

- a. CPG – Basements and the Camden Geological, Hydrogeological and Hydrological Study (paragraphs 285-294) should be studied whenever hydrological borehole measurements are to be carried out. Soil samples, including those near boundaries with neighbours must be taken to a depth below the footing of the proposed base of the basement. The boreholes measurements may need to be conducted in periods of contrasting rainfall and over a period of several months covering wet and dry seasons.
- b. In some cases, when boreholes measurements show a groundwater risk, an automatic log water measurements recorder may need to be left activated in the boreholes over a sustained period of contrasting rain cycles to demonstrate local groundwater and water table levels and the local extent of groundwater surges during and immediately following storms.
- c. An assessment should demonstrate that the predicted Burland Scale at the time of the construction phase is no more than Burland Scale 1 throughout the building and each neighbouring building that has any part within the zone of influence (a distance of twice the depth of the basement from the point of the excavation). The assessment must show the location of the predicted impact and also demonstrate that the methodology and supporting engineering calculations stand up to scrutiny.
- d. An assessment of current ground and geology conditions, topography and groundwater levels. This should include details of the structure and foundations of the existing building and neighbouring properties.
- e. If flooding and ground reports of both the applicant's and the neighbouring properties are required, both the Landmark Information Group and the Conveyancing Data Services can provide such reports.
- f. The location and distance of the property from areas identified as at risk of flooding as shown in the Strategic Flood Risk Assessment prepared for Camden by URS in July 2014.
- g. Clarity over geology and groundwater conditions can sometimes best be explained through comprehensive cross sections, reports and graphs.
- h. Hydrological modelling to show whether it will be possible through the inclusion of drainage systems to prevent any significant harm from changes to groundwater levels or flow. Hydrological modelling only needs to be done if it cannot be demonstrated through screening and scoping that there is no risk.
- i. In order to protect against sewer flooding, Thames Water recommends the installation of a positive pumping device. This should be installed in each new basement development unless a strong case for alternative measures can be made.

Policy BA2: Basement Construction Plans

5.13 When the proposed development involves excavation or construction that if improperly undertaken could cause damage to neighbouring properties, then a basement construction plan will be required.

Policy BA2: Basement Construction Plans

1. A Basement Construction Plan should be submitted when demonstrated as necessary by the BIA for a basement proposal.
2. The Basement Construction Plan should include information, including drawings, which illustrate how the construction will overcome any potential harm to neighbouring properties, the water environment, ground conditions and stability, the character and amenity of the building or wider area, the significance of heritage assets, or any other identified potential harm.
3. Applicants must demonstrate that they are using the best available piling method to minimise damage to neighbouring properties.

5.14 A basement construction plan will be required when indicated by the BIA that its effects will be acceptable, but a particular construction methodology will need to be applied to ensure that there is no damage to the building, to neighbouring properties or the environment. To gain planning permission, developers need to demonstrate with appropriate evidence that the proposal would comply with Policy A5 of the Local Plan. Camden Planning Guidance – Basements provides detailed guidance on requirements for Basement Construction Plans. The implementation of Basement Construction Plans will be secured by planning obligations (Local Plan paragraph 6.127).



Cracked window frame and emergency structural support at 92 South Hill Park, caused by basement development next door

- 5.15 The Basement Construction Plan should be prepared to a Detailed Proposals Stage (equivalent to RIBA stage D) as set out in the Service of ACE (Association of Consultancy and Engineering) Agreement 1: Design, 2009 Edition). Development proposals close to London Underground tunnels or other infrastructure which might interact or conflict with them must be referred to Transport for London, with details of all construction proposals and methodology.
- 5.16 Applicants are encouraged to submit a consultation statement providing evidence of consultation with neighbours prior to the application, any ~~comments received and any changes made to the application~~ in light of those comments.
- 5.17 During consideration of any basement construction plan, the Plan recommends that Camden fully disclose all relevant information with the neighbours and their experts with sufficient time to comment.
- 5.18 The Basement Construction Plan will be produced by a suitably qualified engineer, and include the relationship between permanent and temporary works and how vertical and lateral loads are to be supported.

Policy BA3: Construction Management Plans

5.19 In the dense residential streets of Hampstead, many of which are very narrow, construction of basements have a considerable impact and is a major cause of public concern in relation to pollution, noise and danger. In the Camden Basement Evidence Report of February 2016, more than half of the respondents said that they thought the impacts on noise, vibration, and dust were unacceptable, with just under half of the respondents also stating they thought the impacts on traffic and parking were unacceptable.

5.20 The impact of construction is further exacerbated when there is more than one basement development in close proximity or in the same street. The main construction impacts relate to construction traffic, parking suspensions, noise, vibration and dust.

Policy BA3: Local Requirements for Construction Management Plans (CMP)

Proposals for basement development should be accompanied by a Construction Management Plan which includes adequate information to assess the impact of the construction phase, should the proposal be approved. The CMP should include information on how:

1. The disturbance arising from construction and demolition such as noise, vibration and dust will be kept to acceptable levels, under the relevant acts and guidance, for the duration of the works, taking the cumulative impacts of other development proposals into account.
2. Traffic and construction activity will be managed to protect the residential amenity of adjoining occupiers and the safety of pedestrians, cyclists and other road users, including details of the routing of demolition, excavation and construction vehicles, details of access, including deliveries, storage, location of nearby trees, footways and carriageways. Details of site operation hours (see 5.24 below).
3. Consideration of how the construction and demolition might impact the elderly and disabled.

See TT1 for further information on CMPs and in Camden Planning Guidance 6. TfL's latest guidance on CMPs may be useful, with its spreadsheet tool for estimating the likely frequency of vehicle trips at various stages in a construction programme.

- 5.21 Applicants should address all the processes involved in the construction of their basement and describe mitigation measures to be used to keep noise, vibration and dust to acceptable levels under the relevant Acts and guidance (including the Control of Pollution Act (COPA) 1974, the Environmental Protection Act 1990, the Noise Emission in the Environment by Equipment for use Outdoors Regulations 2001, and BS5228-1 2: 2009: Code of practice for noise and vibration control on construction and open site). The more complex the proposed basements, the more detailed the levels of information which should be provided at the application stage.
- 5.22 Sharing emerging proposals related to traffic and construction with residents and businesses in the vicinity is beneficial as their local knowledge and needs can be more readily taken into account.
- 5.23 The Construction Management Plan (CMP) should include limits on hours of construction as per paragraph 5.24 below.
- 5.24 The Plan recommends that work on basements should be limited to 8am-6pm on Mondays to Fridays only. High impact activities will be restricted to 9am-noon and 2pm-5.30pm on weekdays. At no time should there be any works on Saturdays, Sundays or public holidays. High impact activities include:
- a. Demolition, ground-breaking and excavation works using percussive equipment.
 - b. Percussive piling operations and percussive pile reduction and pile break-out works.
 - c. Percussive and grinding power tools on party walls/floors of adjoining occupied properties.
 - d. Removal of clay and subsoil during excavation by means of conveyor belts, lorries, etc.
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6. Traffic and Transport

