

Report

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TEMPLE

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Planning Statement for – Rail for London Limited Redevelopment of West Hampstead station Planning Statement Final



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Contents

1.0	Introduction	4
1.1	Report structure	4
2.0	Context	5
2.1	Site	5
2.2	Surrounding area	6
2.3	Access	6
2.4	Facilities, services and other amenities	7
3.0	The proposed development	8
3.1	Planning history	8
3.2	Consultation	9
4.0	Policy context	10
4.1	National Planning Policy Framework (NPPF)	10
4.2	The London Plan	10
4.3	Local Development Framework (LDF)	11
4.4	Community Infrastructure Levy (CIL)	12
4.5	Key policy considerations	12
5.0	Development principles and policy analysis	13
5.1	Principle of development	13
5.2	Transport and accessibility	14
5.3	Placemaking and permeability	14
5.4	High quality design	15
5.5	Amenity	16
5.6	Sustainable environment	17
6.0	Conclusions	20

1.0 Introduction

This Planning Statement has been prepared by Temple Group Limited (Temple) on behalf of Rail for London Ltd (the applicant) in support of an application for the redevelopment of West Hampstead Overground station. The proposal will provide for the demolition of the existing station and the provision of increased pedestrian flows, a larger concourse and open space in front of the site (and on the adjacent development), a wider public footpath, improved ticketing, gateline, staff accommodation, ticket facilities and a retail unit. Lifts to platform level and a new pedestrian walkway over the line will be provided. The concept will reinforce ‘the street’ by where the station building will be an extension of the public realm, linking with West End Lane.

The statement accompanies a full planning application for:

“The redevelopment of the existing West Hampstead Overground station to provide a new station, including space for the provision of a new retail unit and associated facilities”.

This Planning Statement is one of a suite of documents submitted with the application and should be read in conjunction these. Where relevant, these are referred to within the Planning Statement. These include:

- Completed planning application form and ownership certificates;
- Design and access statement;
- Biodiversity survey (within this document);
- Desktop contaminated land statement;
- Lighting information (within this document);
- Noise, vibration and ventilation assessment;
- BREEAM pre-assessment;
- Waste storage and collection information (within this document);
- Construction methodology report;
- Statement of Community Involvement; and
- CIL additional information form.

1.1 Report structure

This Planning Statement comprises the following sections:

- Consideration of the context of the site and surrounding area;
- The proposed development and planning history;
- The policy context;
- Policy analysis and development appraisal; and
- Conclusion.

2.0 Context

2.1 Site

The West Hampstead London Overground station is located in West Hampstead ward, London Borough of Camden. The station entrance fronts the western side of West End Lane (B510), a single carriageway. The site is bounded to the north by a commercial building with residential above and to the rear, and the Ballymore development site (dealt with later), a mixed use development comprising commercial and residential uses, to the south.

The existing station is a red brick, single storey building which dates back to the late 19th century/early 20th century. It is not statutorily or locally listed and the site is not within a conservation area. There are no known areas of archaeological importance within the locality of the proposed station.

The boundary of the development site and its location is shown in Figure 1 and on the site location plan, which accompanies this application. The proposed site area is 0.1 hectares.

