

## 6. Land Use Planning

- 6.1.1 This section presents a description of the various components of Phase 1B (North) that are now subject to an RMA. This description of the Phase 1B (North) RMA supplements that of the s73 ES Chapter 2: Vision for the Site, which described the 'EIA development' and forms the basis of this Report.
- 6.1.2 The s73 ES included a full review of relevant planning policy and considered the s73 Application against this. This review is not required under the EIA Regulations and given that the Scheme has planning permission it is not appropriate to re-consider the detailed proposals in this way. A brief summary of relevant key planning policy and guidance which has been updated since the s73 ES and EIA Documentation were prepared and is provided below. Where updated policy or guidance is relevant to a particular environmental discipline, a summary of the new policy or guidance along with its application to the assessment is provided within the relevant technical Chapter of this Report.

### [Minor Alterations to the London Plan, 2016<sup>i</sup>](#)

- 6.1.3 Minor alterations to the London Plan (MALP), 2015 were published (i.e. adopted) in March 2016<sup>ii</sup>, and were prepared to bring the London Plan in line with the national housing standards and car parking policy. In relation to housing standards, the MALP responds to the Government's new technical housing standards which remove the Code for Sustainable Homes, Lifetime Homes and local space standards and introduce new "optional" standards.
- 6.1.4 In relation to car parking policy, the proposed alterations to the plan seeks to recognise that the needs of Outer London can often be different to those of Central and Inner London, and brings forward a relaxation in parking standards in outer London.

### [Environmental Protection UK & Institute of Air Quality Management Guidance; Land-Use Planning & Development Control: Planning for Air Quality, January 2017](#)

- 6.1.5 Environmental Protection UK (EPUK) and the Institute of Air Quality Management (IAQM) provide guidance<sup>iii</sup> for air quality considerations within the local development control processes, promoting a consistent approach to the treatment of air quality issues.
- 6.1.6 The EPUK and IAQM guidance explains how development proposals can adopt good design principles to reduce emissions and contribute to better air quality. The guidance also provides a method for screening the need for an air quality assessment and a consistent approach for describing the impacts at individual receptors. The EPUK and IAQM Guidance, advises that:

*"In arriving at a decision about a specific proposed development the local planning authority is required to achieve a balance between economic, social and environmental considerations. For this reason, appropriate consideration of issues such as air quality, noise and visual amenity is necessary. In terms of air quality, particular attention should be paid to:*

- *Compliance with national air quality objectives and of EU Limit Values;*
- *Whether the development will materially affect any air quality action plan or strategy;*
- *The overall degradation (or improvement) in local air quality; or*
- *Whether the development will introduce new public exposure into an area of existing poor air quality".*

#### London Local Air Quality Management Policy Guidance, 2016

- 6.1.7 The Local Air Quality Management Policy Guidance LLAQM.PG (16)<sup>iv</sup> provides additional guidance on the links between transport and air quality. LLAQM.PG (16) describes how road transport contributes to local air pollution and how transport measures may bring improvements in air quality. Key transport-related Government initiatives are set out, including regulatory measures and standards to reduce vehicle emissions and improve fuels, tax-based measures and the development of an integrated transport strategy.
- 6.1.8 LLAQM.PG (16) also provides guidance on the links between air quality and the land use planning system. The guidance advises that air quality considerations should be integrated within the planning process at the earliest stage, and is intended to aid local authorities in developing action plans to deal with specific air quality issues and create strategies to improve air quality. LLAQM.PG (16) summarises the means in which the land use planning system can help deliver compliance with the air quality objectives.

#### Improving Air Quality in the UK: Tackling nitrogen dioxide in our towns and cities UK Overview Document, 2016

- 6.1.9 Defra adopted the 'Improving Air Quality in the UK: Tackling nitrogen dioxide in our towns and cities UK Overview Document' in January 2016<sup>v</sup>, which sets out the plan to improve air quality in the UK by reducing NO<sub>2</sub> emissions in towns and cities as part of the UK's commitment for cleaner air. The air quality improvement plan sets out targeted local, regional and national measures in order to meet the UK's legal obligations to achieve the NO<sub>2</sub> limit values set out in the EU Framework Directive 2008/50/EC.

