

STONEY WOOD QUARTER

Land North of The Fairway, London NW7 3HS

AIR QUALITY POSITIVE STATEMENT

On behalf of Stoney Wood Property Developments Ltd

Prepared by London Placemaking

March 2026

Project:	Stoney Wood Quarter
Document:	Air Quality Positive Statement
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1. Introduction

1.1 Purpose of this Statement

This Air Quality Positive (AQP) Statement has been prepared by London Placemaking in support of the full planning application for the proposed development at Stoney Wood Quarter (SWQ), Land North of The Fairway, London NW7 3HS.

It has been prepared in accordance with the Mayor of London's Air Quality Positive London Plan Guidance (LPG) published in February 2023 and responds to the requirements of London Plan Policy SI 1 (Improving Air Quality – Part C). The Planning Application is referable to the Mayor of London under Category 1A of the Town and Country Planning (Mayor of London) Order 2008 (as amended) and is accompanied by an Environmental Statement (ES) coordinated by HgH Consulting.

This AQP Statement should be read in conjunction with the following supporting documents that have been submitted as part of the Planning Application:

- Air Quality Assessment (AQE, November 2025) – ES Appendix 6.1
- ES Volume I, Chapter 6: Air Quality (HgH Consulting / AQE)
- ES Volume I, Chapter 8: Ecology (HgH Consulting / Phlorum)
- ES Volume I, Chapter 12: Transport (HgH Consulting / Lime Transport)
- Healthy Streets Transport Assessment (Lime Transport, November 2025)
- Travel Plan (Lime Transport, November 2025)
- Outline Construction Logistics Plan (Lime Transport, November 2025)
- Energy and Sustainability Statement (Irvineering)
- Design and Access Statement (London Placemaking, November 2025)
- Preliminary Ecological Appraisal (Phlorum)
- Biodiversity Net Gain Assessment (Phlorum Ltd)
- Arboricultural Impact Assessment (Quaife Woodlands)
- Soft Landscaping Specification (London Placemaking)
- Illustrated Planting Schedule (London Placemaking)
- Draft Landscape and Ecology Management Plan (London Placemaking)
- Urban Greening Factor Assessment (London Placemaking)

1.2 Description of the Development

Full planning permission is sought for the redevelopment of the site for residential use (Class C3), in buildings up to ground plus 5 storeys with ancillary flexible commercial spaces (Use Class E) at ground floor level, together with plant, play space, car and cycle parking, hard and soft landscaping and all other works associated with the development.

The Proposed Development comprises 463 residential dwellings proposed as a Build to Rent scheme with 50% affordable housing. The total GIA is 43,057 sqm in residential floorspace, together with 597 sqm of flexible Class E uses including a gym, co-working space, concierge, retail, community space, children's soft play, woodland club, and café.

Key development elements relevant to this AQP Statement include:

- 151 car parking spaces (0.33 per unit), including 14 Blue Badge and 2 car club spaces, with 135 in a basement car park and 16 at ground level.
- 856 cycle parking spaces (843 long-stay, 13 short-stay), including 42 adaptive spaces

- All-electric energy strategy: communal air source heat pumps (SCoP 3.38–3.41) and PV panels (c.79,023 kWh/year)
- 75% CO₂ reduction over Part L 2021 (57% renewable, 18% efficiency)
- MVHR with hybrid cooling where required
- Urban Greening Factor of 0.5 (exceeding 0.4 target)
- 3,536 sqm play provision (exceeding 2,447 sqm London Plan requirement)
- Extensive green and blue roofs
- EV charging

1.3 Method Statement

Air quality considerations have been integrated into the design process from the earliest stages of the project. The design team, in particular London Placemaking (architects and landscape architects), Lime Transport (transport), AQE (air quality), Irvineering (energy), and Phlorum (ecology) have worked collaboratively to ensure that air quality benefits are maximised across all aspects of the scheme.

The Air Quality Positive approach has been informed by pre-application engagement with key stakeholders:

- GLA strategic briefing (March 2025): Design, quantum, massing and sustainability aspirations were presented and welcomed.
- TfL scoping meeting (April 2025): Low car parking was considered acceptable subject to a package of sustainable transport measures. Cycle parking provision in accordance with the London Plan was confirmed.
- GLA formal pre-application (May 2025): The proposals were strongly supported in principle. The GLA advised that the scheme should be supported by a robust transport strategy to improve accessibility by sustainable modes, noting the low existing PTAL.
- LBB Officer meetings: The parking strategy was revised and reduced following consultation. LBB Ecology Officers requested revisions to the building layout at the northwestern corner to maintain clusters of existing trees and woodland.

Technical air quality expertise has informed the site layout, building orientation, energy strategy, ventilation design, transport strategy, and landscaping proposals. The approach has considered the four key themes set out in Section 3 of the GLA guidance: better design and reducing exposure; building emissions; transport emissions; and innovation and futureproofing.

2. Constraints and Opportunities

This section sets out the air quality context of the Site and identifies the constraints and opportunities that have informed the design of the Proposed Development. In accordance with GLA guidance (paragraph 4.3.3), it provides evidence of how the air quality context has shaped the design process, supported by mapping from the Air Quality Assessment (AQE, November 2025).

2.1 Site Context

The Site comprises approximately 1.76 hectares of previously developed land located on the northern side of The Fairway in the north of the London Borough of Barnet. It is bounded by Stoney Wood and Stoney Wood Lake to the north, Mill Hill Golf Course to the northeast, Fairway Primary School and Children's Centre to the east, existing residential properties along The Fairway to the south, and further residential properties and a former car scrap yard to the west. The M1 Motorway and associated railway line run in a north-south alignment approximately 200m to the northwest of the Site.

The Site currently comprises a cleared area of hardstanding following demolition of previous school buildings in the 2010s, with clusters of existing trees concentrated along the northern boundary. Access is via The Fairway, a secondary road connecting directly to the A1 Barnet Way. The location of the Site in relation to the surrounding highway network is illustrated in Figure 2.1 below.

