

# **APPENDIX 1**

## **Decision Statement**

### **Hampstead Neighbourhood Plan 2025 - 2040**

#### **1. Summary**

- 1.1 Following an independent examination of the Plan, the Chief Planning Officer recommends that the Hampstead Neighbourhood Plan proceeds to Cabinet and full Council to be formally made, subject to the modifications set out in Table 1 of this statement.
- 1.2 The Council concurs with the Examiner's recommendation finding that no local referendum is required on the Plan as the changes being proposed are not so significant or substantial as to change its nature.
- 1.3 The Decision Statement, Examiner's Report and other documents can be inspected on the Council's website at [www.camden.gov.uk/neighbourhoodplanning](http://www.camden.gov.uk/neighbourhoodplanning). Copies are also available for inspection in the libraries at 5 Pancras Square, London N1C 4AG (Opening hours: Mon – Sat 8am- 8pm, Sun 11am -5pm) and Keats Community Library, London NW3 2RR (Opening hours: Tue-Wed 10am-6pm, Thu-Fri 10am-7pm, Sat-Sun 12 noon-4pm).
- 1.4 When the Neighbourhood Plan is formally 'made' (adopted) by the Council, it will become part of the statutory development plan for the area and will be used alongside Council plans when making decisions on planning applications in the Neighbourhood Area.

#### **2. Decision**

- 2.1 The Neighbourhood Planning (General) Regulations 2012 requires the local planning authority to outline how it intends to respond to the recommendations of an independent Examiner.
- 2.2 Having considered each of the recommendations made in the Examiner's report, and the reasons for them, the Council has decided to make the modifications to the draft Plan set out in Table 1 of this Decision Statement. These changes are considered to be necessary to ensure that the draft Plan meets the basic conditions and legal requirements.

- 2.3 The modifications set in Table 1 produce no significant changes to the policy and strategy of the Neighbourhood Plan overall. Therefore, a Strategic Environmental Assessment or Habitats Regulations Assessment is not required. Camden Council has undertaken an Equalities Impact Assessment of a draft version of the Plan. This found that all of the draft Plan's policies were likely to have positive or neutral effects.
- 2.4 The Chief Planning Officer agrees:
- A) That the recommendations of the Examiner and the subsequent amendments proposed as set out in Table 1 be accepted; and
  - B) That, as recommended by the Examiner, the Hampstead Neighbourhood Plan, as modified, proceeds to Cabinet and Full Council to be formally made.
- 2.5 Accordingly, the draft Hampstead Neighbourhood Plan as modified is considered to:
- i. Meet the basic conditions set out in paragraph 8 (2) of Schedule 4B of the Town and Country Planning Act 1990;
  - ii. Not breach or otherwise be incompatible with any EU obligation or any of the Convention rights (within the meaning of the Human Rights Act 1998); and
  - iii. Comply with the provisions made by or under 38A and 38B of the Planning and Compulsory Purchase Act 2004.

**Table 1: Examiner's recommendations and Camden Council's response**

No (as Examiner's report)	Examiner's report para.	Policy in the Neighbourhood Plan Submission Draft	Examiner's recommended modifications New text shown as <u>underlined</u> Deletions shown as <del>strikethrough</del>	Council's response and reason for change
EM1	4.6	DH1	<p>c) For extensions, they are subservient to the original footprint and mass of the house, contribute positively to the character of the area and <del>provide biodiversity net gain (BNG)</del> <u>enhance biodiversity</u>.</p> <p>g) They protect the residential amenity and <u>visual</u> privacy of neighbouring properties.</p>	<p>Agree to modification, this recognises that requiring Biodiversity Net Gain (BNG) from schemes of any size could be onerous.</p> <p>Agree to modification, this clarifies the extent of planning powers.</p>
EM2	4.7	DH2	<p>Delete para. 3.21:  <del>Where an applicant claims that no viable use of a heritage asset can be found and therefore proposes demolition, the applicant first will be required to market the heritage asset at fair market value to potential buyers for a medium period of time of five years.</del></p>	<p>Agree to modification: these matters are already adequately addressed through national planning policy on heritage.</p>
EM3	4.8	DH3	<p>Para. 3.25:  Historic England, in its guidance document <del>Energy Efficiency and Historic Buildings: How to Improve Energy Efficiency (2018)</del> <u>Adapting Historic Buildings for Energy and Carbon Efficiency (2024)</u>, sets out a</p>	<p>Agree to modification: the evidence document has been updated recently.</p>