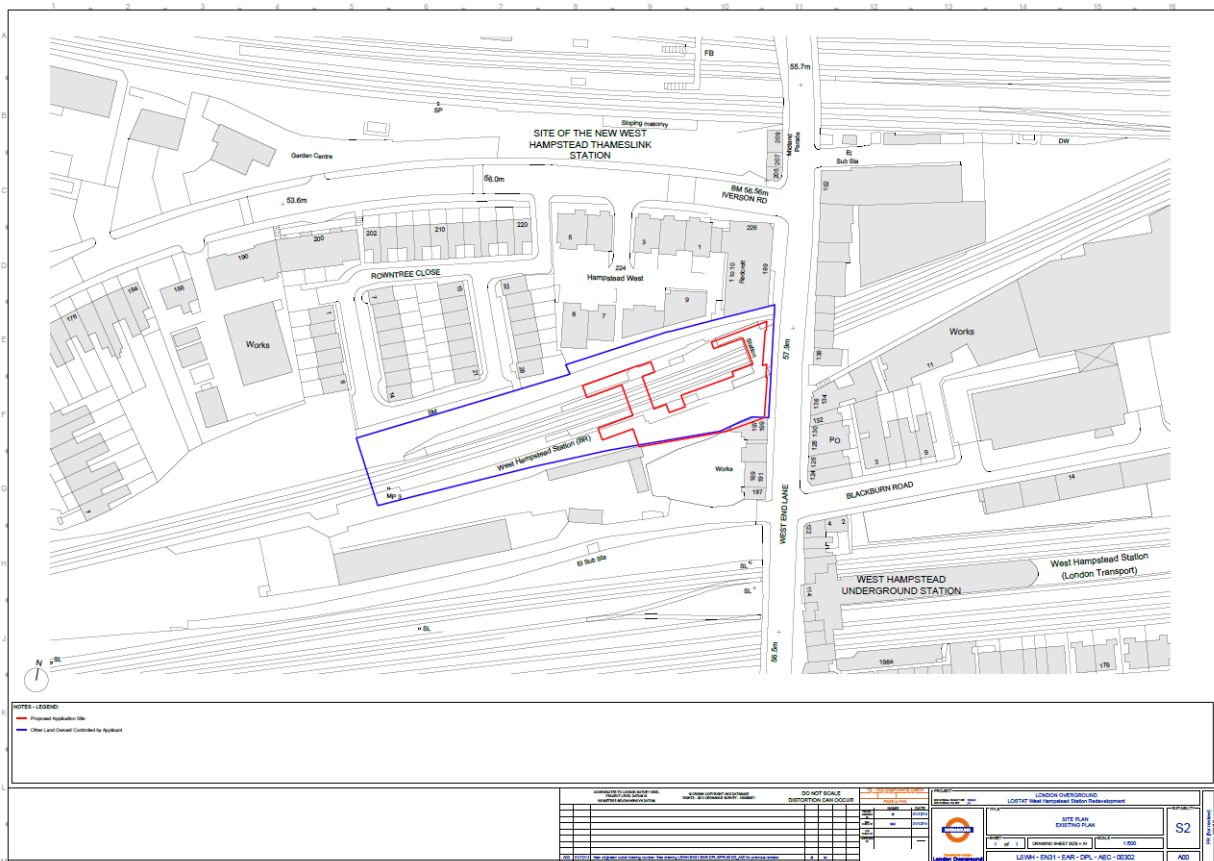


Figure 1: Site location plan

2.2 Surrounding area

The surrounding area is primarily residential, with most of the housing falling within two conservation areas. To the north is West End Green conservation area, and to the south South Hampstead conservation area. There are numerous ground floor commercial uses along West End Lane.

The southern part of the centre around the station has been described by the local authority as being less attractive and has poorer quality pedestrian environment in comparison to the adjacent conservation areas. The area has ultimately evolved around the West Hampstead Interchange transport corridor, which carves into the urban fabric and divides existing communities.

2.2.1 Adjacent Ballymore Scheme

The adjoining Ballymore scheme south of the site (2011/6129/P) was granted planning permission on 30th March 2012, subject to a Section 106 (S106) legal agreement. The proposed development comprises: *the redevelopment of site to create seven new buildings between five and twelve storeys in height to provide 198 residential units (Class C3), retail, financial and professional services and food and drink floorspace (Class A1, A2, A3 and A4), flexible employment/healthcare floorspace (Class B1/D1) along with associated energy centre, storage, parking, landscaping and new public open space (existing buildings to be demolished).* (Class B1/D1) along with associated energy centre, storage, parking, landscaping and new public open space (existing buildings to be demolished).

The S106 requires that the Station Enhancement Area be retained (to facilitate the development of the station) and that the ground floor retail unit, adjacent to the site (nearest to West End Lane), is to be offered by the owner to TfL “...as an entrance to any expansion to the West Hampstead Overground Station which has been built over the Station Enhancement Area”.

The Station Enhancement Area has been retained, enabling the station to be redeveloped and in discussion with Ballymore, Rail for London has confirmed that the ground floor retail unit in question is to be made available to it to enhance the entrance to the station. This development creates an opportunity to integrate the station within the public realm, as envisaged within the Ballymore S106 and this application. This is dealt with further later on.

This application is entirely separate to the Ballymore scheme and is not dependant on it.

