable transport and the demands for economic growth.</p> <p>Up-to-date and relevant plans are essential if the development needs of commerce and industry are to be met, and reconciled with demands for other forms of development and for the protection of the environment.</p> <p>Hillingdon should be realistic to the needs of business in allocating land.</p> <p>Developments that are detrimental to amenity or a potential source of pollution should be separated from sensitive land uses.</p>	<p>SA objectives generally include measures to reduce the need to travel by motor vehicle, decrease air pollution increase human health and promotion of the economy. By sensitive planning of new industrial and commercial premises these objectives can be reached.</p>
<b>Useful cross-references:</b> Majors Economic Strategy, PPG 5	

## Appendix A – Links to Other Plans and Programmes

### Planning Policy Guidance Note 3: Housing

<b>Proponent body</b>	<b>Central Government (ODPM)</b>
<b>Level</b>	<b>National</b>
<b>Date produced</b>	<b>March 2000</b>

#### Why is it relevant?

PPG 3 requires local Planning Authorities to:

- Provide sufficient housing land but give priority to re-using previously-developed land, bringing empty homes back into use and converting existing buildings,
- Create more sustainable patterns of development, and consider accessibility by public transport to jobs, education and health facilities, shopping, leisure and local services;
- Make more efficient use of land by reviewing planning policies and standards;
- Place the needs of people before ease of traffic movement,
- Seek to reduce car dependence, encourage walking and cycling, improve links for public transport between housing, jobs, services, and by planning for mixed use; and
- Promote good design in new housing developments in order to create attractive, high-quality living environments in which people will choose to live.

<b>Requirements / opportunities</b>	<b>Implications for the SPD</b>
<p>The PPG provides opportunities to provide high quality housing in the right places.</p> <p>Appropriate location for transport and the inclusion of sustainable transport infrastructure (e.g. cycle lanes) can help to reduce car dependence and provide localised environmental improvement.</p> <p>Housing as part of mixed-use developments can also help to reduce dependence on the car and produce vibrant communities.</p> <p>A difference in housing mix can increase social inclusion and help vitality and viability of communities.</p>	<p>The Noise SPD needs to ensure that traffic noise is minimised in noise sensitive residential locations.</p> <p>The SPD will need to forecast noise levels from potential traffic generating sources in order to implement sustainable development.</p>

<b>Gaps or problems</b>	<b>Implications for the SA</b>
<p>The SPD must ensure that sustainable development options are exhausted before building in noise sensitive locations.</p>	<p>The SA should demonstrate how housing objectives have been considered in the development of the noise SPD.</p> <p>The SA should include an objective relating to noise and residential amenity.</p>

**Useful cross-references:** The London Plan

Appendix B: Analysis of possible tensions or inconsistencies between the current and future baseline conditions.								
Indicator	Local data	Regional data	National data	Target	Trend	Indicator status and comments	Data Quality	Data Sources
<b>Traffic Noise</b>								
Road traffic growth	Draft Hillingdon Transport Plan	<a href="http://www.tfl.gov.uk/tfl/ltr2003/index.shtml">http://www.tfl.gov.uk/tfl/ltr2003/index.shtml</a>	<a href="http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/page/dft_transstats_031999.hcsp">http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/page/dft_transstats_031999.hcsp</a>					
<b>Material assets</b>								
Property values		<a href="http://www.housemetrack.co.uk/index.cfm?feature=uk-house-prices/s.viewnewsitem&amp;newsid=87">http://www.housemetrack.co.uk/index.cfm?feature=uk-house-prices/s.viewnewsitem&amp;newsid=87</a>	<a href="http://www.themovechannel.com/sitefeatures/uk-house-prices/">http://www.themovechannel.com/sitefeatures/uk-house-prices/</a>					
<b>Economic Activity</b>								
New businesses surviving 3 years	None	62.1 in (1997)	65.1 in 1997					

### Appendix C: The further development process

Action	Likely timeframe
Notification of the draft Noise SPD and SA for a period of 6 weeks	August/September 2005
Review comments received and amend draft to reflect changes requested	September/October 2005
SPD to be reported to Cabinet for adoption	November/December 2005
SPD to be made publicly available along with implementation and monitoring plan	December 2005