

POLICY KOV2: IMPROVING AIR QUALITY

A. Development proposals must set out the measures they are taking to contribute to the improvement of air quality in the KOV Neighbourhood Area. Such measures may include, but are not limited to:

- **The removal or reduction of on-site carparking, when redeveloping existing sites, with provision for electric vehicle charging points or other technology which encourages the take up of sustainable transport.**
- **The incorporation of air filtration systems to improve indoor air quality for occupants.**
- **The use of low-pollution vehicles during construction.**
- **Freight consolidation arrangements.**
- **Provision of secure parking facilities for standard bicycles and cargo bicycles**
- **Provision of financial contributions to bicycle hire facilities and services that are proportionate to the size of the development.**
- **The design and layout of buildings that will avoid creating areas that inhibit effective dispersion of pollution, including the avoidance of creating ‘street canyons’ where road traffic emissions are trapped by tall buildings on either side of the road.**
- **The design of buildings that will minimise public exposure to pollution sources. This may include maximising façade distances from busy roads and/or locating habitable rooms away from these facades.**

B. The Neighbourhood Plan identifies the following Greenways as pedestrian routes that are primarily situated away from heavy traffic, air pollution and noise, as shown on the Greenways map:

- A. Vauxhall Loop**
- B. Palace to Vauxhall**
- C. Lambeth Walk (as an extension of Greenway C in the South Bank and Waterloo Neighbourhood Plan)**
- D. Imperial War Museum and Kennington Road (as an extension of Greenway D in the South Bank and Waterloo Neighbourhood Plan)**
- E. Elephant and Castle to Kennington Park**

Development proposals adjoining a Greenway must seek to:

- **Create an improved, pedestrian friendly streetscape, encouraging walking as the primary mode, as set out in local and Transport for London guidance; and**
- **Contribute to an improvement in air quality and a reduction in noise levels.**

5.12 This policy is intended to improve air quality in the KOV area by requiring new development to contribute to the removal of air pollution at source by encouraging more active travel, more efficient buildings, use of cleaner vehicles etc. It also seeks to mitigate exposure to pollution through increased greening and better separation of pedestrians and motorised vehicles.

5.13 In doing so, it complements Policies T1, PN2 and PN8 of the Local Plan and policies GG3, D7, G5 and SI1 of the London Plan on air quality and green infrastructure. Importantly too, it responds positively to Policy 5 of the adjoining, made South Bank and Waterloo Neighbourhood Plan, which contains many of the same provisions and identifies Greenways that this policy extends through the KOV area.

“Lambeth has some of the highest levels of air pollution in the UK. Our citizen’s health is at risk and it is for this reason that we are determined to forge ahead with our bold and ambitious plans to improve the air quality in our borough”. (Lambeth Air Quality Action Plan 2017 to 2022, p.2).

5.14 In the 2017 survey, 402 local people wanted the KOV Forum to support developments that improve local air quality. Local knowledge offers more insights on the distribution of pollution not obvious from generalised maps based on pollution monitoring stations and known traffic flows. Some local residential roads have relatively high volumes of traffic and hence related pollution. As such roads are not included in DfT figures, pollution maps overlook their contribution.

5.15 In contrast, relatively enclosed green areas like Bonnington Square, have noticeably better air quality. Ideally children and other vulnerable pedestrians should be able to walk as far as practicable and experience the relatively good air quality of Bonnington Square and not the poor quality of nearby Vauxhall gyratory. A network of pollution monitors with live feedback outside schools and along busy through routes will support the public to make more informed decisions. Of particular concern is the high volume of traffic passing by local schools on TfL controlled routes for example the four schools in the Vauxhall gyratory area.