2.3 Access

The station is highly accessible by public transport and forms part of the West Hampstead Interchange, together with the Thameslink and Underground stations nearby. It is located within a two minute walk (100m) of West Hampstead London Underground station, which serves the Jubilee line, and a two minute walk (150m) of West Hampstead Thameslink station, which serves the Midland Main Line. Finchley and Frognal Overground station is also within a 10 minute walk (700m) and one stop eastbound on the North London Line.

There is three bus routes along West End Lane, travelling north towards Cricklewood or Golders Green and south towards Baker Street, Kilburn or Swiss Cottage (139, 328 and C11). There are also a number of established London Cycle Network routes nearby.

2.4 Facilities, services and other amenities

There is a range of services within a 10-15 minute walking distance of the site, many of which will be utilised by those reliant on the station. These are predominately situated along West End Road and include a relatively high proportion of convenience, retail, restaurants, and cafes uses, many of which are independent:

- Shops: newsagent, cafés, estate agents, restaurants, pharmacy, launderette, supermarket, florist;
- Services: Bank, post office, dentist, library; and
- Leisure: West Hampstead Community Centre, Kingsgate Community Centre.

Additionally, a retail and leisure cluster, known as the O2 Centre, is located within a ten minute walk of the station (700m). It offers a large Homebase and Habitat, several restaurants and fast food outlets, a Vue Cinema, and a Virgin Active Health Club.

For further information in regard to site analysis please see the Design and Access Statement, which forms part of this application.

3.0 The proposed development

The development primarily comprises the redevelopment of the station building. The proposal includes the demolition of the existing station building and as a whole, the new scheme will provide a larger concourse and open space in front of the site, a wider public footpath, improved ticketing, a gate-line, staff accommodation, ticket facilities and a retail unit. Lifts to platform level and a new pedestrian walkway over the line will also be provided.

The proposed buildings will be 760.8 sq m (GIA), an increase of 611.5 sq m compared to the existing building, offering greater capacity for the designated growth area of West Hampstead. Of that, the proposed retail unit is 45 sq. m (GIA).

The concept is to create a station as a continuation of 'the street', merging the building frontage with the public realm. This will form part of the larger station enhancement programme (LOSTAT) across the North London Line for Rail for London. The proposed layout has been developed following consultation with TfL, Network Rail and London Overground Rail Operations Ltd (LOROL).

A number of constraining factors have been identified regarding the existing building, these include: a protruding building line causing narrow pedestrian access; lack of lift access; and small in scale. In response to this, Ticket Vending Machine (TVM) walls to the north and south will ensure that ticketing areas are clearly defined throughout, whilst not obstructing passengers. Staff accommodation has been consolidated to one area of the station which will simplify construction and the distribution of services and the customer information desk will have easy access to the concourse and ticket machines which responds to the changing station staff roles, primarily due to ongoing advances in technology and online ticket sales.

Further details regarding the proposed development can be found in the Design and Access Statement, submitted with this application.

3.1 Planning history

The station originally opened in 1888 as West End Lane station until it was renamed as West Hampstead in 1975, with British Rail taking over North London Railway in controlling rail operations. Subsequently, following privatisation of British Rail, operations were controlled firstly by Silverlink (1997 – 2007) and secondly TfL (2007 – present).

A planning pre-application advice meeting was held on 8th May 2014 (ref. 2014/2299/PRE). The meeting focused on the following matters: loss of existing building; design of replacement building; impact on trees; transport and highways impacts; access; sustainability; and S106 obligations.

A Tree Preservation Order (C113 2014) was placed on a tree within the site, on 11th February 2014. Both London Overground and Network Rail objected to the Order as it would prevent planned future development (i.e., the station) and creates operational difficulties. The TPO tree is located within the redline boundary and proposed station concourse. Station improvements cannot be delivered without the removal of the tree and therefore, the retention of the TPO must be considered against this planning application for redevelopment. The applicant's objection to the Order is contained within Appendix 1.

3.2 Consultation

The applicant has met with the West Hampstead Local Consultation Group and WHAT (West Hampstead Amenity and Transport). A community drop-in session was held at the Synagogue Hall on Tuesday 2nd December 2014 and two further sessions have been organised. Neighbouring residents and stakeholders will be notified in writing about the proposed development. Additionally, informative posters, highlighting the proposed works, will be displayed around the station to notify station users about the scheme.

Along with public consultation events, consultation has been undertaken with the adjacent developer (Ballymore Group) to ensure that the public realm spaces to the front of both developments are harmonised.