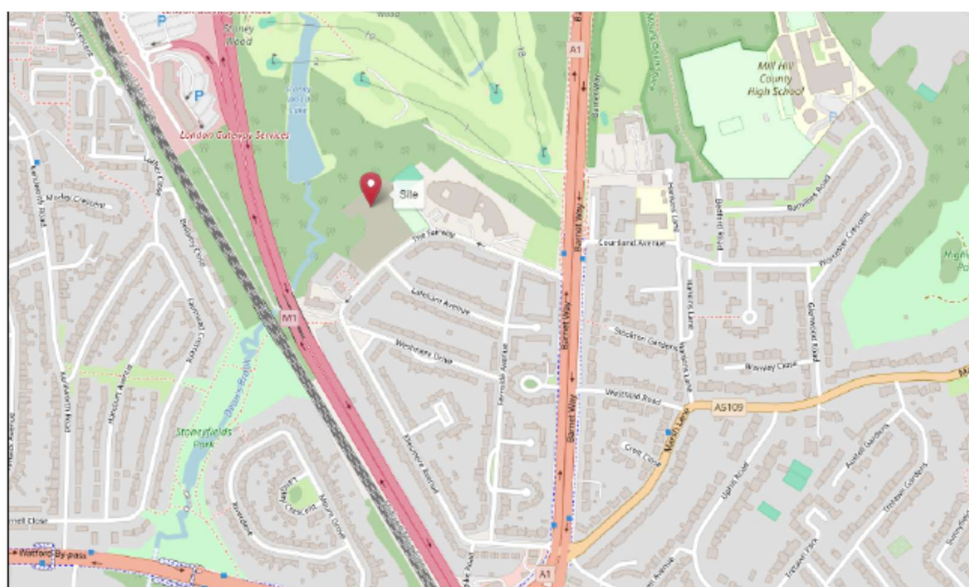


Figure 2.1: Site Location in Relation to the Local Highway Network

The wider area is characterised by a mix of suburban residential development to the south and east, with significant green and open spaces to the north and west including Stoney Wood (a Site of Importance for Nature Conservation), the associated watercourse and lake, Mill Hill Golf Course, and the wider Green Belt. The M1 corridor to the west is a source of regional traffic emissions, although it is well separated from the Site by the intervening woodland, railway, and topography.

2.2 Baseline Air Quality

The London Borough of Barnet has declared an Air Quality Management Area (AQMA) across the entire borough for exceedances of the annual mean NO₂ objective and the 24-hour mean PM₁₀ objective. However,

the Site itself is located in an area where background pollutant concentrations are well below the relevant Air Quality Objectives.

The AQE Air Quality Assessment (Section 4) reports the Defra background map concentrations for the 1km grid square containing the Site. These confirm that annual mean concentrations of NO₂, PM₁₀, and PM_{2.5} are all below the national objectives. The assessment also reviews data from LBB's automatic and non-automatic monitoring stations (see AQE Figures 4.1 and 4.2), which confirm that exceedances of air quality objectives in the borough are concentrated along major road corridors, not at the Site's location.

AQE's dispersion modelling (Section 6) confirms that both baseline (2022) and future year (2029) predicted concentrations at all assessed receptor locations are below the relevant objectives for NO₂, PM₁₀, and PM_{2.5}. The assessment concludes that air quality does not pose a constraint to the residential redevelopment of the Site. The locations of existing sensitive receptors modelled by AQE are shown in Figure 2.2 below.

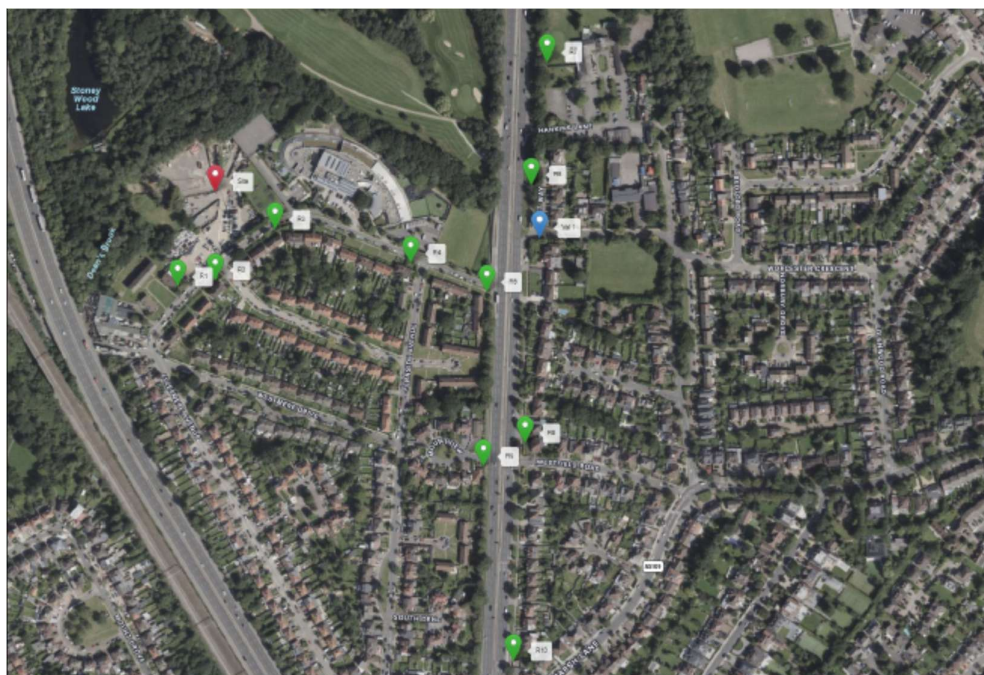


Figure 2.2: Existing Sensitive Receptor Locations (Source: AQE)

The prevailing wind direction is from the south-west, as illustrated by the London City Windrose at Figure 2.3.

The Air Quality Assessment (AQE, November 2025) also includes an Air Quality Neutral (AQN) assessment at Appendix B, prepared in accordance with the GLA's Air Quality Neutral and Air Quality Positive London Plan Guidance (February 2023). The assessment confirms that the Proposed Development meets the AQN benchmarks for both building emissions and transport emissions. The scheme is therefore eligible to pursue Air Quality Positive status, as demonstrated by this Statement.

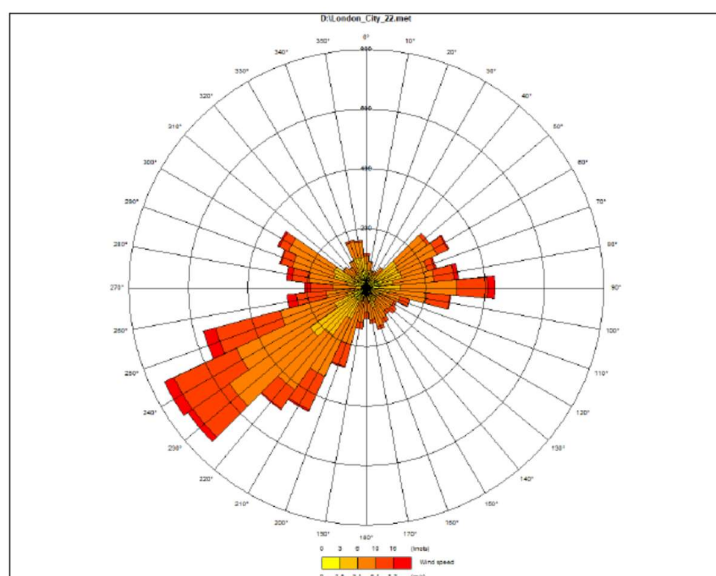


Figure 2.3: London City Windrose, 2022 (Source: AQE)

2.3 Air Quality Constraints

The following air quality constraints have been identified through the baseline assessment work undertaken by AQE and the wider design team and have directly informed the design and layout of the Proposed Development.