			<p>‘whole building approach’ that ‘uses an understanding of a building in its context to find balanced solutions that save energy, sustain heritage significance, and maintain a comfortable and healthy indoor environment.’</p> <p>1 b) Use of low embodied <del>energy</del> <u>carbon</u> materials and technologies, such as timber, timber <del>projects,</del> <u>products</u>, lime, etc</p> <p>2 b) All new build <u>in major development schemes</u> should achieve at least net zero carbon and will be encouraged to be net energy positive within the constraints of existing development policies.</p> <p>Para. 3.38:  <del>According to Camden guidance, a decentralised energy network is a way of distributing the heat (and more rarely, power) generated from a given energy source(s) across multiple buildings or, as Camden prefers, multiple sites.</del></p>	<p>Agree to modification: to correct typos.</p> <p>Agree to modification: this recognises that achieving at least net zero carbon is likely to be onerous if applied to smaller developments</p> <p>Agree to modification: the paragraph does relate to the policy text.</p>
EM4	4.9	DH4	<p>(3) Developers must include in any Construction Management Plan (CMP):</p> <p><del>a) a Circular Economy Statement in line with the London Plan;</del></p> <p>b) a noise management plan; and</p> <p>c) provisions for employing vehicles on no more than 7.5 tonnes unladen weight (see Policy TT1 (4)).</p>	<p>Agree to modification: Circular Economy Statements are separate to CMPs.</p>

			<p>Renumber (b) and (c) accordingly</p> <p>(6) Sites where development is unfinished three months after the start of work <del>shall be registered with the Considerate Constructors Scheme, and registration details displayed on the site before work continues. This requirement shall be a planning condition.</del> <u>are encouraged to be registered with the Considerate Constructors Scheme, and registration details displayed on the site.</u></p> <p>3.44 For large, complex projects <del>where there is significant risk of the developer falling behind schedule or failing to complete the project, developers may be required to provide performance bonds or to enter construction contracts that include specific deadlines for project completion</del> , <u>developers are encouraged to consider measures that ensure timely project completion and minimise disruption to the community. While the planning system cannot mandate specific completion timelines, developers are urged to implement robust project management practices and maintain open communication with affected residents throughout the construction process.</u></p> <p>Delete para. 3.45</p>	<p>Agree to modification: CCS registration is dealt with through Camden's Construction Management Plans, it is not possible to retrospectively require CCS registration when it has not been secured at application stage.</p> <p>Agree to modification: construction timelines are beyond the remit of planning. The wording of planning conditions is outside the remit of neighbourhood plans.</p>
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EM5	4.10	DH5	<p>(b) Incorporating building-scale renewable energy generation such as solar panels where <u>feasible compatible with design and heritage policies, such as DH3 (1)</u></p> <p><del>e) Ensuring construction management minimises waste and pollution</del></p>	<p>Agree to modification: the installation of solar panels should have regard to relevant design and heritage policies.</p> <p>Agree to modification: this matter is already addressed elsewhere in the Neighbourhood Plan.</p>
EM6	4.11	Strategic Sites	<p>a) Will <del>provide 10% biodiversity net gain</del> enhance biodiversity</p> <p>Replace image of Royal Mail Hampstead Delivery Office with the one supplied by the Forum to the Examiner</p> <p>Redevelopment of the Delivery Office should also meet <u>Policies HC1, DH1, DH2, DH3, DH4 and Camden draft Local Plan.</u></p> <p>Redeveloping could meet the housing requirements of <u>the draft Camden Local Plan (45 additional</u></p>	<p>Agree to modification, this recognises that requiring Biodiversity Net Gain (BNG) from schemes of any size could be onerous.</p> <p>Agree to modification: to correct an error.</p> <p>Agree to modification: additional text to reference the existing housing target for</p>

