

Air quality

- 8.73 Improving local air quality, mitigating the impact of development on air quality and reducing exposure to poor air quality in the borough is vital in safeguarding public health and the environment. The focus of Policy CC4 is to mitigate the impact of development on air quality and to ensure exposure to poor air quality is reduced in the borough.
- 8.74 It is recognised that parts of Camden have some of the poorest air quality levels in London and since 2000 the whole of the borough has been declared an Air Quality Management Area (AQMA) for both NO₂ (Nitrogen Dioxide) and PM₁₀ (Particulate Matter). Camden is also working to assess and address PM_{2.5} (the smallest fraction of particulate) because despite Camden meeting EU limit values for PM_{2.5}, research suggests that particulates of this size have the worst health impacts. Air pollution is associated with a number of adverse health impacts, and it particularly affects the most vulnerable in society.
- 8.75 A key challenge is to make our local environment better by reducing air pollution. In addition to Policy CC4, this Plan also actively supports the improvement of air quality in Camden by:
- requiring all new development in the borough to be ‘car-free’ (see “Policy T2 Parking and car-free development”);
 - maintaining and increasing green infrastructure (see “Policy A2 Open space”);
 - reducing emissions associated with new development (see “Policy CC1 Climate change mitigation”); and
 - supporting and encouraging sensitive energy efficiency improvements to existing buildings (see “Policy CC1 Climate change mitigation”).

Policy CC4 Air quality

The Council will ensure that the impact of development on air quality is mitigated and ensure that exposure to poor air quality is reduced in the borough.

The Council will take into account the impact of air quality when assessing development proposals, through the consideration of both the exposure of occupants to air pollution and the effect of the development on air quality. Consideration must be taken to the actions identified in the Council’s Air Quality Action Plan.

Air Quality Assessments (AQAs) are required where development is likely to expose residents to high levels of air pollution. Where the AQA shows that a development would cause harm to air quality, the Council will not grant planning permission unless measures are adopted to mitigate the impact. Similarly, developments that introduce sensitive receptors (i.e. housing, schools) in locations of poor air quality will not be acceptable unless designed to mitigate the impact.

Development that involves significant demolition, construction or earthworks will also be required to assess the risk of dust and emissions impacts in an AQA and include appropriate mitigation measures to be secured in a Construction Management Plan.

- 8.76 The Council's Air Quality Action Plan identifies actions and mitigating measures to be implemented by the Council and partners to reduce NO₂ and PM₁₀ from the four main emission sources of the borough: road transport; gas boilers; new developments; and small industrial processes. The Air Quality Action Plan takes account of the measures contained within the Mayor's Air Quality Strategy 'Clearing the Air'.
- 8.77 In order to help reduce air pollution and adhere to London planning policy, developments must demonstrate that they comply with Policy 7.14 of the London Plan (to be at least air quality neutral).

Air Quality Assessments

- 8.78 The Council will require Air Quality Assessments (AQA) where any of the following apply:
- major applications where occupants will be exposed to poor air quality (along a busy road, diesel railway lines or in a generally congested area);
 - development that has potential to significantly change road traffic on a busy road;
 - the development has more than 75 new residences;
 - commercial developments with a floorspace of 2,500 sqm or more;
 - developments that include biomass boilers or CHP (combined heat and power) and connections to existing decentralised energy networks (whereby the increased capacity is not already covered by an existing AQA); and
 - substantial earthworks or demolition.
- 8.79 We will also require a basic AQA for all newly erected buildings/substantial refurbishments and changes of use where occupants will be exposed to poor air quality (due to its location next to a busy road, diesel railway line or in a generally congested area).
- 8.80 Air Quality Assessments must outline the predicted and forecast pollutant concentrations at the proposed development and the planned mitigations. The Air Quality Assessment should also consider wider cumulative impacts on air quality arising from a number of smaller developments.

Mitigating measures

- 8.81 Where an AQA shows that a development would cause harm to air quality, planning permission will be refused unless mitigation measures are adopted to reduce the impact to acceptable levels. Mitigation measures should be provided on-site, however where this is impractical the AQA should demonstrate that it is possible to include measures in the local area which have equivalent air quality benefits. Mitigation measures may be secured either by planning condition or legal agreement where appropriate.
- 8.82 Developments will also be expected to include measures to ensure that the exposure of occupants to air pollution is reduced to within acceptable levels. In addition to mitigation, major developments in these areas will be expected to

address local problems of air quality which may include various design solutions and buffers. Measures that can be taken to reduce exposure to air pollution are contained in our supplementary planning document Camden Planning Guidance on amenity.