Borough-wide AQMA designation: The entire London Borough of Barnet is declared as an AQMA for exceedances of the annual mean NO₂ and 24-hour mean PM₁₀ objectives. While the Site itself does not experience exceedances, the AQMA designation means that all new development must demonstrate how it will contribute to improving air quality in the borough, not merely avoid worsening it. This establishes the policy context within which the Air Quality Positive approach operates.

The Fairway – local traffic emissions: The Fairway runs along the Site’s southern boundary and is the primary vehicular access route. It connects to the A1 Barnet Way and carries local traffic serving the surrounding residential area and Fairway Primary School. While traffic volumes are modest compared to major arterial routes, The Fairway represents the nearest source of vehicle-related NO₂ and particulate matter to the development. The AQE assessment includes traffic flow data on this route (see AQE Table 6.1 and Section 6) and has modelled the contribution of road traffic to pollutant concentrations at the Site boundary.

M1 Motorway and railway corridor: The M1 and its associated railway line run approximately 200m to the west of the Site. This is a significant regional emissions source. However, the intervening distance, topography, and the extensive woodland and vegetation of Stoney Wood provide substantial separation and natural filtration. The AQE baseline assessment and dispersion modelling account for the contribution of the M1 to background concentrations at the Site.

Fairway Primary School and Children’s Centre: This school is located immediately to the east of the Site and is classified as a highly sensitive receptor under IAQM guidance. The proximity of the school requires particular care in the design of the development’s eastern boundary, the positioning of vehicle access and servicing routes, and the management of construction dust. The school is identified as a receptor in AQE’s assessment (Figure 6.1) and has been a key consideration in the transport and construction logistics strategies.

Existing residential receptors: Detached and semi-detached dwellings along the southern side of The Fairway and Fairway Court to the south-west are sensitive receptors that may be affected by changes in local

traffic patterns and construction activity. These are identified and modelled in the AQE assessment (Table 6.2).

Construction-phase dust and emissions: The construction of 463 dwellings and associated infrastructure will generate temporary dust emissions and construction traffic. The AQE Construction Dust Risk Assessment (AQE Appendix A) was completed in accordance with IAQM guidance (2024 v2.2) and classifies the site as presenting a low to medium risk of dust impacts prior to mitigation. Specifically, earthworks activities are assessed as low risk for dust soiling, while the construction and trackout phases are assessed as medium risk. Human health and ecological risks are assessed as low to negligible across all construction stages. Site-specific mitigation measures appropriate to these risk levels are set out in the CDRA and will be secured by pre-commencement planning condition as part of the detailed CEMP. The proximity of the school and existing dwellings means that robust construction management will be essential throughout the build programme.

Low PTAL rating: The Site has a low Public Transport Accessibility Level, reflecting its suburban edge-of-green-belt location. This presents a challenge for achieving the modal shift away from private car use that is central to reducing transport-related emissions. The constraint has been addressed through a combination of low car parking provision (0.33 ratio), the provision of significant amounts of amenity on site to reduce the need for car travel, generous cycle parking (856 spaces), car club provision, and a Travel Plan with monitoring targets. S106 contributions to public transport improvements are also proposed.

2.4 Air Quality Opportunities

Alongside the constraints identified above, the Site presents several significant opportunities to deliver genuinely positive air quality outcomes. These opportunities have been central to the design process and have shaped the energy strategy, transport approach, landscape design, and building layout.

Low baseline pollution levels: The AQE assessment confirms that existing background concentrations at the Site are below the national Air Quality Objectives for all assessed pollutants. This provides a strong baseline from which to deliver further improvement. The development is not attempting to mitigate an existing poor air quality environment; rather, it is building on already favourable conditions to create an exemplary residential environment.

Stoney Wood, Green Belt, and ecological corridor: The Site is bounded to the north and west by Stoney Wood, a designated Site of Importance for Nature Conservation (SINC), and the wider Green Belt. This substantial body of mature woodland and open land provides a natural clean air buffer, filtering particulate matter, absorbing gaseous pollutants, and generating oxygen. The watercourse running along the northern boundary provides an ecological corridor connecting the Site to the wider green network. The development's landscape strategy has been designed to strengthen this connection, using native riparian planting to extend the woodland character into the scheme. The existing tree cluster along the northern boundary (71 trees retained, including Category A and B specimens) are preserved and supplemented with new planting.

Cleared site with no existing emission sources: The Site was cleared following demolition in the 2010s and currently comprises hardstanding with no buildings, industrial processes, or energy infrastructure. This 'blank canvas' condition means there are no legacy emission sources to manage, no contaminated heating systems to decommission, and no constraints on adopting a fully zero-emission energy strategy from the outset.

All-electric energy potential: The absence of any existing energy infrastructure or connection to a district heat network means the development can implement a fully electric energy strategy without the need to accommodate or transition from combustion-based systems. Air source heat pumps and photovoltaic panels deliver zero on-site combustion emissions, meaning no direct NO_x or particulate matter is produced on-site from space heating or hot water generation. This is the single most significant air quality positive measure available for a new residential development.

Scale for meaningful green infrastructure: At 1.76 hectares with 463 units, the Site is large enough to deliver meaningful green infrastructure at a scale that has a genuine impact on local air quality and microclimate. The scheme includes significant green and blue roofs, native hedgerows, wildflower meadow seeding, wetland/riparian planting, façade planting, and an uplift in tree numbers. All species are drawn from the RHS Pollinator-Friendly list and selected to reflect the established flora of the adjacent SINC and woodland.

Transport infrastructure and modal shift: While the low PTAL is a constraint, the site's scale allows for 856 cycle parking spaces (including 42 adaptive), an internal pedestrian-priority street network, 2 car club spaces, and a comprehensive Travel Plan. The scheme delivers a car parking ratio of just 0.33 spaces per dwelling, representing a substantial reduction from the initial proposals following GLA and TfL advice. The combination of generous cycle provision, restricted car parking, and on-site amenities (gym, co-working, café, retail) is designed to reduce the need for car-based trips and encourage active travel, delivering measurable reductions in transport-related emissions.

