

Your ref:  
Our ref: LCNP-TML-A00AE-EN00\_Z-RP-W-0015

London Borough of Camden  
Planning Department  
Camden Town Hall  
Argyle Street  
London  
WC1H 8NJ

**London Overground**  
Site office  
Oldfield Grove  
London SE16 2NE

[tfl.gov.uk/overgroundcapacity](http://tfl.gov.uk/overgroundcapacity)

10<sup>th</sup> July 2013

Dear sir / madam,

**Application for Prior Approval under Part 11 - The Town and Country Planning (General Permitted Development) Order 1995 Schedule 2  
London Overground Capacity Improvement Programme (LOCIP)  
Kentish Town West Station, Platform Extension works**

Since Transport for London (TfL) took over the network in 2007, London Overground has become one of the UK's most reliable rail services and passenger numbers have nearly quadrupled (from 33m in 2008 to 120m in 2012). Demand is forecast to increase by a further 40%, when also taking into account passengers using the recent extension to Clapham (based on population and employment projections in the London Plan).

To maintain our high standards of reliability as demand grows, we are extending London Overground trains from four to five carriages across the network (except on the Gospel Oak to Barking line where trains remain diesel powered). This will deliver a 25 per cent increase in capacity so we can carry more passengers and reduce crowding.

Works to accommodate the longer trains as part of the £320m London Overground Capacity Improvement Programme (LOCIP) will include platform extensions to a number of stations which will comprise the following individual elements:

- construction of completely new lengths of platform;
- construction of finishes onto existing part built platforms;
- moving stop signs;
- movement of gate onto existing unused platform; or
- a combination of the above elements.

Works on the North London Line are due to commence from the beginning of October 2013 onwards and Kentish Town West will be one of the first stations to be expanded.

Kentish Town West is a two platform station. The station is elevated on a masonry viaduct structure to the north of Prince of Wales Road. Neither of the platforms is of adequate length for 5 Car trains.

It would be difficult to extend both platforms at the south end of the station due to tapering width of Network Rail land, interface with the station ticket hall, subway and entrance and Prince of Wales Road underbridge. Immediately beyond the south end of the platforms there is an Overhead Line Equipment (OLE) portal spanning both tracks which would need to be modified or relocated to prevent the columns presenting an isolated obstruction in available platform width. Extensions are therefore proposed at the north end of the station.

The proposed work to accommodate the 5 car train would include platform extensions of 21.8m to both platforms.

The form of construction of both platforms 1 and 2 extensions would be identical to that used for the four car extensions recently completed at this end of the station. The platform would comprise a series of transverse steel beams spanning between the arch wall at the front and a longitudinal steel beam at the rear, with the rear beam supported on a series of columns founded lower down at ground level below. The longitudinal spacing of the columns would be set out to coincide with the centre of the arch piers so as not to restrict access to the arches below.

The existing platform support structures are tied through the viaduct so that any lateral loads are contained within the structure and not applied to the viaduct. In order to balance the loads equal extensions will take place to both platforms.

An extension to the existing platform lighting system will be required and will include an extension to the cable containment along the palisade fence. This will provide 2 new lighting columns per platform. The palisade fencing would also be extended to match the existing arrangement.

The proposed works fall under Part 11, Schedule 2 of the General Permitted Development Order (GPDO). Class A of Part 11, Schedule 2 of the GPDO states that permitted development includes development authorised by – (a) a local or Private Act of Parliament...which designates specifically the nature of the development authorised and the land upon which it may be carried out.

Various Acts of Parliament which authorised the construction of the railway between Willesden Junction and Stratford which includes Kentish Town West Station. These include:

- London & North Western Railway (Additional Powers) Act, 1864 – RCC Act 1845 incorporated by Section 2
- Hampstead Junction Railway Act, 1853 – RCC Act 1845 incorporated by Section 2
- Hampstead Junction Railway Amendment Act, 1859 – RCC Act 1845 incorporated by Section 3
- East & West India Docks and Birmingham Junction Railway Act, 1846 – RCC Act 1845 incorporated by Section 1
- East & West India Docks and Birmingham Junction Railway Act, 1846 – RCC Act 1845 incorporated by Section 1
- East & West India Docks and Birmingham Junction Railway Act, 1846 – RCC Act 1845 incorporated by Section 1
- Eastern Counties (East & West India Dock Branches) Railway Act, 1852 – RCC Act 1845 incorporated by Section 1

I would also draw your attention to Section 16 of the Railway Consolidation Clauses Act 1845 which enlarges upon the works which may be carried out by the railway and this includes the power “from time to time alter, repair, or discontinue the before-mentioned works, or any of them, and substitute others in their stead; and they may do all other Acts necessary for making, maintaining, altering, or repairing and using the Railway”. I am attaching a copy of this clause for your information.

However as the proposed works include *(a) the erection, construction, alteration of any building, bridge, etc.* the prior approval of the appropriate authority is required in advance of these works taking place under Clause A.1 of Part 11, Schedule 2 of the GPDO. Clause A.2 of Part 11 states that *prior approval is not to be refused by the appropriate authority nor are conditions to be imposed unless they are satisfied that;*

*(a) The development (other than the provision of or works carried out to a dam) ought to be and could reasonably be carried out elsewhere on the land; or*

*(b) The design or external appearance of any building, bridge, aqueduct, pier or dam would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury.*

As you are aware, in assessing an application for prior approval it is necessary for the Local Planning Authority to have regard to points (a) and (b) above in isolation in accordance with Clause A.3 of Part 11 of the GPDO. Please therefore find attached the following documents and drawing numbers for your consideration:

- **LCNP-TTS-F00FB-EN23\_0-DR-W-8035** – Kentish Town West Proposed General Arrangement
- **LCNP-TTS-F00FB-EN23\_0-DR-W-8009** – Kentish Town West Platform Elevations
- **LCNP-TTS-C00CT-EN23\_0-DR-W-2011** - Kentish Town West Platform Proposed Elevations and Sections
- Site Plan
- Plan showing the limits of deviation in relation to the original authorising act
- Section 16 of the Railway Clauses Consolidation Act 1845

I look forward to receiving the prior approval of the council in regards to the relevant works in due course. This request for prior approval is a statutory formal process not an informal enquiry or notification. As such we would welcome a decision to be made within 8 weeks from the receipt and acknowledgement of this application.

I trust you find the above in order but should you require any additional information or wish to discuss please do not hesitate to contact my colleague Katie Anderton or myself using the details below.

Yours sincerely



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**MAYOR OF LONDON**

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