#### A City for all Londoners, 2016

- 6.1.10 The Mayor of London's A City for All Londoners document outlines the challenges and opportunities across priority policy areas in London, as well as the changes that City Hall wants to deliver over the next four years to improve air quality. The Mayor is committed to reducing and improving air quality through the design of 'Healthy Streets'. Such measures detailed include:
- Introducing an emissions surcharge (or 'Toxicity Charge') in 2017 for high-polluting older vehicles in central London;
  - Introducing a Central-London Ultra-Low Emission Zone (ULEZ) in 2019 and potentially enlarging the area it covers, up to the North and South Circular Roads for all vehicles and London wide for the most polluting heavy vehicles. The new ULEZ would incorporate the J1/M1;
  - Replace diesel buses with green buses (hybrid or zero emission) this includes a retrofit scheme of 3000 buses outside central London by 2020;
  - All buses in central London to be 'Euro 6' hybrid by 2019;
  - All new buildings in London to be air quality positive to include reducing emissions and associated exposure;
  - Planting trees on a busy road to provide a buffer between pedestrians and traffic, as well as absorbing pollutants to improve air quality; and

- Increase the use of cycling and walking.

#### Supplementary Planning Guidance

##### The Housing – Supplementary Planning Guidance, London Plan, March 2016

- 6.1.11 The Housing – Supplementary Guidance<sup>vi</sup> has been updated to reflect the Further Alterations to the London Plan (FALP) and the MALP. It provides updated guidance on a range of strategic policies including housing supply, residential density, housing standards, build to rent developments, student accommodation and viability appraisals.

##### London Borough of Barnet, Supplementary Planning Document: Sustainable Design and Construction, October 2016<sup>vii</sup>

- 6.1.12 The SPD focuses on Sustainable Design and Construction and updates the guidance originally published in 2007. It has been revised to focus on the essential requirements against which planning applications for all forms of development in Barnet will be assessed.
- 6.1.13 The Sustainable Design and Construction SPD sits beneath and implements Local Plan policies in the Core Strategy and the Development Management Policies documents, setting out borough-wide requirements and best practice planning guidance. The Sustainable Design and Construction SPD will be used as a material consideration and help inform decision making by the planning service and planning committees.

##### London Borough of Barnet, Supplementary Planning Document: Residential Design Guidance, October 2016<sup>viii</sup>

- 6.1.14 The Residential Design Guidance SPD document provides detailed residential design guidance on issues relevant to Barnet such as local character, density, built form, car parking and amenity space standards connected with new build development. Through these changes the SPD sets out the local priorities for protecting and enhancing Barnet's character. It provides a local reference point to the suite of national guidance on good design.

## References

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<sup>i</sup> Mayor of London (2016), The London Plan: Spatial Development Strategy for Greater London (Consolidated with changes since 2011), March 2016, Greater London Authority (GLA)

<sup>ii</sup> Minor Alterations to the London Plan (MALP)

<sup>iii</sup> Environmental Protection UK & Institute of Air Quality Management Guidance (2017) Land-Use Planning & Development Control: Planning for Air Quality

<sup>iv</sup> Defra (2016), 'London Local Air Quality Management (LLAQM) Policy guidance 2016 (LLAQM.PG (16))', Defra, London.

<sup>v</sup> Defra (2016), 'Improving Air Quality in the UK: Tackling nitrogen dioxide in our towns and cities UK Overview Document' (18 January 2016)

<sup>vi</sup> The Mayor of London (2016) Housing – Supplementary Planning Guidance

<sup>vii</sup> London Borough of Barnet (2016), Supplementary Planning Document: Sustainable Design and Construction

<sup>viii</sup> London Borough of Barnet (2016), Supplementary Planning Document: Residential Design Guidance