Introduction

- 6.1 Traffic congestion and associated vehicle emissions are key concerns in the Plan Area, with levels of Nitrogen Dioxide (NO²) pollution in many of our residential roads reaching levels which are substantially above national & EU objectives. In view of the risk to the public, the London Borough of Camden has been designated an Air Quality Management Area (AQMA) for NO² pollution and has developed an Air Quality Action Plan (AQAP).
- 6.2 The AQAP encapsulates the Mayor's Transport Strategy and Camden's Transport Strategy 2011, whose first objective is to reduce motor traffic and vehicle emissions. In Greater London as a whole, road traffic is responsible for about half of all NO² pollution.
- 6.3 The strength of local feeling on matters of congestion and pollution is reflected in the fact that these issues received the third largest number of written comments during community consultation.
- 6.4 The emerging new London Plan and Camden Local Plan make clear that a highly effective way of tackling these issues is the promotion of alternative sustainable and active modes of transport. New London Plan Policy T1 reflects an ambitious aim to reduce Londoners' dependency on cars in favour of walking, cycling and public transport use. This is described as the only long-term solution to the road congestion challenges that threaten London's status. Policy T1 of the Camden Local Plan encourages developments to prioritise sustainable travel modes. While the community's ability to control traffic congestion and vehicle emissions through the planning process is limited, especially in the short term, the National Planning Policy Framework (NPPF paragraph 124) nevertheless requires the planning process to sustain compliance with national and EU objectives for pollutants, taking into account the *cumulative* impact of development on air quality, and to ensure that new development is consistent with Camden's AQAP.
- 6.5 The Neighbourhood Plan therefore provides development policies to guide the implementation of these objectives in the specific context of the Plan Area followed by guidance on relevant strategies which lie outside the remit of planning policy, but which are nevertheless important to the local community and to the sustainability of the neighbourhood. These include the community's vision for the South End Green Neighbourhood Centre.
- 6.6 In line with the National Planning Policy Framework (NPPF paragraphs 15 and 16), the Neighbourhood Plan is designed to provide clear policies which support sustainable development in the Plan Area that is outside the strategic elements of the Local Plan. In addition to supporting the needs of individual developments, neighbourhood policies also need to take into account the cumulative impact of multiple developments on the local area, meaning that

area-wide policies dealing with the transport impacts of development are required. The Forum considers that clear definitions and policies can play an important role in supporting development by giving both developers and the community the confidence to make appropriate decisions. To this end the Plan's transport policies incorporate the following simple definitions to guide development, for which further supporting information is provided in this section:

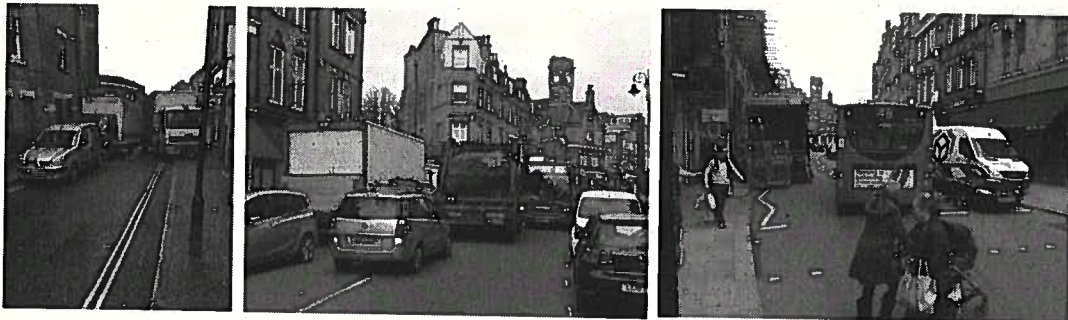
- a. Heavy goods vehicles which carry a high risk of causing disruption to traffic movement or damage to pavements in the Plan area are defined as vehicles over 7.5 tonnes unladen weight in line with Camden's Planning Guidance 7.
- b. Sites for large developments, schools and education institutions in the Plan Area should be selected with full regard for their accessibility and connectivity. Sites with a public transport accessibility level (PTAL) score over 4 in the short-term to 2023, or 5 in the longer term, should be considered favourably, as could those which demonstrate good accessibility for pedestrians and cyclists.
- c. In the context of the Plan Area, developments involving a reasonable expectation of an additional 100 or more person trips per day (equivalent to the total number of trips generated by two single-practitioner dental surgeries) are defined as requiring special care to ensure that their transport impact is assessed and appropriately managed. TfL Transport Assessment guidance is available at: <https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guidance>

Traffic and pollution

- 6.7 Hampstead village is dominated by the A502 London Distributor Road, which runs through its centre and along a narrow and frequently congested section towards Whitestone Pond. The B511 and B519 Borough Distributor roads running along Fitzjohn's Avenue and Spariards Road suffer frequent congestion. Roads leading to South End Green are heavily used and Fleet Road suffers from stationary or slow moving traffic during most daytime hours. The community has expressed particular concern about the wide catchment areas of some local schools, resulting in high volumes of traffic coming from outside the Plan Area, causing chronic congestion at peak times.
- 6.8 Community responses indicate a high level of support for measures to reduce traffic congestion and encourage use of sustainable transport.
- 6.9 Our pollution study revealed high levels of air pollution. Only in a few areas such as the middle of Hampstead Heath did the level of NO₂ fall well below

limits set by the EU. The highest level of NO², more than twice the EU limit, was recorded at the junction of Arkwright Road/Fitzjohn's Avenue and at Spaniards Inn.

- 6.10 High pollution levels have contributed to the fact that over half of the Plan Area, when assessed against a measure of Living Environment Deprivation fell within the 20% most deprived areas of England in 2015. Camden Council's Hampstead Area Profile shows that the Plan Area's deprivation score has worsened since 2010.
- 6.11 Responses during community engagement indicate particular concern over the harm done by large construction and delivery vehicles. In addition to noise, these vehicles cause physical damage to the surfaces of roads and pavements, and clog up narrow streets, impeding the free movement of traffic and frustrating pedestrians and other road users. The Forum considers a development size of 300m² gross internal area to be a reasonable threshold, above which special care is required to manage service and construction vehicles so as to avoid undue impact on the Plan Area. Having reviewed the various vehicle categories, the Forum has concluded that a vehicle size of 7.5 tonnes unladen weight is the maximum which is desirable, given the Area's complex street pattern and many width restrictions.



Congestion and pollution caused by large service and construction vehicles, in Heath Street and Holly Bush Hill

- 6.12 The Plan recognises that the area immediately surrounding a development site is not the sole consideration in assessing transport impact because additional vehicle traffic will necessarily have to move across other streets in the Plan Area (the vast majority of which are narrow and residential) in addition to the street on which development is taking place. The Plan also needs to take account of the cumulative impacts on the local area of the use of very large construction and delivery vehicles and in these circumstances, the Forum has concluded that an area-wide policy is appropriate.

- 6.13 Where vehicles are used for servicing and delivery it is important that their impact is considered at an early stage. The following areas are responsible for most impact, but are not included in the required content for the Council's Transport Assessment set out in Camden Planning Guidance 7, meaning that submission of this information separately or through a Servicing and Delivery Plan may be necessary to ensure that servicing and delivery requirements are given due consideration:
- Scheduling of deliveries and service visits.
 - Proposed location for vehicles during loading/unloading.
 - Size and height of vehicles.
 - Planned waiting times.
 - Loading and unloading requirements, including numbers of operators and the need for additional kerbside space for pallets and machinery.
- TfL provides guidance on Delivery and Servicing Plans, which is available at: <http://content.tfl.gov.uk/delivery-and-servicing-plans.pdf>
- 6.14 As road capacity cannot be increased within the Plan Area and as traffic congestion and vehicle emissions are already well above acceptable levels, the transport sustainability objectives set out in the National Planning Policy Framework (NPPF) and the AQAP can only be achieved by a net year-on-year decrease in the use of motor vehicles. Policy T2 of Camden's Local Plan proposes that all new development in the Borough will be car-free.
- 6.15 All applicants are therefore encouraged to consider creative solutions which will avoid increases in motor vehicle traffic and thereby promote economic, social and environmental sustainability.
- 6.16 Inevitably, some developments which offer over-riding benefits on other grounds may have the effect of increasing motor traffic at a specific location. Given the critical importance of reducing pollution and congestion levels (and in line with the National Planning Policy Framework (NPPF paragraph 152)) where adverse impacts are unavoidable, and all reasonable mitigation has been provided, it may be necessary to offset any increase through other measures so that a development does not lead to an overall increase in traffic volumes within the Plan Area.
- 6.17 To this end, where an increase in vehicle traffic is unavoidable and cannot otherwise be mitigated, then public realm or public transport improvements in the Plan Area should be delivered through the use of planning obligations, so that development does not lead to a net increase in motor vehicle usage.
- 6.18 In line with Camden's Planning Guidance 7 – Transport, the Forum has concluded that the measure of 'person trips' should be used as the starting point to assess transport impact.