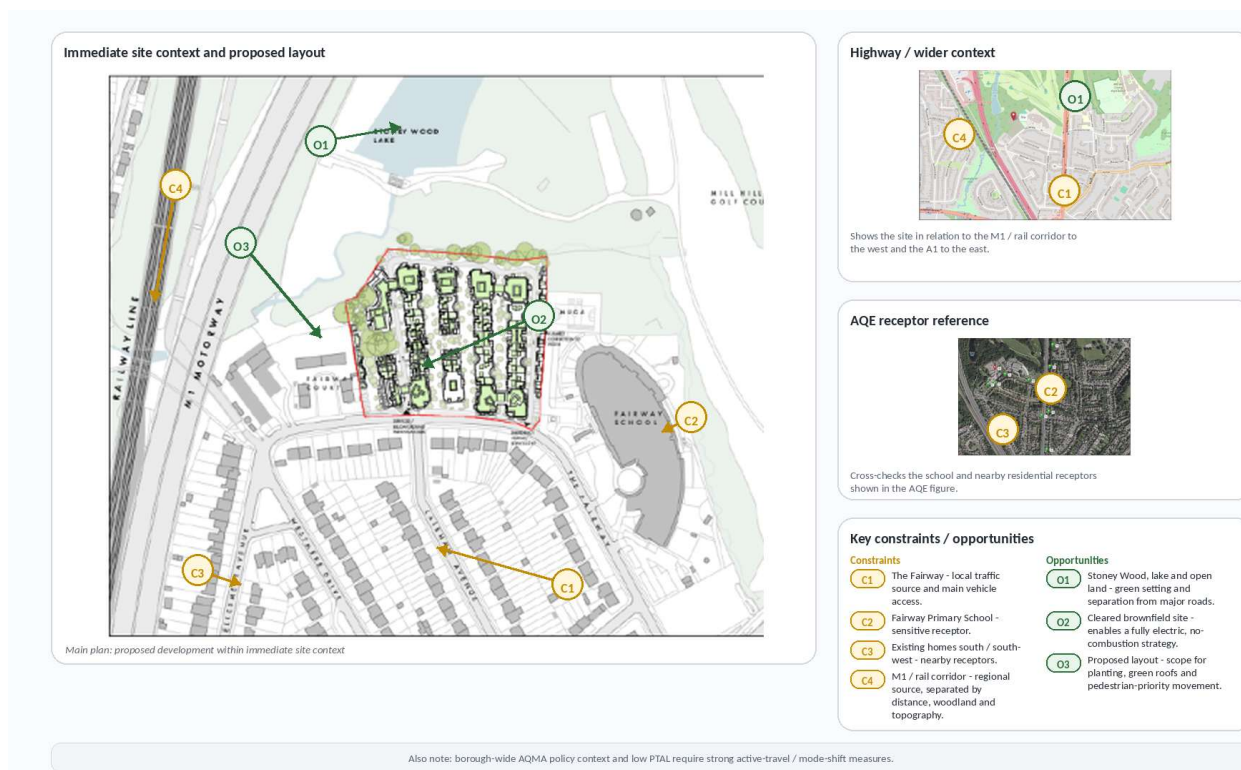


Figure 2.4: Air Quality Constraints and Opportunities Plan summarising figures 2.1, 2.2 and 2.3

2.5 Summary of Design Response

The constraints and opportunities analysis set out above has directly shaped the design of the Proposed Development. The table below summarises how each constraint has been addressed and how each opportunity has been exploited.

Constraint / Opportunity	Design Response
AQMA designation	All-electric energy strategy with zero on-site combustion. Low car parking and Travel Plan reduce transport emissions. Net positive contribution to borough AQMA objectives.
The Fairway – traffic emissions	Buildings set back from road. Play areas and public realm located internally. Vehicle access confined to perimeter loop. Basement car parking minimises ground-level emissions.
M1 / railway corridor	Stoney Wood retained as natural buffer. NW building layout was revised to preserve tree clusters. Native planting reinforces green screening.
Fairway Primary School	Eastern boundary designed sensitively. Vehicle access and servicing routes directed away from school. Construction dust management measures in OCLP/CEMP.
Residential receptors	Stepped massing reduces visual and environmental impact. Construction traffic managed via CLP. Operational traffic modelled as low impact (AQE Section 5).
Construction dust	AQE Appendix A Dust Risk Assessment. OCLP submitted. Detailed CEMP/CLP secured by pre-commencement condition.
Low PTAL	0.33 car parking ratio. 856 cycle spaces. 2 car club spaces. Travel Plan with modal shift targets. S106 contributions to public transport.

Constraint / Opportunity	Design Response
Low baseline pollution	Exploited by locating high-quality outdoor amenity within site. Provides strong foundation for AQP approach.
Woodland / Green Belt / SINC	71 trees retained. Planting creates an uplift in tree numbers. Native planting to extend woodland character. Riparian margin enhancement. LEMP for long-term management.
Scale for green infrastructure	UGF 0.5. 1,158m ² green roof + 1,781m ² blue roof. Wildflower meadows. Native hedges. Façade planting. All RHS Pollinator-Friendly.
Cleared site	All-electric strategy from outset. No legacy systems. Optimised layout without constraints.

3. Measures Adopted

This section sets out the Air Quality Positive measures adopted across the four key themes of the GLA guidance. The measures are summarised in the AQP Matrix at Table 3.1, with supporting narrative below. Where measures are not being implemented, a rationale is provided (in accordance with GLA guidance paragraph 4.3.9).

3.1 Theme A: Better Design and Reducing Exposure

Optimised Site Layout: The site layout has been designed to maximise air quality conditions for future residents. Residential buildings are set back from The Fairway, with the primary public realm, communal gardens, and play areas located within the interior of the site, away from the road corridor. The massing steps down towards the site boundaries to reduce potential street canyon effects and promote natural air dispersion. The northwestern building layout was specifically revised following LBB Ecology Officer consultation to retain clusters of existing trees and landmark trees forming woodland clusters, which act as natural air filters and ecological habitat.

Separation of Vehicles from Sensitive Uses: Vehicle movements are confined to a one-way perimeter loop, with 135 of 151 car parking spaces located in the basement. Blue Badge spaces (14 no.) and car club spaces (2 no.) are at ground level near the site entrance. This arrangement concentrates vehicle emissions at the site periphery and below ground, minimising exposure within the communal gardens, Play Street, and public realm. Refuse, emergency, and servicing vehicles follow the same perimeter route, avoiding the pedestrian-priority interior.