4.0 Policy context

The following section provides a review of the relevant national, development plan and emerging policies against which this proposal should be considered.

4.1 National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) was published in March 2012. Its introduction is part of the Government's reform to make the planning system more concise, through simplifying policy pages. It supersedes a number of former Planning Policy Statement (PPS) documents.

The 'golden thread' of the planning system, as articulated in the NPPF, is the presumption in favour of sustainable development. Key policies in delivering sustainable development, relevant to the proposal include:

- 4. Promoting sustainable transport;
- 7. Requiring good design;
- 8. Promoting healthy communities; and
- 10. Meeting the challenge of climate change, flooding and coastal change.

4.2 The London Plan

The London Plan is the strategic plan for London, published by the Mayor in July 2011. It sets out a framework that integrates economic, environmental, transport and social aspects for development for the period to 2031, whilst also providing a framework for local policies and planning application decision making at the local level. Local policies of every London Borough should be in general conformity with the Plan. Revised Early Minor Alterations (REMA) was published in October 2013 to ensure consistency with the NPPF. Draft Further Alterations to the London Plan (FALP) were published on 15 January 2014 and an examination in public (EiP) of the document was held on 1 September 2014.

Key policies of relevance to this application are:

- Policy 2.13 Opportunity areas and intensification areas;
- Policy 5.1 Climate change mitigation;
- Policy 5.2 Minimising carbon dioxide emissions;
- Policy 6.4 Enhancing London's transport connectivity;
- Policy 6.9 Cycling;
- Policy 7.3 Designing out crime;
- Policy 7.4 Local character;
- Policy 7.5 Public realm; and
- Policy 7.6 Architecture.

4.2.1 Supplementary Planning Guidance (SPG)

Supplementary Planning Guidance (SPG) documents were produced by the Mayor to further support statutory development plans and provide further detail to policies listed within the London Plan. Those of relevance to the scheme are:

- Land for Industry and Transport (2012);
- The control of dust and emissions during construction and demolition (2014); and
- Sustainable Design and Construction (2014).

4.3 Local Development Framework (LDF)

Camden's Local Development Framework (LDF) comprises a suite of policy and guidance documents. These are divided into development plan documents and other LDF documents. All relevant policies to this development are outlined below.

4.3.1 Core Strategy

The London Borough of Camden's Core Strategy was adopted on 08 November 2010. It is a 15 year plan that forms part of the LDF, along with Development Policies (2010) and Camden Planning Guidance. Key Core Strategy policies of relevance to this application are:

- CS1 – Distribution of growth;
- CS2 – Growth areas;
- CS3 – Other highly accessible areas;
- CS5 - Managing the impact of growth and development;
- CS11 - Promoting sustainable and efficient travel; and
- CS13 - Tackling climate change through promoting higher environmental standards.

4.3.2 Development Policies

Camden Development Policies were adopted on 8th November 2010. It sets out detailed planning criteria that are used to determine applications for planning permission in the borough over the next 15 years. Policies of relevance to this application are:

- DP16 The transport implications of development;
- DP17 Walking, cycling and public transport;
- DP24 Securing high quality design;
- DP26 Managing the impact of development on occupiers and neighbours; and
- DP28 Noise and vibration.

4.3.3 Site allocations development plan

The site allocations document sets out some guidelines for future development on significant sites which have been, or are likely to be, subject to development proposals.

West Hampstead Interchange has been allocated within the document as an Area for Intensification, supporting and expanding upon Core Strategy and London Plan policies.

4.3.4 Camden Planning Guidance

Camden has a number of supplementary planning guidance documents that support the LDF policies. Key supporting guidance documents of relevance to the proposal are:

- CPG1: Design;
- CPG3: Sustainability;
- CPG6: Amenity; and
- CPG7: Transport.

4.4 Community Infrastructure Levy (CIL)

The Mayor of London introduced the Mayoral Community Infrastructure Levy (CIL), on 1 April 2012, as a means of assisting with funding Crossrail. The scheme is required to pay the Mayoral CIL at a rate of £50 per sq m of net increase in floorspace. A completed *additional information form* is included among the application documents, as required.

To note, the London Borough of Camden's Community Infrastructure Levy (CIL) is currently undergoing examination, with a public hearing held on 11th November 2014.