Traffic congestion in Fitzjohn's Avenue/Arkwright Road



Service Delivery vehicles on Heath St.



Pedestrians and buses try to get through congested traffic on the A502 London Distributor Road in the centre of Hampstead.

Policy T11: Traffic volumes and vehicle size

Policy T11: Traffic volumes and vehicle size

Due to the critical need to improve air quality and tackle congestion within the Plan Area:

1. Planning applications which can reasonably be expected to result in a significant number of additional motor vehicle journeys post-completion should provide the following information at an appropriate level of detail to allow a robust assessment of the impact of the proposal on air quality and levels of pollution:
 - a. A Transport Assessment (or Statement);
 - b. A full or outline Delivery and Servicing Management Plan (DSMP);
 - c. An Air Quality Assessment;

which should together demonstrate (if necessary through mitigation measures) that the impact of any such vehicle journeys will be offset so that approval will not lead to an overall decrease in air quality in the Plan Area.

2. Where a Travel Plan is approved in connection with an application it should include provision for an annual monitoring report to be submitted to Camden Council for the first five years following construction.

3. Planning applications which can reasonably be expected to result in significant additional motor vehicle journeys in the plan area during construction should provide a full or outline Construction Management Plan at an appropriate level of detail to allow a robust assessment of the impact of the proposal on air quality and levels of pollution in addition to any noise, vibration or obstruction of the highway in the Plan area. The CMP should take into account the cumulative impact of development on the Plan area and demonstrate that the impact of any such vehicle journeys will be appropriately mitigated to minimise their impact on air quality and levels of pollution.

4. A DSMP or CMP should be implemented through vehicles of no more than 7.5 tonnes unladen weight within the Plan Area, other than in circumstances where this is not feasible, in which case such exceptions must be documented within the relevant plan.

5. Any proposed mitigation measures necessary to comply with this Policy T11 will be controlled through condition or Section 106 Agreement.

- 6.19 Comprehensive guidance on Transport Assessments, Transport Statements and Delivery and Servicing Management Plans can be found in Camden Planning Guidance 7 – Transport. Guidance on Air Quality Assessments can be found in Camden’s Local Plan. Developments expected to generate an additional 100 or more person trips a day (as referenced in paragraph 6.6c) are regarded as "significant" for the application of Policy TT1. Exceptionally, some developments which generate smaller numbers of additional trips may also be expected to provide assessments, because of their site specific circumstances.
- 6.20 It should be noted that Transport Assessments, Transport Statements and Delivery & Servicing Management Plans (DSMPs), while being essential planning tools, should not be burdensome and need only be proportionate to the scale of development. They are a tool to ensure that potential transport impacts of a planning application are given appropriate consideration. In line with the National Planning Policy Framework (NPPF 193) they need only contain information which is relevant, necessary and material to the application in question. Applicants should discuss, and agree, the need for and content or scope of these documents with the local planning authority at the pre-application stage. This helps to avoid abortive work by applicants and planning officers, and the need for later revisions to the documents or development proposals.
- 6.21 Where a DSMP is required, the Plan strongly encourages the submission of a full DSMP during pre-planning to ensure that the practical impact of development is considered as early as possible. Where an outline DSMP is provided it should contain sufficient information to confirm that the material impacts of servicing and delivery on the transport system and on amenity have been appropriately considered and mitigated.
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- 6.22 The depth of analysis required should reflect the scale of a development and the extent of its impact on local transport capacity and local amenity.
- 6.23 As with other planning matters, where a planning application is granted, the provisions of any associated DSMP will apply to future beneficial owners of the land or property described. The DSMP should reflect all reasonable expectations of the delivery and servicing requirements associated with the proposed land use at the time of the application and where a future owner wishes to go beyond the provisions set out in the relevant DSMP, a new planning consent will be necessary.
- 6.24 It should be noted that paragraph 1 of Policy TT1 is concerned with **additional** motor vehicle use and its objective is to prevent additional vehicle traffic and pollution. Therefore, if an existing premises are refurbished or redeveloped in a way which does not increase motor vehicle use or pollution then paragraph 1 of this Policy will not apply. However, applicants should also

have regard for the new draft London Plan's Policy T6: Parking. This states that existing parking provision should be reduced and not re-provided at previous levels where this would exceed the standards set out in this policy.

6.25 Further guidance on Construction Management Plans can be found in Camden Planning Guidance 6 – Amenity. To ensure that the practical impact of development is considered as early as possible the Plan strongly encourages the submission of a full CMP during pre-planning. Where an outline CMP is provided it should contain sufficient information to confirm that the material impacts of construction on the transport system and on amenity have been appropriately considered and mitigated. In line with the National Planning Policy Framework (NPPF 193), CMPs should not be burdensome, should be proportionate to the scale of development and need only contain information which is relevant, necessary and material to the application in question.

6.26 Where a Transport Assessment, Transport Statement, DSMP or CMP is required, and in line with NPPF paragraph 189, the Council will take into account evidence provided to it that the applicant has consulted the local community affected by the development and has taken their reasonable concerns regarding any potential harm to the area into account.

6.27 The Plan encourages Camden Council to work with TfL and other organisations to discourage through traffic entering the Plan Area, particularly by promoting the following measures:

- a. Downgrading the A502 London Distributor Road given its unsuitability for heavy vehicles north of Hampstead village.
- b. Use of signposting at key entry points to discourage traffic from entering the Plan Area where more appropriate choices, such as the A41 Finchley Road are available.

Policy TT2: Pedestrian environments

- 6.28 Hampstead Village and South End Green offer village and neighbourhood environments which attract large and growing numbers of visitors. The commercial, social and environmental health of these centres is heavily dependent on footfall and the maintenance of a pleasant and welcoming experience for pedestrians. Visitors do not follow linear paths and frequently wish to browse and move from one side of the road to the other.
- 6.29 However, traffic and pollution often makes walking unpleasant and unhealthy. The sustainability of Hampstead and South End Green centres depend on measures to maintain high levels of permeability, improve driver behaviour and avoid concentrations of pedestrians at specific crossing points, so that pedestrians and shoppers feel able to cross the streets freely and safely.
- 6.30 Applicants are therefore encouraged to consider solutions which support economic, social and environmental sustainability across the Plan Area by creating a more welcoming environment for pedestrians and cyclists while promoting their vibrancy and historic character.
- 6.31 Policy T1 of the Camden Local Plan seeks to ensure that developments improve the pedestrian environment by supporting "high quality public realm improvement works" and the provision of high quality safe road crossings where needed.

Policy TT2: Pedestrian environments

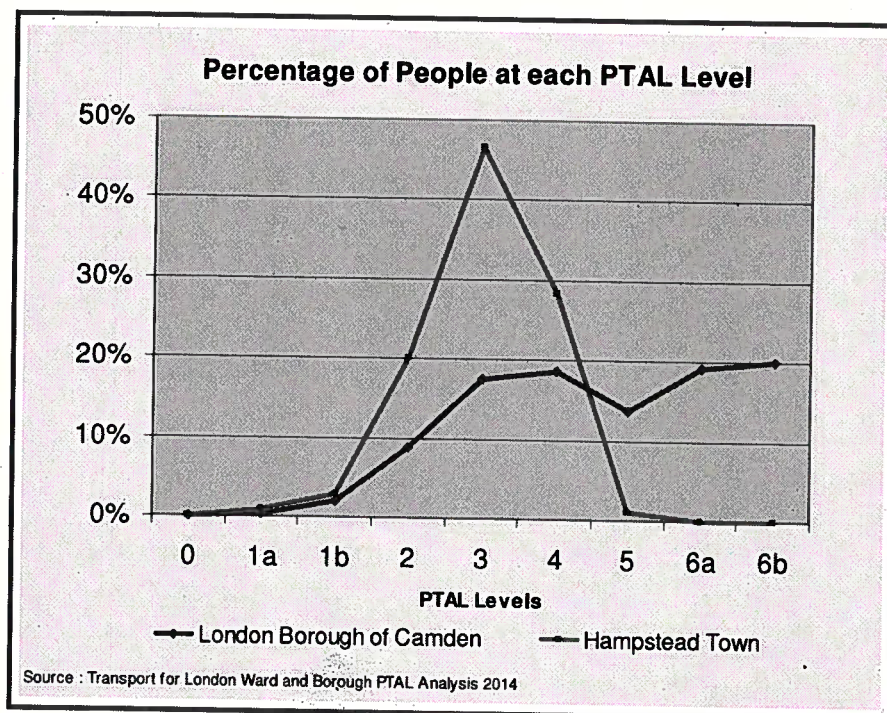
In the context of the Plan Area, public realm improvement works supported by development should be consistent with the following objectives to:

1. Promote the permeability of roads, alleys and courtyards (i.e. they are easy to walk or cycle through).
2. Protect or complement the historic character and charm of the area's streets, pavements and sightlines.
3. Support the borough-wide 20mph speed limit.
4. Avoid unnecessary street furniture, signage and segregation.
5. Provide increased numbers of crossing points, where necessary and viable, which are of good design, are pleasant for pedestrians to use and promote safety by encouraging road users to regard the street as a shared space and hence be vigilant of other road users.
6. Avoid unnecessary barriers, width restrictions, build-outs, islands and management measures, which detract from the area's historic character or are likely to worsen rather than reduce street congestion.
7. Provide opportunities, where needed and viable, for on-street cycle parking and, where appropriate street cycle rental.

- 6.32 Implementation of Camden Council's "Naked Streets Principle" set out in its Transport Strategy 2011, including removal of unnecessary street furniture, signs, signals and obstacles is strongly supported. This in turn can result in lower traffic speeds and a safer and more pedestrian-friendly environment.
- 6.33 Where it is necessary to introduce traffic calming, deployment of additional crossing points and enforcement of the 20mph speed limit should be considered as a first-line measure in preference to the use of barriers, signs, furniture and segregation.
- 6.34 Department for Transport statistics for 2014 show that serious injuries and deaths to pedestrians at zebra crossings in the UK are half those of "controlled" (pelican/puffin) crossing types, despite the fact that the numbers of zebra and controlled crossings are similar. TfL's report "Collision Levels in Greater London 2011-2013" shows that the numbers of zebra and controlled crossings in Greater London are equivalent. This safety benefit appears to result from two factors:
 - a. Greater use of zebra crossings in areas where speed limits are 20mph or less.
 - b. The tendency for drivers at controlled crossings to look only at the traffic light (so that they are often unaware of pedestrians and cyclists) compared with the need to scan actively for other road users when approaching a zebra crossing.
- 6.35 In view of their safety and aesthetic benefits and given the enforcement of a 20mph zone throughout Camden, the use of zebra crossings is encouraged as the first-line option for pedestrian crossings within the Plan Area.
- 6.36 "Shared Use Road Schemes" (generally a kerb-free single surface, with pedestrian areas distinguished by visual and tactile lines) involve a high cost, but community engagement indicates such a scheme would be welcomed for South End Green provided implementation did not detract from the character of the area.
- 6.37 Measures to promote a similar awareness of shared space through additional crossing points and a reduction in street furniture are strongly supported, so that motorists are encouraged to be more vigilant. Responses received during community engagement indicated a desire to increase the number of pedestrian crossing points on various roads, including Fitzjohn's Avenue.

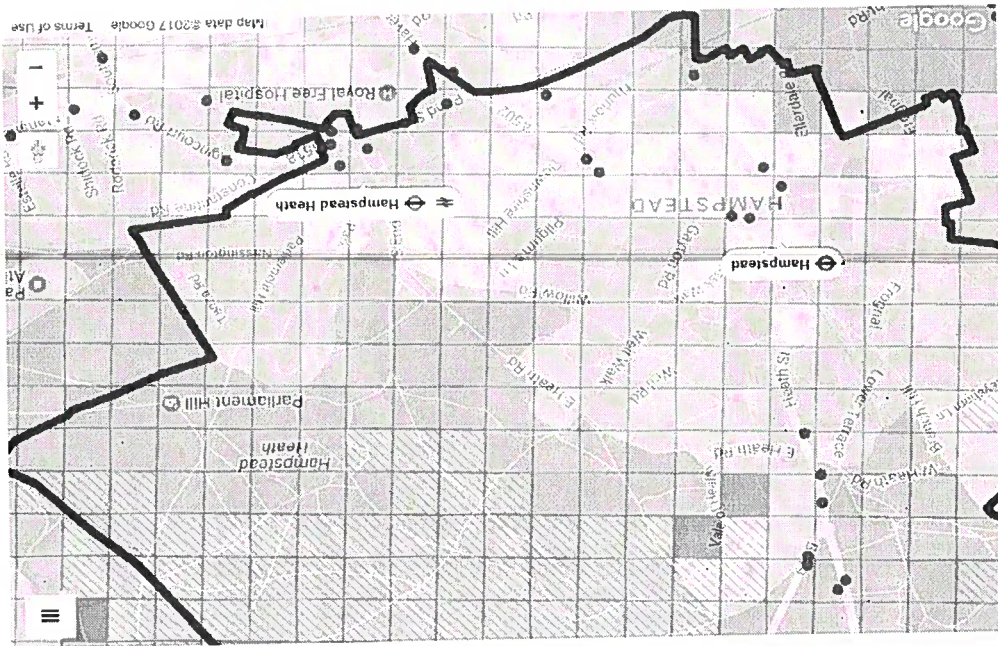
Policy TT3: Public transport

- 6.38 A widely recognised way to measure connectivity to the public transport network in London is the PTAL (Public Transport Accessibility Level) system, adopted by Transport for London as the standard method to calculate access to public transport. The PTAL value combines information about how close public transport is to a location and how frequent the service is. The highest level of connectivity has a PTAL of 6b (excellent) and the lowest has a PTAL of 0 (very poor).



- 6.39 Transport for London's 2014 analysis shows that the Hampstead Town ward has a relatively low PTAL score at 4.0, which is noticeably below the borough-wide score of 5.6 for Camden. The percentage of people in Hampstead Town ward living in areas with a PTAL score of 3 or less is 70% of the total population, compared to only 29% across the borough as a whole.
- 6.40 The TfL map reproduced here shows that connectivity in the most populated part of the Plan Area is closely associated with bus provision. South End Green, at the extreme south of the HNF area is served by four regular bus routes, two of which pass through popular areas of the West End and central London on their way to their final destinations to the South or South-west of the city centre. However, both routes terminate at South End Green. The remaining 90% of the Plan Area (including Hampstead Town) is served by only two regular routes, one of which is a local service only, offering limited connectivity with journeys of less than 2km from Hampstead.

6.41 Sites located in areas of better connectivity permit residential development at higher densities together with the use of buildings for public or educational purposes. They also permit car-free development. Areas without good connectivity are not suited to these purposes unless development is made sustainable through corresponding improvements in public transport.