			homes) while providing vibrant live/work units to replace the many traditional workshops and studios that have been lost through the re-development of Hampstead. Live/work spaces contribute vibrancy, jobs and economic stimulus to neighbourhoods.	this site in the Draft Camden Local Plan.
EM7	4.13	NE1 and NE2	<p>Para. 4.6 and 4.7:  <del>The Act applies to all development, including small gardens, with some exemptions.</del></p> <p><u>In England, BNG is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) with exceptions depending on the size and type of development.</u> Biodiversity in Hampstead is supported not only by the Heath and identified corridors but traditionally by individual gardens and green spaces in almost all of this Plan's character areas.</p> <p>NE1 (2) The Plan encourages all <u>residential</u> development, including garden buildings, to explore opportunities to provide a 1-metre gap at the end of the rear (or main) garden to provide space for planting and the movement of wildlife....</p> <p>Replace Map 5 (existing page 34) with the version submitted by the Forum to the Examiner</p>	<p>Agree to modification: to clarify how BNG is applied in England.</p> <p>Agree to modification for clarity.</p> <p>Agree to modification: the replacement map provides greater clarity regarding the intended location of</p>

			NE2 (2) (b) <u>where possible</u> , consider ways to improve connectivity in Network Priority Areas (refer to Map 5 above) between the Biodiversity Corridors	<p>'Network Priority Areas'.</p> <p>Agree to modification: this may not be feasible for every development scheme</p>
EM8	4.14	NE3	<p>Para. 4.21</p> <p>The sites in the Hampstead Neighbourhood Plan Area listed above (see Map 6, and Appendixes 2, 3 and Appendix 6 5), <del>are to be</del> <u>have been</u> designated as Local Green Spaces as defined in the NPPF. <del>Each of these sites complies with the criteria that it is in close proximity to the community it serves, is local in character and not extensive, and is demonstrably special to a local community and holds a special significance. A list of designated LGSS is given in the appendices with evidence to support the designations. Additional information on each site is in our Evidence Base, Natural Environment, Local Green Spaces file.</del></p>	<p>Agree to modification: the Local Green Spaces were designated through the first Hampstead Neighbourhood Plan adopted in 2018.</p>
EM9	4.15	NE4	<p>Tree List should be moved out of the appendix to form part of the main plan.</p> <p>Para. 4.31</p> <p>The Important Tree List, <del>Appendix 4,</del> <u>Chapter 9</u>, is a list of trees chosen by local people for their aesthetic and/or environmental or historic value.</p>	<p>Agree to modification: provides greater visibility to tree list, aiding decision making.</p>



			<p>NE4 (1) Development proposals <del>affecting that have the potential to affect trees</del> should be supported by <u>tree protection details in accordance with the most recent version of BS 5837 and a landscaping scheme that details that demonstrate:</u></p> <p>a) How trees retained on site, <u>and neighbouring sites, where appropriate,</u> will be protected and...</p> <p><del>c) Where feasible includes the planting of trees. Unless it can be demonstrated as unfeasible or non-viable, development should allow space for the future planting of trees well suited to local conditions. Provide for the new planting of trees unless this is unfeasible.</del></p> <p>(2) Any development that proposes removal of a tree on the Important Tree List (see Appendix 4 <u>Chapter 9</u>) should include, within the application, justification for the removal(s) and details of replacement tree planting to mitigate against the loss of canopy cover <u>where site constraints allow.</u></p>	<p>Precise location to be determined through editing of Adoption version.</p> <p>Agree to modification: to fully reflect the evidence applicants are expected to submit to the Council.</p> <p>Agree to modification: it may be appropriate to seek retention of trees beyond the site boundary.</p> <p>Agree to modification: for clarity.</p> <p>Agree to modification as replacement planting is not always feasible.</p>
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			<p>Para. 4.34 Development proposals where trees &gt; 7.5cm in trunk diameter at 1.5m from ground and &gt;1.5m in height are present (on-site or off-site) which have root protection areas or canopies that encroach onto the application site or could be affected by development, its plant or vehicles in any other way, are to be accompanied by a tree survey, arboricultural impact assessment, tree protection plan and an arboricultural method statement: <u>in accordance with the latest version of BS 5837.</u></p> <p>Para. 4.36 Tree protection guidance is provided in BS5837 (2012), the British Standard for trees in relation to design, demolition and construction. <u>The 2012 version of BS5837 (British Standard for Trees) is currently being reviewed, and a revised version is expected to be in place in 2025.</u></p>	<p>Agree to modification which reflects existing practice.</p> <p>Agree to modification: to reflect the update to this document.</p> <p>Agree to modification: to reflect the update to this document.</p>
EM10	4.16	BA1	<p>Page 45- caption on map., amend <del>Source Map:</del> British Geological Survey 1920</p> <p>1(c) <del>Be accompanied by a Basement Construction Plan as shown necessary by the BIA for a basement proposal. 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,</del></p>	<p>Agree to modification: for clarity</p> <p>Agree to modification: to correct an error.</p>