4.5 Key policy considerations

A thorough review of the national, regional and local planning policies has revealed that there are six key themes that should be considered in determining this planning application, which are:

- The principle of development;
- Transport capacity;
- Place making and permeability;
- Design;
- Amenity; and
- Sustainable environment.

5.0 Development principles and policy analysis

5.1 Principle of development

The London Plan addresses the need to improve London's transport connectivity (Policy 4.2), and to develop efficient and effective cross-boundary transport services that serve both inner and outer London. It also states that travel needs to be improved to increase its appeal over the car. This is to reduce the level of congestion on the capital's roads and help to reduce the level of emissions produced by transport. As a result, the Mayor will work with strategic partners to improve the public transport system in London, including cross-London and orbital rail, specifically 'enhancing the different elements of the London Overground network to implement an orbital rail network' (Policy 6.4).

The London Plan also highlights the need to enhance the public transport provision and provide for a growing capacity on the public transport system (Policy 6.2 and 6.4). It is expected that the density of development in Camden will be most concentrated in the Growth Areas and other highly accessible locations (CS3). The West Hampstead Interchange area falls into the former category, and future development will exert further demand on the existing transport provision (Core Strategy CS1).

West Hampstead Interchange has therefore been identified as an Area for Intensification in both the London Plan (Policy 2.13) and Core Strategy (CS2) and is described as: *A significant inner London transport interchange with potential to improve connections between rail, underground and bus and to secure an uplift in development capacity through intensification*¹.

West Hampstead town centre is considered to be a highly accessible area (CS3), where individual development schemes in the growth area are expected to positively contribute to enhancing interchange improvements. This is described in Policy CS2, which expects: "...improved transport interchange accessibility and capacity and improved pedestrian and bicycle movement and routes; a substantially improved street environment around transport facilities, including improved crossing and wider pavements; sustainable and safe design of the highest quality that respects the character and heritage value of West Hampstead".

Transport for London estimate that 5.6 million passenger journeys were made through this station in 2012 and this number is expected to dramatically increase as a result of the network wide improvements that are already in progress. Improvements to the station are necessary to accommodate this increased demand. In accordance with commitments made to improve transport services in the mayor of London's manifesto, Rail for London (as part of TfL) are working to provide longer and wider platforms at West Hampstead Station to accommodate longer trains and are currently developing a proposal for a new, larger, more accessible station with step-free access to both platforms. The scheme was also identified in the London Borough of Camden's Place Plan for West Hampstead as an important transport development for the area.

¹ London Plan (2011) Table A1.2 Intensification Areas

In recent years the operation of the Overground station has become more difficult, as passenger numbers are rising year on year especially during the peak hours, and congestion has become an increasing problem.

Analysis of the existing station building, in regard to design, indicates that the booking hall has an irregular shape and is too small for current passenger flows. The gate line contains only three regular size gates and this causes congestion at peak hours, whilst the staircases which link the booking hall to the platforms are too narrow for current passenger flows and are not fitted out for modern accessibility requirements. The London Borough of Camden has noted that the pavement outside the station building is too narrow, causing problems for passengers interchanging to the adjacent stations. This is becoming a safety issue as passengers leaving the station sometimes spill out onto the road.

Against this background, the principle of the development is entirely acceptable under development plan policy and its specific form addresses many of the issues identified above.

5.2 Transport and accessibility

The scheme will help deliver improved facilities at Camden's Underground and Overground stations and promote use of public transport and sustainable travel is properly integrated with the transport network (NPPF 4; London Plan 6 and Core Strategy CS11; and DP16). Currently, links between the stations are poor due to problems of pedestrian and traffic congestion which is heightened due to poor accessibility within the stations. In light of this, a coordinated improvement to station access is encouraged within the Site Allocations document. The proposed development will be car free, typical of most urban railway stations, and will promote the implementation of sustainable transport (London Plan 6.9; DP17 and CPG7). Cycle spaces are not provided within the scheme to maximise the movement of passengers and because 18 spaces will in any event be provided as part of the Ballymore scheme and 20 spaces are already provided at the Thameslink Station.

Step-free access will be provided from concourse to platform by means of DDA compliant passenger lifts. Additionally, it is anticipated that the servicing demands of the development will remain as existing and emergency vehicles will undertake their activities from roadside as currently exists.