Effect of development on air quality

8.83 A development can affect air quality in three significant ways:

- emissions from construction and demolition;
- emissions from the combustion of fuel for energy within the building; and
- emissions from transport to and from the building.

Construction and demolition

8.84 Emissions from construction and demolition can be reduced through the adoption of sustainable design and construction methods (see Policies CC1 and CC2). Any development which involves significant demolition, construction or earthworks will be required to assess the risk of impacts according to Institute of Air Quality Management Dust Guidance and adhere to the Mayor's supplementary planning document (SPD) on 'The control of dust and emissions during construction and demolition'. Mitigation measures appropriate to the risk should be included in the Construction Management Plan. All high risk sites must include real time construction dust monitoring and all medium risk sites to include monitoring where considered necessary, in accordance with the Mayor's SPD.

Fuel for energy

8.85 In Central London, one of the most significant sources of air pollution is domestic and commercial boilers, which are a key source of NO₂ (around 40%) and a small source of PM₁₀. This can be reduced through energy efficiency and by ensuring new boilers are Ultra Low Nitrogen Oxide (NO_x) (<40 mg/kWh). There are serious air quality implications for the use of Combined Heat and Power (CHP) Plants and Biomass Boilers. Consequently the use of biomass as a renewable energy source will be the Council's least preferred option for the provision of renewable energy. We will expect developments to focus on energy efficiency and an efficient energy supply. CHP will only be accepted if it is shown to be the most appropriate choice, it must also be of the highest standard in terms of NO_x emissions and it must adhere to the latest emissions standards contained in the Mayor's Supplementary Planning Guidance 'Sustainable Design and Construction'. An AQA with full dispersion modelling is required for all proposed Biomass and CHP boilers and this must demonstrate that its impact on nearby receptors is minimal.

Transport

8.86 Road transport is a significant source of air pollution in London, primarily from vehicle exhaust and tyre and brake wear.

8.87 Vehicles are a major source of both PM₁₀ and NO₂ in Camden and AQAs will be required when a development will significantly increase traffic volumes, congestion, parking or the number of HGVs in the locality (see "Policy C2 Community facilities" and "Policy A1 Managing the impact of development").

Waste

- 8.88 The amount of waste we produce is increasing and the traditional ways of dealing with it (for example, exporting it to landfill sites outside London) are becoming increasingly unacceptable, financially and environmentally. Therefore, we need to find better ways of dealing with our waste and taking more responsibility for dealing with it within London. One of the aims of London Plan is to see London manage the equivalent amount of local authority collected waste (LACW) and commercial and industrial (CandI) waste it produces by 2026. This could be achieved by reducing the amount of waste we produce, increasing the reuse and recycling of materials, reducing the proportion of waste exported out from London and finding sites for new waste facilities.
- 8.89 We also face specific challenges in dealing with waste in Camden. For example, the borough's ability to be self-sufficient in waste is limited by its built-up character and the lack of sites on which to build waste management facilities. Also, the nature of Camden's housing stock, with a large proportion of flats and a significant number of homes without gardens, means that some homes have limited space for storing recycling containers and reduced opportunities for composting.
- 8.90 The Council recognises that Camden cannot adequately deal with its waste in isolation. Therefore, it is a member of the North London Waste Authority, which is responsible for the disposal of waste collected in the boroughs of Barnet, Camden, Enfield, Haringey, Hackney, Islington and Waltham Forest and is working in partnership with these authorities in order to prepare a joint North London Waste Plan (NLWP).

Policy CC5 Waste

The Council will seek to make Camden a low waste borough.

We will:

- a. aim to reduce the amount of waste produced in the borough and increase recycling and the reuse of materials to meet the London Plan targets of 50% of household waste recycled/composted by 2020 and aspiring to achieve 60% by 2031;
- b. deal with North London's waste by working with our partner boroughs in North London to produce a Waste Plan, which will ensure that sufficient land is allocated to manage the amount of waste apportioned to the area in the London Plan;
- c. safeguard Camden's existing waste site at Regis Road unless a suitable compensatory waste site is provided that replaces the maximum throughput achievable at the existing site; and
- d. make sure that developments include facilities for the storage and collection of waste and recycling.