Mechanical Ventilation with Heat Recovery (MVHR): All 463 units are fitted with MVHR providing continuous filtered fresh air. Additional hybrid cooling units maintain thermal comfort in units where windows must remain closed due to background noise. This dual system, designed in accordance with London Plan Policy SI 4, will reduce occupant exposure to external pollutants and minimise reliance on opening windows in circumstances where external noise make this less desirable. The intended filter specification and maintenance regime will be detailed in the building services strategy, which will be secured by planning condition requiring submission and approval of the strategy prior to occupation..

Green Infrastructure (UGF 0.5): The Proposed Development achieves an Urban Greening Factor of 0.5, exceeding the London Plan Policy G5 target of 0.4 for predominantly residential schemes. Measures include 1,158m² of intensive green roof with dry native wildflowers and fine grasses; 1,781m² of blue roof with biodiverse wet-tolerant native wildflowers; native hedgerows (hawthorn, blackthorn, dog-rose, field maple); wildflower meadow seeding; and wetland/riparian margin planting along the watercourse buffer. All roof and planter species are from the RHS Pollinator-Friendly Species List. The tree strategy achieves a 31% uplift (150 existing to 197 proposed), with 71 trees retained including 6 Category A and 8 Category B specimens. These measures contribute to particulate deposition, NO_x absorption, improved air circulation, and reduced urban heat island effect. Full details are in the Soft Landscaping Specification and Illustrated Planting Schedule.

Public Realm and Play Provision: 3,536 sqm of play provision is located within the site interior, exceeding the GLA requirement of 2,447 sqm. The dedicated 'Play Street' concept creates a traffic-free zone. The generous landscaped public realm along The Fairway frontage is set back from the carriageway and surrounded by active uses.

3.2 Theme B: Building Emissions

All-Electric Energy Strategy – Zero On-Site Combustion: The Proposed Development adopts a fully electric energy strategy with zero on-site combustion. There are no gas boilers, no CHP plant, and no other combustion-based heating systems. There will be no direct on-site emissions of NO_x or PM from space heating or hot water generation. The strategy also delivers a substantial reduction in regulated carbon emissions compared with the Part L 2021 baseline, as set out in the Energy and Sustainability Statement (Irvineering). The energy system comprises communal air source heat pumps (3 no. modular

SAV/Thermonova DELTA-HP units, SCoP 3.38–3.41) providing all space heating and domestic hot water via heat interface units, distributed through underfloor heating or low-temperature radiators. PV panels on flat roofs generate approximately 79,023 kWh/year (SAP10.2). Collectively, the Energy Statement demonstrates a 75% regulated CO₂ reduction over Part L 2021, substantially exceeding the London Plan's 35% minimum target. Of this reduction, 57% is attributable to renewable energy sources and 18% to energy efficiency measures. The remaining balance to achieve net zero carbon is to be met by a carbon offsetting contribution secured through the Section 106 agreement. Full details are in the Energy and Sustainability Statement.

Non-Heating PM_{2.5} Sources: The waste strategy uses underground/iceberg bins with hiab collection, minimising vehicle frequency within the site. No large-scale commercial kitchen or hot-food takeaway use is proposed as part of the current scheme. Any future extract or ventilation serving the café or other Class E food and drink uses will be subject to detailed design controls and, where necessary, separate approval to ensure cooking-related emissions are appropriately managed.

3.3 Theme C: Transport Emissions

Low Car Parking (0.33 ratio): 151 car parking spaces for 463 units, well below both the London Plan maximum (up to 1.5 per dwelling, Policy T4.1) and LBB Local Plan maximums. The provision was substantially reduced following pre-application advice from the GLA and TfL, who expressed a strong preference for sustainable transport modes. This is a direct, measurable commitment to reducing transport-related emissions.

Generous Cycle Parking (856 spaces): 843 long-stay resident spaces and 13 short-stay visitor spaces, including 42 adaptive cycle spaces and 801 two-tier racks, designed to London Cycling Design Standards. This exceeds London Plan Policy T5 minimums and is designed to be at least as convenient as car parking, supporting active travel as the primary mode.

EV Charging Infrastructure: Active EV charging from first occupation with passive provision (ducting and capacity) for future activation. This supports both the Mayor's Transport Strategy and the national zero-emission vehicle transition.

Car Club (2 spaces): Two dedicated car club spaces at ground level reduce the need for private car ownership and associated per-household emissions.

Healthy Streets and Active Travel: The scheme is designed in accordance with the Mayor's Healthy Streets Approach (London Plan Policies T1 and T2). The internal street network prioritises pedestrians and cyclists, with the vehicle loop confined to the perimeter. A Travel Plan (Lime Transport) will be secured via S106, with modal shift targets, monitoring, and enforcement mechanisms.

Travel Plan - Modal Shift Targets: The Travel Plan (Lime Transport, November 2025) sets out headline modal shift targets to be monitored and enforced via the S106 agreement. Against a TRICS-derived baseline car driver mode share of 43%, the Travel Plan establishes an interim target of 41% at Year 1 post-occupation, reducing to 39% by Year 5. Corresponding targets are set for walking and cycling (rising from 25% to 29% by Year 5) and public transport use (rising from 16% to 20% by Year 5). Baseline figures will be updated following resident travel surveys after substantial occupation, with targets adjusted accordingly. If car mode share exceeds the target at any monitoring point, a trigger review will be initiated and remedial measures implemented.

Construction Logistics: An Outline Construction Logistics Plan (Lime Transport) is submitted with the application. A detailed CLP and CEMP will be secured by pre-commencement condition, including measures for dust management and emission controls in accordance with the GLA SPG on The Control of Dust and Emissions During Construction and Demolition (2014). The AQE Construction Dust Risk Assessment (AQE Appendix A) provides a site-specific assessment of construction dust risk.

3.4 Theme D: Innovation and Futureproofing

Future-Proofed Energy System: The all-electric strategy is inherently future-proofed. As the national grid continues to decarbonise, the development's carbon intensity and air quality impact will reduce progressively. No combustion systems require future retrofitting. The modular ASHP system allows capacity management without introducing emission sources.

District Heat Network Connection: There is no district heat network currently available to connect to but provision has been made to enable connection (including a DEN room) should a network come forward in the future in the vicinity.