5.3 Placemaking and permeability

The design of the proposed development has taken into account policy and guidance in ensuring places are designed to be *attractive, sustainable and successful*. As stated in the NPPF, this should "*function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit*" (Policy 7.58).

Continuation of the street in regard to design and materials will create an accessible and coalesced entrance, which will also be reflective of local character. The idea of 'the street' as a continuation into the entrance will allow for an easier flow of people from street to platform and the cantilevered station concourse above will provide a natural canopy that provides shelter for passengers.

As part of the overall strategy for the wider integration of its stations, TfL has prepared design proposals for the streetscape areas between the three stations and a consultation meeting with

LBC's Highways department was carried out on 10/03/14. However, this work does *not* form part of this application.

The adjacent Ballymore scheme will help facilitate a comprehensive approach to public realm and access to the station. As set out in section 2 of this statement, Rail for London and Ballymore are agreed that in line with Ballymore's S106 Agreement, the 'station unit' will be provided to TfL as a means by which it can later be opened up to widen the entrance to the station.

This means that while Ballymore will provide that unit immediately south of the station, TfL will deliver the works to it to ensure it becomes part of the station entrance rather than a closed retail unit. However, those works are not part of this planning application and while the use of that unit as such is granted under the Ballymore permission, any changes to its design area also considered likely to be non-material and it is envisaged they could be delivered as such.

The entrance arrangements are reflected in the accompanying planning application drawings where the Concourse Level Proposed Plan LSWH - EN31 - EAR - DPL - AEC – 00342 Rev A00 shows the route through it, with the accompanying visualisations illustrating the wider access to the station.

While in its pre-application letter, the Council has suggested that the upper floor of the same retail unit is removed as it 'oversails' the ground, this is not proposed. Ballymore has confirmed that its loss would be unviable and this planning application cannot be dependent on its removal. Given the Council granted the Ballymore scheme in the knowledge that the station would be developed, there can be no requirement to remove that unit and it has no material bearing on the success of Rail for London's application.

5.4 High quality design

High quality design of the built environment, including buildings to public realm, is of great importance and is a fundamental element in achieving sustainable development (NPPF policy 7). Camden is particularly committed to excellence in design and how it can contribute significantly to the successes of the development and the local community (CPG1). Camden's planning guidance on design (CPG1) states that *design of the built environment affects many things about the way we use spaces and interact with each other, comfort and enjoyment, safety and security and our sense of inclusion.*

The design of the scheme has been developed to ensure that it enhances the overall quality of the area whilst responding to the local history and character, to use the streetscape to establish a strong sense of place, creating a safe and accessible environment, and provide additional transport facilities (NPPF 7 and 8; London Plan 7.4). The multi-layered roof concept breaks up the mass of the building and clear storey glazing provides light throughout the concourse.

Architectural design, in regard to scale and massing, is coherent with surrounding street scape, and the adjacent Ballymore scheme, whilst creating design consistency of station buildings along the London Overground network (London Plan policy 7.6). Adequate lighting and architectural elements have been incorporated in the design of the station entrance to create a sense of safety and reduce opportunities of criminal behaviour (London Plan policy 7.3).

Emphasis is also placed on designs that create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians (Policy 4). Both of these elements are facilitated by the revised station design, as the enlarged entrance will make the station more attractive for people to

use, while also ensuring that there is no overcrowding at the station entrance and onto the pavement.

One of the key principles that forms part of 'the street' concept is to select external high quality, durable materials that can be easily maintained, increasing the sustainability of the building through longevity of use. Materials and specifications have been appropriately chosen and reflect the red-brick finish of the existing building while bringing consistency of design across Rail for London's station enhancement programme. Specific materials are dealt in the Design and Access statement.

5.5 Amenity

As stated in Camden's supplementary guidance on amenity, *a key objective of the Camden Core Strategy is to sustainably manage growth so that it avoids harmful effects on the amenity of existing and future occupiers and to nearby properties* (CPG6). Consideration has been taken, highlighting methods of protecting the amenity of Camden resident's during construction (CS5 and DP26), as set out below.

5.5.1 Air Quality

As air quality is poor in Camden the borough has been declared an Air Quality Management Area (AQMA), has subsequently prompted the production of an Air Quality Action Plan (2013-2015). The designated pollutants are NO₂ and PM₁₀. As a result of the assigned AQMA and to ensure air quality is not further depreciated as a consequence of development, an air quality assessment has been conducted at a level of detail appropriate for minor development (NPPF 11; London Plan 7.14; and DP32).