Map key - PTAL

- 0 (Worst)
- 1a
- 2
- 3
- 4
- 5
- 6a
- 6b (Best)

Map 8: PTAL scores

Source : Transport for London WebCAT Connectivity Assessment Toolkit (<https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>)

- 6.42 The Forum considers TfL's PTAL calculation to be a cost-effective means of assessing public transport accessibility in connection with development proposals in view of its maturity, the simplicity of its calculation and the wide availability of calculation tools. A PTAL value can be quickly established for an individual address and TfL's PTAL Assessment Guide enables the benefits of proposed changes in public transport (for example the relocation of a bus stop) to be quantified in a simple and objective way.
- 6.43 Hampstead's chronic traffic problems mean that even relatively small increases in demand, particularly those associated with the many popular schools which lie within the Plan Area, can have a disproportionate impact and responses during Community Engagement indicated particular concern over schools which attract pupils from other parts of London, resulting in additional journeys into the Plan Area from outside.
- 6.44 Given the current conditions of traffic congestion and air quality, the Forum has concluded that new health and educational facilities (with heightened safeguarding needs and where a significant number of additional journeys will be generated) should be located in areas with a good PTAL score for existing or planned public transport connectivity. The Forum recognizes that some transitional arrangements will be needed and therefore expects a PTAL score of 4 for the first 5 years of the Plan to 2023 and 5 for the remainder of the Plan's lifespan. Due to the critical importance of promoting sustainable transport, including public transport usage, the responsibility will lie with developers to justify any exception to this approach: for example; by demonstrating that the travel patterns would not lead to increases in traffic at peak times, or that a Travel Plan could mitigate harmful effects of congestion and air pollution.
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- 6.45 In line with Camden's Planning Guidance 7 – Transport, the Forum has concluded that the measure of 'person trips' should be used as the starting point to assess transport impact and for this purpose an expectation of 100 new person trips per day represents a significant threshold, given the specific context of the Plan Area, above which special care is required to ensure that public transport facilities are adequate.
- 6.46 The National Planning Policy Framework (NPPF paragraph 34) requires plans and decisions to ensure that developments generating significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximized.

6.47 An example of a public transport improvement meeting the requirements of this policy is the development of a new health centre which is accompanied by improvements in bus frequency and the re-siting of bus stops to elevate the PTAL value of the health centre's site.

Policy TT3: Public transport

Due to the traffic congestion and air quality issues in the Plan Area there is disproportionate harm which small localised peaks in demand for travel can cause:

1. The following types of development will be supported where they are located on sites with a Transport for London PTAL score of 4 or over, up to 2023, and a score of 5 or over thereafter:
 - a. Sites used predominantly for medical, care or educational purposes.
 - b. Applications which can reasonably be expected to result in an average of 100 or more additional person-trips per day (including servicing) post completion.
2. In circumstances where a site's PTAL score is less than 4 or 5, paragraph 1 of this policy may be waived provided that public transport improvements necessary to elevate the site's PTAL score to 4 or 5 or over from completion are secured, or a Travel Plan produced which would provide good accessibility to the new development with measures to mitigate harm from congestion and air pollution. Planning obligations should be used to secure these results.

Policy TT4: Cycle and car ownership

- 6.48 While Policy T2 (Parking and Car-free Development) of the Camden Local Plan requires that all new developments are car free, the Plan Area contains no public cycle hire stands and lies some distance outside Transport for London's cycle hire area. Narrow roads and high volumes of traffic create an unpleasant environment for cyclists, particularly along Fitzjohn's Avenue and Heath Street.
- 6.49 The Plan's objectives to reduce motor traffic and improve pedestrian environments can be expected to promote an increase in cycling. TfL's Attitudes to Cycling 2014 report shows that 59% and 24% of respondents regarded safety concerns and traffic volumes respectively as the reasons why they had not taken up cycling. By contrast, age and poor cycling facilities (including lanes and street parking) were listed by only 10% of respondents.
- 6.50 As cycle use grows in the longer-term, and given the lack of a cycle hire scheme, it will become increasingly important that buildings offer safe, covered & convenient residential cycle storage sufficient to support all the occupants of a dwelling. This is especially important in the case of apartments, where the unsightly storage of bicycles on apartment balconies is a clear indication that residential cycle storage facilities are inadequate.
- 6.51 Provisions for covered street cycle storage in many parts of the Plan Area are limited or would conflict with the area's historic character. Therefore, to ensure that development in the Plan Area is sustainable, particularly for families, in the longer-term specific effort is needed to ensure that new homes are as cycle-friendly as possible.

Policy TT4: Cycle and car ownership

1. In addition to the cycle parking requirements set out in the London Plan, all residential developments with three or more bedrooms should include in their design (and within the curtilage of the building) at least three cycle parking spaces for long-stay use.
2. Each cycle parking space must be secure, under cover and accessible via step-free access from pavement or street level.
3. The requirements of this Policy should apply to the extent that they can be achieved in a manner both viable and sympathetic to the character of the surrounding area.

- 6.52 The northern extension of TfL's cycle hire area beyond Camden Lock is strongly supported.
- 6.53 Car ownership in the Plan Area is much higher than in the rest of Camden: 59% of households according to the last census had access to one or more vehicles, versus 39% elsewhere in the Borough. Hampstead Town ward achieved the fifth smallest reduction across all wards in Camden in the number of cars/vans per household between 2001 and 2011.
- 6.54 Of those wards achieving higher reductions, the improved availability of public transport appears to have been a factor. In Camden all 12 wards achieving reductions of 12% or more, benefited from PTAL scores of between 4.7 and 8.0, indicating that poor public transport produces greater reliance on cars.
- 6.55 Comments during community engagement indicated a desire to show sensitivity towards the needs of those who have no alternative but to use their cars, and of local businesses, who have strongly expressed the view that convenient short-stay parking is a factor in their survival. Anecdotal evidence also suggests that many regular public transport users maintain a car for longer journeys outside London.
- 6.56 In sensitive attempts to reduce street parking for local residents and businesses should therefore be rejected. As no material increase in the provision of street parking days is possible the following alternative measures are strongly supported:
- a. More enlightened use of the street parking days already available.
 - b. Reducing barriers to more active means of travel.
 - c. More efficient use of vehicles and car sharing schemes.
 - d. Improved public transport within the Plan Area.

The vision for South End Green



Pleasant neighbourhood centre - a rare picture of South End Green with bus stands suspended.

- 6.57 The road system in South End Green poses particular problems for pedestrians who must negotiate busy lanes of traffic to get from one side to another. The Green itself is an isolated traffic island, with traffic and bus stands all around it, substantially diminishing the pedestrian experience and destroying visual sightlines of what could otherwise be a pleasant and vibrant neighbourhood centre.



Bus stands in South End Road, on either side of South End Green

- 6.58 Recent improvements to the London Overground service have led to a substantial increase in the number of travelers using Hampstead Heath station. The Office of Rail Regulator's report for 2014/15 estimates the annual number of passengers using Hampstead Heath to be in excess of 1.5 million, only 500,000 less than Hampstead Underground Station at just over 2 million. Many passengers commute to work at the Royal Free Hospital whose permanent workforce in 2013/4 was 5,467 and which also employs substantial numbers of contractors. Others make use of Hampstead Heath station to visit the Heath and surrounding open spaces. The introduction of a large M&S foodstore has drawn yet more people to this centre.
- 6.59 Substantial public realm investment is therefore required to enable South End Green to cope with these large pedestrian movements, to ensure spaces are permeable and to remove the barriers that make the pedestrian experience an unhealthy and frustrating one.
- 6.60 While South End Green has for many years been a transport hub, significant problems are being caused by its use also a bus terminus/standing area and the volumes of buses and people have now reached such levels that this model is unsustainable.
- 6.61 Community engagement confirms that a shared use scheme and the reconfiguration of bus stands would be welcomed for South End Green. The Plan encourages Camden Council to work with partner organisations and Transport for London to help realise the community's vision for the area.