			<p><del>the significance of heritage assets, or any other identified potential harm.</del> Delete criterion and consequentially renumber criterion (d) to (c)</p> <p>Para. 5.10 As a result of the conditions found in Hampstead, basements in Hampstead may pose a particular risk to neighbouring properties and require close investigations... These conditions include <del>unusual</del> and unstable soils, subsoil water movement, hilly areas liable to slippage, and dense development in which many houses are conjoined.</p> <p>Para. 5.12 When a <del>b</del>Basement Impact <del>a</del>Assessment shows that additional steps need to be taken, those proposing basement development are encouraged</p> <p>(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 <del>must</del> <u>should</u> 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</p>	<p>Agree to modification: as the soils are not atypical</p> <p>Agree to modification: to address typos.</p> <p>Agree to modification: to align with existing Basement Impact Assessment (BIA) approach.</p>
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			<p>and dry seasons: <u>or suitably conservative assumptions made.</u></p> <p>(b) In some cases, when boreholes measurements show <del>a groundwater risk</del> <u>groundwater</u>, 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. In such instances, the amount of rainwater immediately preceding the borehole measurements on that day and in the prior days should be clearly documented in a report for all to see.</p> <p>(c) An assessment should demonstrate that the predicted <del>Burland Scale at the time of the construction phase</del> <u>damage from basement construction</u> is no more than Burland Scale 1 throughout the building and each neighbouring building that has any part within the zone of influence (<u>typically</u> a distance of <u>approximately</u> 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 <del>data entered</del> <u>assumptions made</u>, methodology and supporting engineering calculations are all submitted and stand up to scrutiny see also 5.19)</p>	<p>Agree to modification: to align with existing BIA approach.</p> <p>Agree to modification: to align with existing BIA approach.</p>
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			<p>(j) <del>The team preparing the BIA and the BIA audit should always visit the site of a proposed excavation.</del></p> <p>Para. 5.13  <del>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</del></p>	<p>Agree to modification: the BIA auditor is not required to visit sites.</p> <p>Agree to modification: a Basement Construction Plan does not need to be prepared prior to the issue of planning consent.</p>
EM11	4.17	BA2	<p><del>BA2 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. <u>Where a Construction Management Plan (CMP) is required by the Council,</u> the CMP should include information on how:</del></p> <p>(2) Traffic and construction activity will be managed to protect the residential amenity of adjoining occupiers, the integrity of public structures and buildings and the safety of pedestrians, cyclists and other road users. The CMP should, include details of the routing of demolition, excavation and construction vehicles, details of access, including</p>	<p>Agree to modification: a CMP is not required for all basement developments.</p> <p>Agree to modification: this matter is now addressed through the main policy text.</p>