Ecological Enhancement and Maturing Landscape: The on-site native planting programme, green and blue roofs, wildflower meadows, and riparian margin enhancements provide substantial ecological and air quality co-benefits that will increase as vegetation matures. All species are selected from the RHS Pollinator-Friendly list. Statutory BNG compliance is addressed through the dedicated ecology and BNG documentation submitted with this application, including the provision of off-site biodiversity credits where necessary.

Smart Waste Management: Underground/iceberg bins reduce collection vehicle frequency, minimise idling, and improve the street environment – delivering air quality and amenity benefits beyond conventional waste arrangements.

Be Seen Energy Monitoring: Post-occupation energy monitoring in accordance with the GLA's Be Seen LPG (March 2022) will track actual performance against design predictions, providing ongoing accountability.

3.5 Measures Not Adopted

Connection to an existing heat network: There is no existing or planned district heat network within viable connection distance of the Site. The Energy and Sustainability Statement (Irvineering) confirms that no heat network opportunity has been identified in the vicinity. The all-electric ASHP strategy is the most appropriate zero-emission heating solution in this context, and is inherently more beneficial for local air quality than any combustion-based heat network alternative, as it produces no on-site NOx or particulate emissions. Having said that provision has been made to enable connection if the heat network is expanded to the vicinity.

Car-free development: Given the Site's low PTAL rating, a fully car-free development was not considered realistic or appropriate in this location. The Healthy Streets Transport Assessment (Lime Transport) sets out the accessibility constraints of the site. The provision of 14 Blue Badge spaces (3% of units) is a policy requirement to ensure inclusive access. The 0.33 parking ratio nonetheless represents a substantial reduction from the initial proposals (which included considerably more parking) following direct feedback from the GLA and TfL at pre-application stage. Further reductions in car dependency will be pursued through the Travel Plan, car club provision, and S106 contributions to public transport improvements.

On-site operational air quality monitoring: Given that baseline pollutant concentrations at the Site are well below objective levels (as demonstrated by AQE's dispersion modelling in Section 6 of the Air Quality Assessment), and that the development introduces no on-site combustion sources, permanent air quality monitoring infrastructure is not considered proportionate in this location. The borough-wide monitoring network maintained by LBB (see AQE Figures 4.1 and 4.2) and Defra background mapping provide adequate ongoing surveillance. Construction-phase dust monitoring will be undertaken as part of the CEMP, and transport-related impacts will be tracked through the Travel Plan monitoring regime. These project-specific monitoring measures are considered to provide appropriate and proportionate coverage.

Table 3.1 Air Quality Positive Matrix

Measure	Summary of the measure	Reason for undertaking measure	Expected benefits	Assessment methods		How this measure will be secured
				Quantitative reporting	Qualitative reporting	
A. Better design and reducing exposure						
Optimised site layout	Buildings set back from The Fairway. Play areas and public realm located internally. NW corner revised to retain tree clusters.	Reduce exposure of sensitive receptors to traffic pollution.	Expected to reduce exposure relative to roadside locations by siting play and communal amenity away from the principal traffic corridor (AQE Fig 6.1 receptor analysis).	-	Design review informed by AQE receptor assessment and baseline modelling. Site layout rationale set out in DAS.	Approved drawings/ Planning Permission
Vehicle separation	One-way perimeter loop. 135/151 parking spaces in basement. Pedestrian and cycle priority interior.	Minimise ground-level exposure to vehicle exhaust.	Basement parking removes majority of vehicle emissions from ground level. Perimeter routing directs residual emissions away from communal areas.	-	Transport and design review. Servicing strategy in HSTA.	Approved drawings/ Planning Permission; HSTA.
MVHR with hybrid cooling	All 463 units with MVHR and hybrid cooling for filtered fresh air supply.	Reduce occupant exposure to external pollutants; minimise reliance on window opening.	Filtered air supply reducing exposure to traffic-related pollutants. Filter specification and maintenance regime to be detailed in building services strategy.	-	Building services design in accordance with London Plan Policy SI 4. See Energy Statement; DAS.	Planning condition (building services strategy).
Green infrastructure (UGF 0.5)	1,158 sqm green roof + 1,781 sqm blue roof. Native hedges, wildflower meadows. 197 trees (31% uplift).	Increase vegetated surface area; contribute to pollutant uptake and improved microclimate.	Qualitative co-benefit: increased particulate deposition surfaces and gaseous pollutant uptake. Reduced urban heat island. Quantified via UGF assessment (0.5 vs 0.4 target).	UGF calculation (London Placemaking): 0.5 achieved against 0.4 target. See UGF Assessment.	Qualitative landscape and ecological assessment. See Landscape Plans; Planting Specification.	Approved landscaping plans; LEMP condition.
Play and public realm positioning	3,536 sqm play provision internally (exceeds 2,447 sqm GLA requirement).	Locate sensitive outdoor spaces away from pollution sources.	Reduced exposure for children and families by siting play areas within	-	Design review. See DAS; Landscape Plans.	Approved plans.

Measure	Summary of the measure	Reason for undertaking measure	Expected benefits	Assessment methods		How this measure will be secured
				Quantitative reporting	Qualitative reporting	
	Traffic-free Play Street.		the interior of the site, away from The Fairway and vehicle access route.			
Stepped massing	Building heights reduce towards boundaries and Green Belt.	Promote natural air dispersion; avoid street canyon effects.	Better air circulation across the site; reduced risk of pollutant accumulation.	-	Massing studies in DAS.	Approved plans.
B. Building emissions						
All-electric energy strategy (zero on-site combustion)	Communal ASHP (SCoP 3.38-3.41). No gas, no CHP, no boilers.	Eliminate direct on-site air pollutant emissions from heating and hot water.	Zero on-site NOx and PM from space heating and hot water generation. Significant regulated CO2 reduction (75% over Part L 2021).	Energy Statement modelling (Irvineering). Part L calculations. 75% regulated CO2 reduction quantified. See Energy Statement; ES Chapter 6.	-	Planning condition (energy strategy).
PV panels	Flat roof PV generating c.79,023 kWh/yr (SAP10.2).	Maximise on-site renewable electricity generation.	57% of regulated CO2 reduction attributable to renewable sources.	SAP10.2 calculation. See Energy Statement.	-	Approved roof plans; energy condition.
75% regulated CO2 reduction	Be Lean (18%) + Be Green (57%) strategy.	Exceed London Plan minimum 35% target.	Exemplary regulated carbon performance substantially exceeding policy requirements.	Part L modelling. See Energy Statement.	-	Energy condition; Be Seen monitoring.
Smart waste management	Underground / iceberg bins; hiab collection.	Reduce collection vehicle visits and idling within the site.	Fewer on-site emissions from waste collection vehicles.	-	Servicing design review. See DAS; Delivery and Servicing Strategy.	Conditioned Waste Management Strategy
C. Transport emissions						
Low car parking (0.33 ratio)	151 spaces for 463 units. Below London Plan (T4.1) and LBB Local Plan maximums.	Reduce private car ownership and associated vehicle trips.	Fewer vehicle trips and lower tailpipe emissions.	Trip generation analysis in HSTA. See HSTA; Planning Statement.	Pre-application consultation with GLA and TfL confirmed acceptability of low parking ratio.	Approved plans; S106 agreement.
856 cycle parking spaces	843 long-stay + 13 short-stay. 42 adaptive spaces. LCDS compliant.	Encourage cycling as primary transport mode.	Modal shift from car to cycle. Provision exceeds London Plan Policy T5 minimums.	London Plan T5 compliance assessment. See HSTA; DAS.	-	Approved plans; planning condition.
EV charging (20% active / 80% passive)	20% active EV charging from first occupation; 80% passive ducting for future activation.	Support transition to zero-emission vehicles.	Zero tailpipe emissions from EV users. Infrastructure ready for full fleet transition.	EV provision count and specification. See HSTA; DAS.	-	Planning condition.

