

Appendix PV5

The London Plan policies 7.14, 7.16

MAYOR OF LONDON



THE LONDON PLAN

**THE SPATIAL DEVELOPMENT STRATEGY FOR LONDON
CONSOLIDATED WITH ALTERATIONS SINCE 2011**

MARCH 2015

Planning decisions

- B Development proposals should contribute to the minimisation of potential physical risks, including those arising as a result of fire, flood and related hazards. Development should include measures to design out crime that, in proportion to the risk, deter terrorism, assist in the detection of terrorist activity and help defer its effects.

LDF preparation

- C Boroughs should work with the Mayor's Office for Policing and Crime, the Metropolitan Police service, the London Fire and Emergency Planning Authority and other agencies such as the City of London Police and the British Transport Police to identify the community safety needs, policies and sites required for their area to support provision of necessary infrastructure.

- 7.45 The London Resilience Partnership maintains the London Risk Register²²⁴. New development should incorporate fire safety solutions and represent best practice in fire safety planning in both design and management. The London Fire and Emergency Planning Authority (LFEPA) should be consulted early in the design process to ensure major projects and venues have solutions to fire engineering built-in. Flooding issues and designing out the effects of flooding are addressed in Chapter 5.
- 7.46 Measures to design out crime, including counter terrorism measures, should be integral to development proposals and considered early in the

design process²²⁵. This will ensure they provide adequate protection, do not compromise good design, do not shift the vulnerabilities elsewhere, and are cost-effective. Development proposals should incorporate measures that are proportionate to the threat by way of the risk of an attack and the likely consequences of one. New development should incorporate elements that deter terrorists, maximise the probability of detecting intrusion, and delay any attempts at disruption until a response can be activated (see also Policy 7.3 on designing out crime). Consideration should be given to physical and electronic security (including detailed questions of design and choice of material, vehicular stand off and access, air intakes and telecommunications infrastructure). The Metropolitan Police should be consulted to ensure major projects contain appropriate design solutions, which respond to the potential level of risk whilst ensuring the quality of places is maximised.

Air and noise pollution

POLICY 7.14 IMPROVING AIR QUALITY

Strategic

- A The Mayor recognises the importance of tackling air pollution and improving air quality to London's development and the health and well-being of its people. He will work with strategic partners to ensure that the spatial, climate change, transport and design policies of this plan support implementation of his Air Quality

224 for further details see <http://www.london.gov.uk/mayor-assembly/mayor/london-resilience>

225 Home Office and Department for Communities and Local Government (DCLG), *Safer Places: a counter Terrorism supplement*. 2009

and Transport strategies to achieve reductions in pollutant emissions and minimize public exposure to pollution.

Planning decisions

- B Development proposals should:
 - a minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) and where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans (see Policy 6.3)
 - b promote sustainable design and construction to reduce emissions from the demolition and construction of buildings following the best practice guidance in the GLA and London Councils' 'The control of dust and emissions from construction and demolition'
 - c be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)).
 - d ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site. Where it can be demonstrated that on-site provision is impractical or inappropriate, and that it is possible to put in place measures having clearly demonstrated equivalent air quality benefits, planning obligations or planning

conditions should be used as appropriate to ensure this, whether on a scheme by scheme basis or through joint area-based approaches

- e where the development requires a detailed air quality assessment and biomass boilers are included, the assessment should forecast pollutant concentrations. Permission should only be granted if no adverse air quality impacts from the biomass boiler are identified

LDF preparation

- C Boroughs should have policies that:
 - a seek reductions in levels of pollutants referred to in the Government's National Air Quality Strategy having regard to the Mayor's Air Quality Strategy
 - b take account of the findings of their Air Quality Review and Assessments and Action Plans, in particular where Air Quality Management Areas have been designated.

7.47 Poor air quality is a public health issue that is linked to the development of chronic diseases and can increase the risk of respiratory illness. Action is needed to improve air quality in London and the Mayor is committed to working towards meeting the EU limit values of fine particulate matter (PM₁₀) by 2011 and nitrogen dioxide (NO₂) by 2015. The Mayor's Air Quality Strategy sets out policies and proposals to address the full range of these air quality issues reducing emissions from transport, reducing emissions from homes, business and industry and increasing awareness of air quality issues. For example the Low

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 to limit and where possible reduce the number of people in the UK significantly affected by aircraft noise”,²²⁸ 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.

²²⁸ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/153776/aviation-policy-framework.pdf