

Hampstead Neighbourhood Forum  
 Responses to TfL comments regarding 6.21, 6.25, 6.26 and 6.28  
 15 February 2025

Policy/Paragraph as proposed	TfL's comments	HNF Response
<p>6.21. . . 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.</p>	<p>Paragraph 6.21 should make it clear that pre application advice for major developments should also be sought from Transport for London. We recommend that the penultimate sentence is clarified as follows: 'Applicants should discuss, and agree, the need for and content or scope of these documents with the local planning authority and (for major developments) Transport for London at the pre-application stage.'</p>	<p>Redraft as follows:</p> <p>6.21 . . . Applicants should discuss, and agree, the need for and content or scope of these documents with the local planning authority and, for major developments, Transport for London at the pre-application stage.</p>
<p>6.25 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 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 London Plan's Policy T6 (L): Parking. This states that the existing parking</p>	<p>Paragraph 6.25 is potentially confusing because redevelopment could refer to a very large site that is redeveloped. As written, it does not allow for redevelopments that may have wider transport impacts beyond vehicle trips. For example, any impact on public transport, walking, cycling should be assessed.</p>	<p>To address TfL's concerns and improve the policy, we will redraft TT1 (1) as follows:</p> <p>Due to the critical need to improve air quality and tackle congestion within the Plan Area:</p> <p>1. Planning proposals that can reasonably be expected to result in a significant number of additional journeys to and from a proposal site 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, levels of pollution, and the local transport network:</p> <p>a. A Transport Assessment (or Statement);  b. A full or outline Delivery and Servicing Management Plan</p>

<p>provision for refurbishments should be reduced and not re-provided at the same levels where this would exceed the standards for new development set out in that policy.</p>		<p>(DSMP); c. An Air Quality Assessment;</p> <p>which should together demonstrate (if necessary, through mitigation measures) that <b>the impact of any such journeys</b> will be offset so that approval will not lead to an overall reduction in air quality in the Plan Area <b>or have a significant adverse impact on the local transport network.</b></p> <p>Paragraph 6.25 to be revised as follows:</p> <p>It should be noted that paragraph 1 of Policy TT1 is concerned with additional <del>motor vehicle</del> journeys and its objective is to prevent additional vehicle traffic, pollution, <b>and adverse impacts on the local transport network.</b> <del>Therefore, if 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.</del> For redevelopment or refurbishment of existing premises, applicants should assess whether the proposal is likely to generate additional journeys or change travel patterns compared to the existing use. If there is no significant increase in journeys or change in travel patterns, then paragraph 1 of this Policy may not apply. <del>However, applicants should also have regard for the London Plan's Policy T6 (L): Parking. This states that the existing parking provision for refurbishments should be reduced and not re-provided at the same levels where this would exceed the standards for new development set out in that policy.</del> However, all proposals should consider potential impacts on public transport, walking, and cycling, as well as motor vehicle use. Applicants should also have regard for the London Plan's Policy T6:</p>
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		Parking, which states that existing parking provision should be reduced and not re-provided at previous levels where this would exceed the standards set out in that policy.
6.26 Further guidance on Construction Management Plans can be found in Camden Planning Guidance – Amenity.	Additionally, paragraph 6.26 should refer to TfL guidance on Construction Logistics Plans.	6.26 to be revised to read:  Further guidance on Construction Management Plans can be found in Camden Planning Guidance 6 – Amenity and <b>TfL's guidance on Construction Logistics Plans.</b>
6.28 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.	Paragraph 6.28 encourages the downgrading of the A502 to the north of Hampstead Village. Any proposals that affect the A502 should take into account that this is an important route for buses.	6.28 The Plan encourages Camden Council to work with TfL and other organisations to manage traffic flow through the Plan Area, particularly by promoting the following measures:  a. <del>Downgrading the A502 London Distributor Road given its unsuitability for heavy vehicles north of Hampstead village.</del> <b>Reviewing the classification of the A502 north of Hampstead village, considering its suitability for different vehicle types while preserving its function as a bus route.</b>