Measure	Summary of the measure	Reason for undertaking measure	Expected benefits	Assessment methods		How this measure will be secured
				Quantitative reporting	Qualitative reporting	
Car club (2 spaces)	Two dedicated car club spaces at ground level.	Reduce private car ownership.	Fewer privately owned vehicles; access to shared low/zero-emission fleet.	-	Transport planning assessment. See HSTA.	S106 obligation.
Travel Plan	Modal shift targets; annual monitoring; review and remedial mechanisms.	Encourage sustainable travel behaviour and reduce car mode share.	Reduced car trips over time. Trigger review if targets not met.	Modal split targets and monitoring methodology. See Travel Plan; HSTA.	Travel Plan Coordinator role and annual survey methodology. See Travel Plan.	S106 obligation; monitoring condition.
Healthy Streets design	Pedestrian and cycle priority; wide clear pavements; legible routes.	Make active travel more attractive than driving.	Improved street-level environment for pedestrians and cyclists.	-	Healthy Streets assessment. See HSTA; DAS.	Approved drawings/ Planning Permission; HSTA
Construction logistics management	OCLP submitted with application; detailed CLP secured by pre-commencement condition.	Control construction traffic, dust and emissions.	Minimised construction-phase air quality impacts at nearby sensitive receptors.	-	AQE Construction Dust Risk Assessment (Appendix A). OCLP (Lime Transport). See OCLP; AQE Appendix A.	Pre-commencement condition (CLP and CEMP).
D. Innovation and futureproofing						
Future-proofed all-electric energy system	No combustion systems to retrofit. Grid decarbonisation delivers progressive improvement.	Ensure the development's air quality performance improves over time.	Reducing carbon intensity as the national grid continues to decarbonise. No future retrofitting required.	-	Energy strategy review. See Energy Statement.	Energy Strategy condition
Passive EV infrastructure (80%)	Ducting and capacity for future activation of remaining parking spaces.	Accommodate accelerating EV uptake without disruptive retrofitting.	Development ready for full EV fleet transition.	Infrastructure specification and count. See HSTA.	-	Planning condition.
Ecological enhancement and maturing landscape	RHS Pollinator-Friendly species throughout. Riparian margins; wildflower meadows. BNG compliance via dedicated ecology documents.	Long-term air quality and ecological co-benefits from maturing vegetation.	Increasing particulate deposition and gaseous pollutant uptake as planting establishes and matures over time.	-	Ecological assessment and landscape design review. See PEA; BNG Report; Planting Specification.	LEMP condition; BNG via S106 / condition.
Be Seen energy monitoring	Post-occupation energy monitoring and reporting via GLA Be Seen portal.	Verify actual energy performance against design-stage predictions.	Accountability and adaptive management. Ongoing verification of zero-combustion strategy.	Be Seen LPG (March 2022) methodology. Monitored data at 1-year and 3-year intervals. See Energy Statement.	-	Planning condition (Be Seen).

4. Implementation and Monitoring

4.1 Consultation

The AQP approach has been informed by consultation with the GLA (strategic briefing March 2025; formal pre-application May 2025), TfL (scoping meeting April 2025), LBB Planning Officers, LBB Highways Officers, and LBB Ecology Officers, as detailed in Section 1.3 above. The development was also reviewed by the Barnet Quality Review Panel (October 2024), which supported the redevelopment and noted the ambition for outdoor spaces and landscape quality.

4.2 Implementation Plan

The following table summarises how each category of AQP measure will be secured and the timing of implementation.

Measure Category	Securing Mechanism	Timing
Site layout and design	Approved drawings/ planning permission	Embedded in planning permission
Energy strategy (all-electric, ASHP, PV)	Planning condition	Pre-commencement / prior to occupation
Ventilation (MVHR + hybrid cooling)	Planning condition (building services)	Prior to occupation
Landscaping and green infrastructure	Approved landscape drawings; LEMP conditions	Prior to occupation and ongoing post-occupation
Car parking (0.33 ratio)	Approved plans; S106	As built
Cycle parking (856 spaces)	Approved plans; planning condition	Prior to occupation
EV charging	Planning condition	Prior to occupation
Car club (2 spaces)	S106 obligation	Prior to first occupation
Travel Plan	S106 obligation; monitoring condition	Prior to occupation; annual review
Construction logistics (CLP/CEMP)	Pre-commencement condition	Prior to commencement
Waste management (iceberg bins)	Waste management condition	Prior to occupation
Be Seen energy monitoring	Planning condition with reporting obligation	Post-occupation; ongoing reporting
BNG off-site credits	S106 obligation / condition	Prior to determination / commencement

4.3 Monitoring Plan

The following monitoring mechanisms will ensure the AQP measures are delivered and maintained:

Travel Plan Monitoring: The Travel Plan Coordinator (appointed by the Building Operator / Estate Management Company) will conduct annual resident travel surveys for a minimum of five years post-first-occupation. Results will be reported to LBB and TfL. If car mode share exceeds the target set in the Travel Plan, a trigger review will be initiated and remedial measures implemented (e.g. additional cycle incentives, enhanced car club promotion, or revised parking management). Monitoring contributions are secured via the S106 agreement.