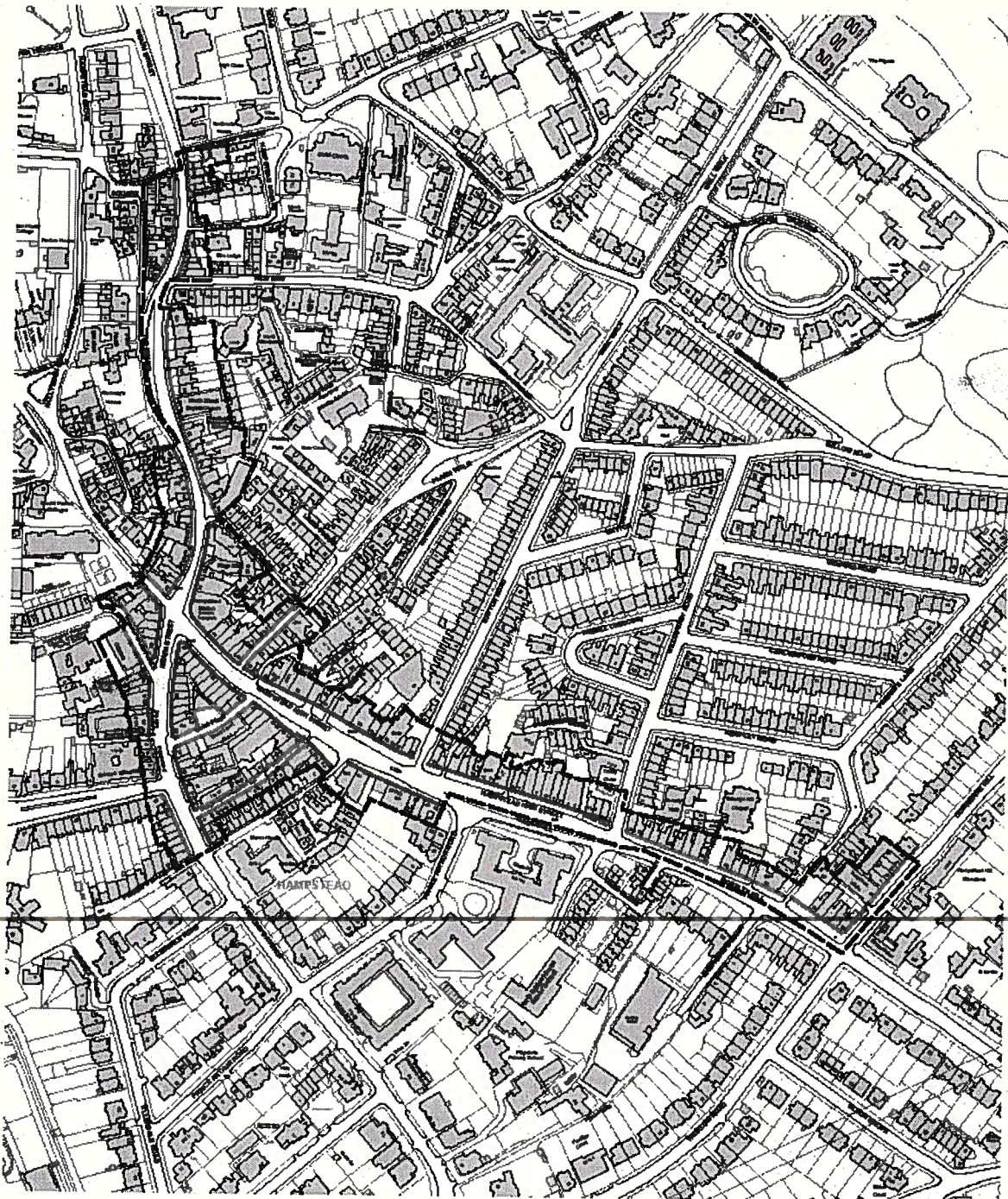
7. Economy



Introduction

- 7.1 It is vital for Hampstead's future that it retains a flourishing local economy that attracts businesses and creates jobs. This section seeks to build policies that will nurture and protect the local economy.
- 7.2 A very important reason for assuring the future of businesses in Hampstead is to meet the varied needs of local residents. The NPPF, paragraph 23, urges local plans to promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres.
- 7.3 The Hampstead Neighbourhood Forum area contains two important retail centres: the centre of Hampstead itself, and the South End Green area. Each are briefly described below.

Hampstead Town Centre



- Primary Frontage, Secondary Frontage
- ▭ Town Centre Boundary

**Hampstead
Town Centre**

Map 9: Hampstead Town Centre

7.4 Hampstead Town Centre is the second smallest of Camden's six retail centres but one of the most attractive to visitors and local residents alike. According to the Camden Retail and Town Study 2013, half of visitors to Hampstead come from outside the area, attracted by the "village feel", the proximity of the Heath and opportunities to socialise with friends in the many restaurants and cafes.

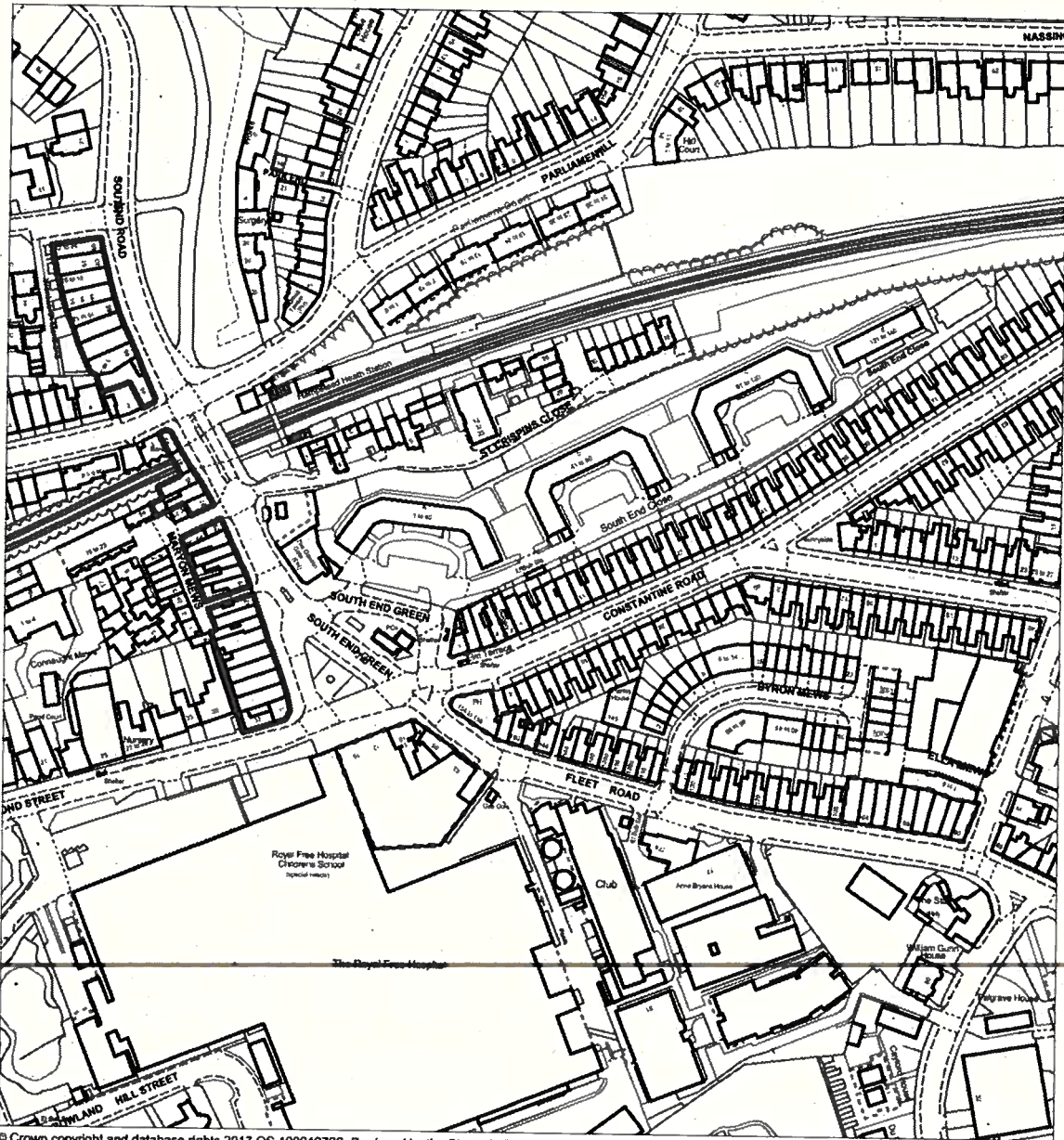


7.5 A smaller proportion of visitors come for essential shopping, and there are independent butchers, greengrocers, bakers and off-licences that offer a high-quality range of food and drink. Perhaps as a result of high business rates and rents, the vast majority of retailers cater for the high end of the retail market.