			<p>Para. 6.20 Comprehensive guidance on Transport Assessments, Transport Statements and Delivery and Servicing Management Plans can be found in Camden Planning Guidance – Transport 2021 and via TfL’s website. 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 6.67c) 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 site-specific circumstances.</p> <p>Para 6.21 Applicants should discuss, and agree, the need for and content or scope of these documents with the local planning authority <u>and for major developments with Transport for London</u> at the pre-application stage</p> <p>Para. 6.24 <del>As with other planning matters, w</del>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</p>	<p>Agree to modification: to update a reference</p> <p>Agree to modification: to reflect the role of TfL.</p> <p>Agree to modification: changes to a Delivery and Servicing Management Plans do not automatically</p>
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			<p>and where a future owner wishes to go beyond the provisions set out in the relevant DSMP, <del>a new planning consent will be necessary.</del> <u>the Council's prior agreement to vary those provisions may be necessary.</u></p> <p>Para 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. <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. For redevelopment or refurbishment of existing premises, applicants shall 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> <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></p> <p>Para. 6.26 Further guidance on Construction Management Plans can be found in Camden Planning Guidance – <u>Amenity and TfL's guidance on Construction</u></p>	<p>result in a new planning application needing to be submitted.</p> <p>Agree to modification: to address comments made by TfL which are supported because they clarify that the potential impacts arising from greater pedestrian and cycling activity need to be assessed.</p> <p>Agree to modification: to address comments</p>
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			<p><u>Logistics Plans.</u> 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 NPPF, 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.</p> <p>Para. 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:</p> <p>a) <del>Downgrading the A502 London Distributor Road given its unsuitability for heavy vehicles</del> <u>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.</u></p> <p>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.</p>	<p>made by TfL about the role played by existing planning guidance.</p> <p>Agree to modification: to address comments made by TfL. TfL is responsible for the operation and planning of bus services in Camden.</p>
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EM13	4.23	TT2	<p>Para. 6.32 To make streets more welcoming for pedestrians, Policies T2, <u>GG3</u> and D8 of the London Plan (<u>which incorporate the Mayor's Healthy Streets approach</u>) require development to reduce the dominance of vehicles, to increase the permeability of streets, remove unnecessary street clutter and avoid barriers to movement that create severance for pedestrians and cyclists so that pedestrians can cross the street more easily. The Camden Transport Strategy 2019-2041 establishes a hierarchy of road users, giving priority to pedestrians ahead of all other modes of travel, while Policy T1 of the Camden Local Plan seeks to ensure that developments improve the pedestrian environment.</p> <p>Para. 6.43 The TfL map reproduced <del>here</del> <u>at Map 9</u> shows that connectivity in the most populated part of the Plan Area is closely associated with bus provision, <u>despite the Underground and Overground stations at the western and southern boundaries of the Plan area</u>. 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</p>	<p>Agree to modification: to address comments made by TfL to the importance of delivering 'Healthy Streets' in line with the Mayor's Transport Strategy</p> <p>Agree to modification: to address comments made by TfL. This acknowledges the contribution of the Underground and Overground stations in the plan area to PTAL</p>

			<p>regular routes, one of which is a local service only, offering limited connectivity with journeys of less than 2km from Hampstead.</p> <p>Para. 6.44 Sites located in areas of better connectivity permit residential development at higher densities together with the use of buildings for public or educational purposes. <del>They also permit car-free development.</del> Areas without good connectivity are not suited to these purposes unless development is made sustainable through corresponding improvements in public transport</p> <p>Figure 6.9 Forum to supply a revised version as a bar graph</p>	<p>Agree to modification: for clarity. Since the adoption of the Camden Local Plan in 2017, the Council's policy (T2) on car-free development is borough-wide</p> <p>Agree to modification for clarity</p>
EM14	4.24	TT3 & TT4	<p>TT3 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 <u>4 5 or over, up to 2030, and a score of 5 or over thereafter:</u> 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</p>	<p>Agree to modification: so approach is not unduly restrictive.</p>

			<p>person-trips per day (including servicing) post completion.</p> <p>(2) In circumstances where a site's PTAL score is less than <u>4 or 5</u>, paragraph 1 of this policy may be waived provided that public transport improvements necessary to elevate the site's PTAL score to 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</p> <p>Para. 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. <u>Nearby streets suffer from traffic congestion, poor air quality and, in some stretches, a lack of street trees and planting.</u></p> <p>Para 6.58 Improvements to the London Overground service <u>have led to</u> substantial volumes of passengers using Hampstead Heath station. The Office of Rail Regulator's report for 2022/23 records the annual number of journeys to and from Hampstead Heath at</p>	<p>Agree to modification: it provides additional information about streets around South End Green</p> <p>Agree to modification: to correct an error.</p>
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			2.9 million (3.3 million in 2014/2015), only 700,000 less than Hampstead Underground Station at 3.6 million (4.3 million in 2015). Many passengers commute to work at the Royal Free Hospital. 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.	
EM15	4.31	EC2	<p>EC2</p> <p>(4) Security measures <del>that do</del> <u>should</u> not detract from the streetscape. <u>Therefore, including</u> <del>toughened glass and the strengthening of shop fronts, will be supported.</del> External security shutters, grilles or meshes will not be supported.</p> <p>Delete Figures 7.7 and 7.8</p>	<p>Agree to modification: for clarity</p> <p>Agree to modification: the shopfronts shown have been enhanced in recent years.</p>
EM16	4.32	HC1	<p>HC1</p> <p>(2) Housing conversions will not be supported which would result in the loss of dwellings except in certain circumstances mentioned in 8.6 <del>below</del> <u>above</u>.</p>	Agree to modification: to correct an error.
EM17	4.33	HC2	<p>Para 8.10</p> <p>The Plan supports ways to increase the use and the availability of the <del>above-listed</del> <u>assets listed below</u> 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 programmes and venues for community activities, which the Plan also supports.</p>	Agree to modification: to correct an error.

