

POLICY 7.15 REDUCING AND MANAGING NOISE, IMPROVING AND ENHANCING THE ACOUSTIC ENVIRONMENT AND PROMOTING APPROPRIATE SOUNDSCAPES**Strategic**

- A The transport, spatial and design policies of this plan will be implemented in order to reduce and manage noise to improve health and quality of life and support the objectives of the Mayor's Ambient Noise Strategy.

Planning decisions

- B Development proposals should seek to manage noise by:
- a avoiding significant adverse noise impacts on health and quality of life as a result of new development;
 - b mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on existing businesses;
 - c improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity);
 - d separating new noise sensitive development from major noise sources (such as road, rail, air transport and some types of industrial development) through the use of distance, screening or internal layout – in preference to sole reliance on sound insulation;
 - e where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles;
 - f having particular regard to the impact of aviation noise on noise sensitive development;
 - g promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

LDF preparation

- C Boroughs and others with relevant responsibilities should have policies to:
- a manage the impact of noise through the spatial distribution of noise making and noise sensitive uses;
 - b identify and nominate new Quiet Areas and protect existing Quiet Areas in line with the procedure in Defra's Noise Action Plan for Agglomerations¹.

¹ <https://consult.defra.gov.uk/comunications/https-consult-defra-gov-ukenvironmentalnoise/>

- 7.52 The management of noise is about encouraging the right acoustic environment in the right place at the right time – to promote good health and a good quality of life within the wider context of achieving sustainable development. It is important that noise management is considered as early as possible in the planning process, and as an integral part of development proposals. In certain circumstances it can also mean preventing unacceptable adverse effects from occurring²³⁵. Managing noise includes improving and enhancing the acoustic environment and promoting appropriate soundscapes. This can mean allowing some places or certain times to become noisier within reason, whilst others become quieter, and where appropriate could include considering the noise sensitivity of receptors at internationally important nature conservation sites. Noise management includes promoting good acoustic design of buildings whenever opportunities arise. See, for example, the guidance on planning and design in Section 5 of BS 8223:2014. It will include traditional and innovative noise reduction measures in otherwise unacceptable situations. It can also encompass deliberately introducing wanted sounds designed to mitigate the adverse impact of existing sources of noise or to enhance the enjoyment of the public realm or the protection of relative tranquillity and quietness where such features are valued. The Mayor's published Ambient Noise Strategy contains policies and proposals on noise related to road and rail traffic, aircraft, water transport and industry. The London Plan addresses the spatial implications of the Ambient Noise Strategy.
- 7.53 In January 2014 the Government issued three Noise Action Plans for roads, railways and agglomerations (large urban areas). These Action Plans have been prepared by the Department for Environment, Food and Rural Affairs (Defra) to meet the terms of the Environmental Noise (England) Regulations 2006, as amended, which transpose the Environmental Noise Directive (END). The END requires Member States to produce strategic noise maps every five years, designed to show the number of people exposed to various levels of transport and industrial noise. It also requires Member States to prepare Noise Action Plans, based upon the noise mapping results, which must be consulted on before adoption. These Action Plans include details of the process for identifying Important Areas (noise 'hotspots') and an approach for identifying and managing quiet areas in agglomerations. Defra identified small parts of Metropolitan Open Land and Local Green Spaces (identified by Local or Neighbourhood Plans in line with paragraphs 76 and 77 of the NPPF) as potential quiet areas that boroughs may wish to designate. The Action Plan for Agglomerations sets out how a borough is required to consult Defra on designating Quiet Areas. Particular attention should be paid to noise management, including the acoustic design of buildings, in and around noise hotspots and any candidate or designated quiet areas. Airport operators have responsibility for Noise Action Plans for Airports (within the GLA area, these are Heathrow and London City). The Government's Aviation Policy Framework, 2013, states that : "Our overall objective on noise is

²³⁵ National Planning Practice Guidance (Noise) Paragraph 005 Reference ID: 30-005-20140306 – How to recognise when noise could be a concern? DCLG revision date: 06.03.2014

to limit and where possible reduce the number of people in the UK significantly affected by aircraft noise".²³⁶ Policy 6.6 sets out the Mayor's approach to aviation related development.

Protecting London's open and natural environment

- 7.54 The Mayor strongly supports the protection, promotion and enhancement of London's open spaces and natural environments. Chapter 2 sets out the spatial aspects of London's green infrastructure.

POLICY 7.16 GREEN BELT

Strategic

- A The Mayor strongly supports the current extent of London's Green Belt, its extension in appropriate circumstances and its protection from inappropriate development.

Planning decisions

- B The strongest protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance.

- 7.55 Paragraphs 79-92 of the NPPF give clear policy guidance on the functions the Green Belt performs, its key characteristics, acceptable uses and how its boundaries should be altered, if necessary. Green Belt has an important role to play as part of London's multifunctional green infrastructure and the Mayor is keen to see improvements in its overall quality and accessibility. Such improvements are likely to help human health, biodiversity and improve overall quality of life. Positive management of the Green Belt is a key to improving its quality and hence its positive benefits for Londoners. Boroughs with landscape designations (such as AONBs) should follow the advice of NPPF paragraph 113.

POLICY 7.17 METROPOLITAN OPEN LAND

Strategic

- A The Mayor strongly supports the current extent of Metropolitan Open Land (MOL), its extension in appropriate circumstances and its protection from development having an adverse impact on the openness of MOL.

²³⁶ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/153776/aviation-policy-framework.pdf