Be Seen Energy Monitoring: The M&E / Facilities Management team will carry out post-occupation energy monitoring and reporting in accordance with the GLA's Be Seen LPG. Actual energy consumption and

regulated CO₂ emissions will be compared against design-stage predictions at 1-year and 3-year intervals. Results will be reported to the GLA via the Be Seen portal. Secured by planning condition.

MVHR Maintenance and Filter Replacement: The M&E / FM team will be responsible for the commissioning, ongoing maintenance, and regular filter replacement of MVHR units in accordance with manufacturer specifications. The development is Build To Rent ensuring that the Management Company will have access to units to implement regular maintenance. Residents will be provided with guidance on system operation.

Construction Environmental Management: The Principal Contractor's Environmental Manager will be responsible for implementing the detailed CEMP and CLP, both secured by pre-commencement condition. Dust monitoring will be conducted at frequencies determined by the CEMP, with real-time monitoring at the site boundary during high-risk activities. A complaints log will be maintained and action thresholds defined for dust suppression escalation, in accordance with the GLA SPG on The Control of Dust and Emissions During Construction and Demolition (2014) and the AQE Construction Dust Risk Assessment (AQE Appendix A).

Landscape and Ecology Management: A landscape management company (appointed by the Building Operator) will implement the LEMP. This includes annual review of all planted areas and green/blue roofs; replacement of any failed trees or planting within the next available planting season; scheduled maintenance of wildflower meadows, native hedgerows, and riparian margins; and roof substrate and drainage inspection. Annual reporting will confirm the ongoing condition of green infrastructure and any remedial actions taken.

Car Club and EV Charging Review: The Estate Management Company will review car club uptake and EV charging demand at annual intervals following first occupation. Car club usage data will inform the Travel Plan review process.

5. Summary and Conclusions

This Air Quality Positive Statement demonstrates that the Proposed Development at Stoney Wood Quarter has been designed holistically to maximise benefits to air quality and minimise exposure to air pollution, in accordance with London Plan Policy SI 1 and the GLA's Air Quality Positive London Plan Guidance (February 2023).

The development delivers significant air quality benefits across all four themes of the AQP framework:

Better design and reducing exposure: The site layout separates vehicles from sensitive uses, locates play areas and public realm within the site interior, and provides extensive green infrastructure achieving a UGF of 0.5 and an uplift in tree numbers. All 463 units benefit from MVHR.

Building emissions: The all-electric energy strategy eliminates all on-site combustion, resulting in zero direct on-site emissions of NO_x and PM from heating or hot water, with a 75% regulated CO₂ reduction over Part L 2021 as demonstrated in the Energy Statement.

Transport emissions: A car parking ratio of 0.33, 856 cycle spaces, EV charging, car club provision, and a monitored Travel Plan collectively deliver substantial reductions in transport-related emissions.

Innovation and futureproofing: The all-electric system is inherently future-proofed, passive EV infrastructure accommodates accelerating uptake, and native ecological planting provides increasing air quality benefits as it matures. Be Seen monitoring provides ongoing accountability.

The Air Quality Assessment (AQE, November 2025) confirms that baseline pollutant concentrations are below objective levels and that air quality does not constrain the development.

Measures are secured through approved plans, planning conditions, and S106 obligations, with monitoring mechanisms ensuring long-term delivery. The development will contribute positively to the London Borough of Barnet's AQMA objectives and the Mayor's wider ambition for clean air in London.

Appendix A: Schedule of Technical Assessments

The GLA Air Quality Positive guidance (paragraph 4.3.7) requires a glossary of the technical evaluations and assessments that have informed the adopted measures. The following table identifies each key technical document, its scope, and the AQP themes it has informed.

Document	Relevance	AQP Theme(s) Informed
Air Quality Assessment (AQE, Nov 2025) ES Appendix 6.1	Baseline pollutant concentrations (Defra mapping, monitoring data). Dispersion modelling of NO ₂ , PM ₁₀ , PM _{2.5} at existing receptors for baseline (2022) and future year (2029). Construction Dust Risk Assessment (Appendix A). Air Quality Neutral assessment (Appendix B). Model verification (Appendix D).	A: Better Design and Reducing Exposure B: Building Emissions C: Transport Emissions
Energy and Sustainability Statement (Irvineering)	All-electric energy strategy. ASHP specification and SCoP. PV generation. Part L modelling (75% CO ₂ reduction). Be Lean / Be Green / Be Seen hierarchy. Overheating assessment. Heat network review.	B: Building Emissions D: Innovation and Futureproofing
Healthy Streets Transport Assessment (Lime Transport, Nov 2025)	Trip generation. Parking strategy (0.33 ratio). Cycle parking (856 spaces). EV charging. Car club. Healthy Streets indicators. Modal split analysis. Impact on local highway network.	C: Transport Emissions A: Better Design and Reducing Exposure
Travel Plan (Lime Transport, Nov 2025)	Modal shift targets. Monitoring methodology. Remedial action triggers. Travel Plan Coordinator role.	C: Transport Emissions D: Innovation and Futureproofing
Outline Construction Logistics Plan (Lime Transport, Nov 2025)	Construction traffic routing and management. Vehicle numbers. Phasing. Delivery scheduling.	C: Transport Emissions
Design and Access Statement (London Placemaking, Nov 2025)	Site layout rationale. Building orientation and massing. Public realm strategy. Play provision. Landscape design. Vehicle/pedestrian separation.	A: Better Design and Reducing Exposure
Urban Greening Factor Assessment (London Placemaking)	UGF calculation (0.5 achieved vs 0.4 target). Breakdown of surface types. Green/blue roof areas.	A: Better Design and Reducing Exposure D: Innovation and Futureproofing
Soft Landscaping Specification and Illustrated Planting Schedule (London Placemaking)	Species selection (all RHS Pollinator-Friendly). Planting densities. Green/blue roof build-up. Native hedge, wildflower meadow, and riparian margin specifications. Tree retention and new planting.	A: Better Design and Reducing Exposure D: Innovation and Futureproofing
Draft LEMP (London Placemaking)	Long-term management of green infrastructure. Maintenance schedules. Tree replacement. Roof maintenance.	D: Innovation and Futureproofing
Preliminary Ecological Appraisal (Phlorum)	Baseline ecology. Protected species. SINC interface. Habitat assessment.	A: Better Design and Reducing Exposure
BNG Assessment (Phlorum Ltd)	Biodiversity baseline and post-development assessment. Off-site credit requirements.	D: Innovation and Futureproofing
Arboricultural Impact Assessment (Quaife Woodlands)	Tree survey. Retention plan (71 retained). Category A/B/C classification. Root Protection Areas.	A: Better Design and Reducing Exposure