7.6 In the Forum's consultations, and in other studies, negatives cited have included lack of parking, traffic congestion, the lack of floor space given to convenience goods and the overabundance of estate agents and mobile phone shops. Though the provision of retail services and financial services is good, Hampstead has a below average representation of pubs and drinking establishments according to the Retail Study 2013. This reflects the fact that over the past several decades, Hampstead has lost eight pubs that have been turned into residences, estate agents' offices and other businesses.

7.7 As in the rest of Camden, there is a lack of office space. Vacancy rates are lower than in the West End.

South End Green Neighbourhood Centre

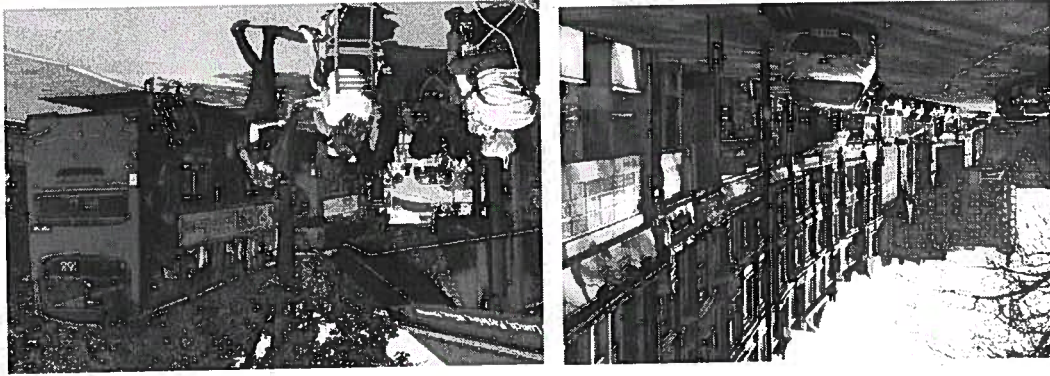


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Map 10: South End Green Neighbourhood Centre

Proposed extension to South End Green Neighbourhood Centre





Small independent shops, delicatessens, convenience stores, pubs, cafes and restaurants make up the majority of the retail units, though a number of chains also have a presence. There is a broad range of other A1 class retailers, such as hairdressers, dry cleaning, shoe repair shops, locksmiths and undertakers and a number of A2 class businesses such as estate agents and a betting shop; however, there is no bank branch or post office.

- 7.11 For purposes of our Plan, we propose to include these areas as part of the South End Green Neighbourhood Centre.
- 7.10 These local parades provide essential shopping and services, especially to the nearby neighbourhoods of South Hill Park and the Mansfield area. They also service the thousands of workers and visitors brought to the area by the Royal Free and Hampstead Heath.
- 7.9 At the heart of South End Green stands the impressive 1881 Gothic Revival drinking fountain located in part of what remains of the "green." The long parade of shops along South End Road, numbers 1-65, and 37 Pond Street, are defined by Camden as the South End Green Neighbourhood Centre. We discovered during our forum area boundary consultation, however, that local opinion strongly supports the view that the shopping area more broadly includes both sides of South End Road, part of Constantine Road (1-4 Elm Terrace and no.4), the parade of shops adjacent to the Royal Free Hospital and the first block of Fleet Road (nos. 90-106, 148-156 and 83-87).
- 7.8

Policy EC1: Encouraging a healthy retail mix

- 7.12 The Plan supports sustainable development that helps retain jobs and encourages a vibrant mix of shops and services.
- 7.13 There is also a lack of office space with vacancy rates lower than in the West End, as noted in the Camden Office to Residential Impact Study of 2013.
- 7.14 Commercial premises, once converted to homes, are likely to stay in residential use, as noted in the Camden Local Plan. In both centres, many first floor premises are homes to dentists, gyms, banks, law offices and other businesses.

Policy EC1: Healthy retail mix

The Plan supports development that enhances the vitality and viability of Hampstead Town Centre and the South End Green Neighbourhood Centre by:

1. Providing office and retail units at first floor level.
2. Resisting the change of use from A1 (retail) to A2 (estate agents, banks, building societies) that would result in less than 75% of premises in core frontages being in retail use or less than 50% of premises in secondary frontages being in retail use.
3. Preserving small shop and retail premises that enhance the character and vibrancy of the area.
4. Where permission is required, the change of use of space in Class A or B1a uses at first floor or higher above shops to residential occupation will not be supported unless it can be shown that there is a long history of vacancy.

- 7.15 The Forum supports the provision of opportunities to small/independent shops and businesses, which contribute positively to the vitality of the centres. Therefore, the Plan resists the aggregation of shop fronts that would result in the loss of viable small retail premises.
- 7.16 One factor in the health of Hampstead's retail businesses is the existence of businesses located in the spaces directly above shops. The people who work in businesses in Hampstead are customers for other businesses, such as restaurants and cafes.

- 7.17 South End Green lost its post office in 2008. Post offices – or sub post offices – provide easy public access to essential services including mailing, access to cash and retail goods. The Plan would support a business opening a sub post office in the SEG area.
- 7.18 Preserving ancillary space, such as storage and workrooms, is important to the long-term viability of primary and secondary frontage buildings. In order to show that premises located directly above shops are no longer viable for business or employment use, the applicant must submit evidence of a marketing strategy for the property, covering a period of at least two years. The premises must be marketed at a realistic price reflecting market rents in the local area and the condition of the property.

Policy EC2: Retail centre environment

- 7.19 The appearance of a high street is one of the key factors in its vitality. Despite existing guidance, many inappropriate and poorly designed shopfronts have been inserted into existing frames. Some fascias use inappropriate materials and depths, resulting in a lack of harmony with the original buildings; quite a number of which are listed.
- 7.20 The Plan supports the development of shopfronts in the Hampstead Town Centre and South End Green Neighbourhood Centre that contribute positively to the character and visual quality of their surroundings.

Policy EC2: Contributing positively to the retail environment

1. New shop fronts or alterations to existing shop fronts will be supported where the proposals respect the proportions, rhythm and form of original frontages. Where possible, lost original features such as unpainted surfaces, pilasters, corbels, glazing bars, part-glazed doors and fascias should be restored.
2. The retention of any shop front that is noted in the Conservation Area Appraisals and Management Strategies will be encouraged.
3. Any shop front of historical or architectural quality should be retained, even if its use has changed.
4. Security measures that do not detract from the streetscape, including toughened glass and the strengthening of shop fronts will be supported. External security shutters, grilles or meshes will not be supported.
5. All "house-style" signage should be sensitively adapted to the streetscape.
6. Internally illuminated projecting signs will not be supported. Signage should either be non-illuminated or externally illuminated, though "halo lit" or illuminated letters may be acceptable if subservient to the general design.
7. Where possible timber fascias should be used on traditional shop fronts with either painted lettering or applied individual letters of another material.
8. Excessive signage will not be supported and generally signage should be limited to one fascia sign and one projecting sign at ground level.
9. The visual clutter of shop fronts should be minimised.

- 7.21 External illumination of signs is generally preferable; it should be discreetly fixed and the minimum to allow the sign to be seen at night. The colour and brightness of the illumination and its ability to distract or confuse passing drivers will be taken into account. The size of lettering and logos should be in proportion to the detailing of the building.

7.22 The house-style of multiple stores will often not be acceptable as they generally involve the use of designs and materials not visually related to, or developed from, the conservation area context.