			<p>HC2:</p> <p>(1) The Plan will resist the loss of facilities, sites and functions listed below unless a replacement facility that meets the needs of local residents is provided or the specific community facility is no longer required in its current use:</p> <p>a) Community activities &amp; support (charities, local authority, and health)</p> <ul style="list-style-type: none"> <li>▪ Burgh House</li> <li>▪ Hampstead Community Centre &amp; Market</li> <li>▪ Henderson Court and Munro House</li> <li>▪ Queen Mary's House</li> <li>▪ The Armoury Gym</li> <li>▪ Park End Surgery (NHS)</li> <li>▪ Keats Group Practice (NHS)</li> </ul> <p>b) Arts, libraries, facilities, and museums</p> <ul style="list-style-type: none"> <li>▪ Keats Community Library</li> <li>▪ Fenton House (National Trust)</li> <li>▪ Keats House</li> <li>▪ Pentameters Theatre</li> <li>▪ <u>Well Walk Theatre</u></li> <li>▪ Everyman Cinema</li> <li>▪ 2 Willow Road (National Trust)</li> <li>▪ Hampstead Observatory</li> <li>▪ St Stephen's, Rosslyn Hill</li> </ul> <p>c) Schools</p> <ul style="list-style-type: none"> <li>▪ One secondary and 10 primary schools</li> </ul> <p>d) Independent companies or organisations with important community benefits.</p> <ul style="list-style-type: none"> <li>▪ Hampstead Post</li> </ul>	<p>Agree to modification: to include a local puppet theatre.</p>                      <p>Agree to modification: it is not</p>
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			<p><del>Office</del> ▪ <del>Royal Mail Hampstead Delivery Office, Shepherd's Walk</del> ▪ <del>Barclays Bank</del> Pubs including The Magdala, The Garden Gate, The Roebuck, The Freemasons Arms, The Wells Tavern, King William IV, The Duke of Hamilton, The Old White Bear, The Holly Bush, and The Old Bull and Bush.</p> <p>e) Places of worship</p> <ul style="list-style-type: none"> <li>▪ St Mary's, Hampstead</li> <li>▪ St John's, Downshire Hill</li> <li>▪ Christ Church, Hampstead</li> <li>▪ Rosslyn Hill Unitarian Church (Hall on Local List)</li> <li>▪ Heath Street Baptist Church</li> <li>▪ Hampstead Meeting House</li> <li>▪ The Village Shul</li> </ul> <p>(2) Development proposals will contribute to the support of these community facilities through Community Infrastructure Levy (CIL) and other agreements as appropriate.</p> <p>(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.</p> <p>(4) The Plan supports proposals to facilitate cultural activities in the Plan area</p> <p><u>(5) While recognising that the Council cannot compel the provision of postal or banking services, the Plan supports efforts to maintain convenient access to</u></p>	<p>possible for the Neighbourhood Plan to protect named businesses.</p> <p>Agree to modification: to acknowledge the</p>
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			<p><u>these essential services for residents. These may include: a) Encouraging the integration of postal and banking services within existing community facilities or new developments where feasible. b) Supporting community-led initiatives to provide alternative solutions for accessing postal and banking services. c) Promoting dialogue between the community, service providers, and the Council to explore innovative ways to maintain these services in the area.</u></p>	community's efforts to retain essential local services.
EM18	4.34	HC3	<p>HC3  (1) The Plan supports development that creates accessible, well lit, welcoming public spaces with good environmental qualities. <del>Examples of such areas include South End Green, Oriol Place Garden and the northern end of Heath Street.</del></p>	Agree to modification: deletion of examples as requested by the Neighbourhood Forum.