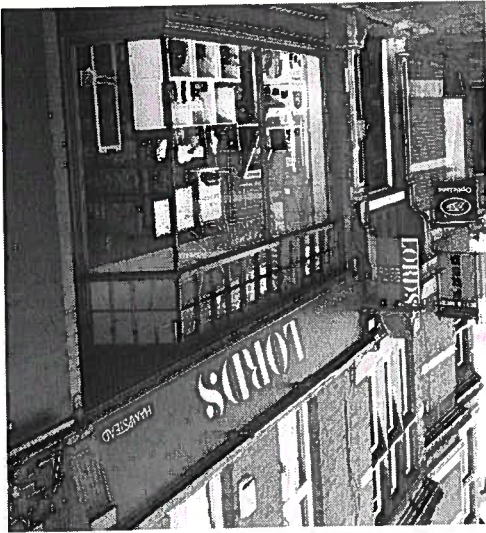
7.23 On 19th century buildings, a painted timber fascia with painted lettering or letters in another material would be the most appropriate.

7.24 Temporary banners should not be employed as a long-term substitute for permanent signage.

7.25 The Plan encourages shopkeepers to keep windows of shopfronts clear of posters and signs that create visual clutter. Camden Planning Guidance 1 and the Conservation Area Appraisals and Management Strategies provide further details on shopfront guidance.



Inappropriate use of materials and unsympathetic treatment of architectural details



Good examples respect the scale, style and materials appropriate to the architecture of the buildings and provide attractive settings for the display of goods

8. Housing and Community



Introduction

- 8.1 Hampstead's community is as diverse as its architecture. Just over half of residents (61%) were born in the UK. The number of children who live in the area (17%) and those over 60 (22%), one-third of whom live alone, is rising. The vast majority (71%) of adults under 75 work, an unusually high number of them (14%) from home.
- 8.2 Throughout our consultations, people talked about the importance of Hampstead's sense of community, of its rich cultural heritage and diversity and the value of its local amenities.
- 8.3 The Plan aims to enhance Hampstead's cherished village-like character by protecting important community assets and supporting developments that will improve the quality of life for all of its residents.

Policy HCT1: Housing mix

- 8.4 As in many areas of London, the value of the local housing stock has risen greatly and now is beyond the means of most people. In 2014, the mean house price in Hampstead Town Ward was £1.75 million, an increase of 250% over 10 years (compared to an average Camden increase over the same period of 173.6%). While those already with equity in their properties may be thought of as benefiting, the cohesiveness and diversity of the area may be suffering (pressure for social housing properties is intense as only a handful of properties become available in any one year).
- 8.5 The increased value in property is evident in the way the housing stock is distributed. According to the census data the number of houses in the area is increasing as the number of flats decreases, resulting in a decrease in the total number of households (a loss of 164 from 2001 to 2011).
- 8.6 Hampstead is well served by large family dwellings: houses make up 32% of all accommodation, up from 29% in 2001 (the rest of the Borough is 15% in houses and 85% in flats). It is poorly served by smaller, lower cost units for those who do not own, or do not wish to own property. As noted elsewhere, the population of those most likely to rent of 16-29 age, has been falling.

- 8.7 The amount of social housing in the forum area is very low and falling: from 12.2% of the housing stock in 2001 to 9.7% in 2011. Council housing fell from 536 to 445 units (17% drop) and other social renting from 159 to 91 units (43% drop). In contrast to the private sector, Camden's Local Plan Policy H7 identifies a shortage of large dwellings in the social affordable sector.

Policy HC1: Housing mix

1. In order to promote the mix of housing needed within the Neighbourhood Plan area, particularly for social affordable and smaller dwellings, the following proposals will be supported:
 - a. development that increases the provision of social affordable, intermediate and community-led housing in line with the Local Plan (Policy H4) and national planning policy;
 - b. the development of larger, 3 and 4 bedroom units, for social affordable dwellings;
 - c. the inclusion of small self-contained dwellings, either studio or 1 or 2 bedrooms, in all new non-social housing development.
 - d. provision of small units as intermediate affordable housing.
2. Except in exceptional circumstances, housing proposals will not be supported which would result in the loss of small self-contained dwellings, either studio or 1 or 2 bedrooms, in conversions.

- 8.8 The Forum supports Camden's policy of limiting the loss of dwellings during conversions. However, exceptionally, as described in paragraph 3.132 of Camden Local Plan, older accommodation may not meet contemporary and future needs for living space. Exceptional circumstances must be clearly demonstrated with supporting evidence, and arrangements must be put in place to re-house all existing occupiers. Camden Planning Guidance on housing provides information as to what constitutes a small dwelling.

Policy HC2: Community Facilities

- 8.9 Facilities servicing older residents are particularly important. Hampstead has a higher percentage of older residents than the rest of Camden and this age group is growing. In 2011, the over 60's accounted for 22% of the population, versus 19% in 2001 (comparable figures for Camden were 15.1% and 14.2%). Those over 75, rose from 6.8% to 8.2% in the same period while residents aged 16-29 declined from 21.5% to 15.4%.
- 8.10 However, a number of facilities in the Plan Area serving older and vulnerable people have been sold off in recent years and the provision not replaced locally.

Policy HC2: Community facilities

1. The Plan will resist the loss of facilities and sites listed in 8.11 and 8.12 below unless a replacement facility is provided that meets the needs of local residents or the specific community facility is no longer required in its current use.
2. Development proposals will contribute to the support of these community facilities through Community Infrastructure Levy (CIL) and other agreements as appropriate.
3. The Plan will resist the further loss of facilities for older and vulnerable people unless alternative provision can be provided locally, or firm evidence can be provided to demonstrate that the facilities are unviable or no longer required.

8.11 The area has a number of community facilities that are widely used, appreciated and which support the community's needs. These facilities, listed below, should be supported and their sites protected:

- Hampstead Community Centre; Henderson Court Resource Centre
- Keats Community Library
- Burgh House and Museum
- St Stephen's Rosslyn Hill
- Pentameters Theatre, Everyman Cinema
- National Trust properties Fenton House (and gardens) and 2 Willow Road and Keats House, owned by the Corporation of London
- The Armoury
- Monro House, Henderson Court
- Keats Practise, Park Hill Surgery
- The Hampstead Observatory
- One secondary and 10 primary schools

8.12 The area's places of worship are also important to the community and their sites should be protected:

- St Mary's, Hampstead
- St John's, Downshire Hill
- Christ Church, Hampstead
- Rosslyn Hill Unitarian Church (Hall on Local List)
- Heath Street Baptist Church
- Hampstead Meeting House
- The Village Shul

8.13 The Plan supports ways to increase the use and the availability of these assets to the wider community; for example, increasing the use of school facilities outside school time. Many of the area's places of worship offer diverse cultural programs and venues for community activities, which the Plan also supports.

8.14 The Plan encourages regular consultation with businesses and the local community to update the CIL priority lists for the Plan Area.

Policy HC3: Enhancing street life

- 8.15 As articulated in the London Plan, the quality of the public realm significantly influences people's quality of life, affecting people's sense of place, security and belonging, as well as having an influence on a range of health and social factors.

Policy HC3: Enhancing street life through the public realm

1. The Plan supports development that creates accessible, well lit, welcoming public spaces with good environmental qualities. Such areas would include South End Green, Oriel Place Garden and the northern end of Heath Street.
2. The Plan, in accordance with the London Plan, expects buildings that frame these spaces to encourage the ease of movement and potential for public use.

- 8.16 The Plan encourages street life through better design of the public realm, which would facilitate community events such as festivals, fairs and street parties.
- 8.17 The Plan also supports regular closure of selected streets and squares to traffic to facilitate markets, festivals, children's play, etc.

9. Appendices

These appendices can be found on www.camden.gov.uk

- 1 Evidence base
- 2 Character areas
- 3 List of designated and non-designated heritage assets
- 4 Open Spaces and Biodiversity Corridors
- 5 Hampstead Local Green Spaces evidence
- 6 List of veteran and important local trees
- 7 List of important local views