Due to the scale and nature of the proposed works dust is likely to be generated during construction. Dust may be an issue for nearby residents but should not have a significant impact or contribute towards a change in the local air quality. During such works, dust generation will be reduced through the implementation of mitigation measures and documented procedures, which will reduce adverse impacts. In addition, 'Best Practicable Means' (BPM) will be employed to keep dust to a minimum, this will ensure public roads and access routes are kept free of dust by being routinely cleaning them using wet sweeping methods. During construction, suitable dust suppression techniques such as water sprays or local extraction will be used when cutting, grinding or sawing materials onsite.

5.5.2 Noise

In an effort to conserve and enhance the natural environment, the effect of noise from construction will be controlled and managed to ensure impact on local amenity and public health is minimised (NPPF 11; DP28 and DP26).

During the construction of the station there is likely to be an increase in noise levels for certain periods of time, which could significantly affect nearby residents. Specific mitigation measures will be implemented to ensure works do not adversely affect nearby sensitive receptors. These measures will be agreed with Camden through Section 61 of the Control of Pollution Act 1974. The design and build contractor will be responsible for submitting the Section 61 consent application, detailing how noise will be managed on site. 'Best Practicable Means' (BPM) will be employed during construction to keep noise to a minimum. Materials with the potential to produce dust should

be stored away from working area boundaries and double handling of material should be avoided wherever reasonably practicable. Suitable dust suppression techniques such as water sprays or local extraction should be used when cutting, grinding or sawing materials onsite.

Furthermore, as required by the Council, works will be carried out from 08:00 until 18:00 Monday to Friday and 08:00 until 13:00 on Saturdays, with no noisy works carried out on Sundays and Bank Holidays. Equipment will also be shut down when not in use and regular maintenance of all equipment shall be undertaken. Silencers will also be fitted to all plant, machinery and vehicles where possible.

5.5.3 Lighting

The proposed development ensures that adequate lighting has been incorporated in the design of the station entrance to create a sense of safety and reduce opportunities of criminal behaviour (London Plan Policy 7.3; and DP26). To tie in with the concept of extending the street through the station, the same external grade lighting will run throughout the station. Therefore, no external lighting is proposed per se but the concourse itself is open at the front and will add to the existing lighting. Although there is no proposed lighting outside of the station footprint, the semi-external space at the front of the station (in front of the ticket gate-line) will be open to the street. Wall-hung light fittings (at 3600mm AFFL) will provide downlighting for passenger comfort and safety, and wall mounted uplighters (also at 3600mm AFFL) will provide ambient lighting by throwing a light wash onto the concourse ceiling.

It is likely that floodlights will be used if works are undertaken during night time possessions, during agreed working hours. As a result, local residents could be temporarily adversely affected. It is therefore recommended that mitigation should include the use of full-cut off lighting, or the minimisation of luminaire angles where full-cut off is not practicable, to reduce light spill and keep glare to a minimum.

Though the site is not within an archaeological priority area, it will be necessary to remain vigilant while groundworks are being undertaken. Mitigation will include maintaining a watching brief to record any assets found during the construction phase and any suspected archaeological remains will be reported by the Contractor, to the local authority Heritage officer.

5.6 Sustainable environment

The scheme follows the guiding principles outlined in the NPPF, in '*contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy*'. The NPPF encourages development that supports the reduction of greenhouse gas emissions and reduces congestion (policy 4).

As agreed with the Council, a BREEAM pre-assessment was undertaken for the station. That assessment is not designed as an assessment of such schemes, and while there is some difficulty in reconciling the BREEAM approach with the application proposal, the scheme achieves a BREEAM good rating. The assessment accompanies this application.

5.6.1 Ground conditions

In accordance with policy (NPPF 11; London Plan Policy 5.21; and CS16), a Phase 1 investigation has been carried out by virtue of applicants wider environmental programme that inform the London Overground Capacity Improvement Programme. Within that programme, ground conditions have been assessed for the stations along the Overground lines, including the application site.

Further details can be found in the Contaminated Land Report, which accompanies this application.

5.6.2 Water

The NPPF encourages development to meet the challenge of climate change and flooding, through mitigation techniques such as sustainable drainage systems (Policy 10).

The site is in Flood Risk Zone 1 and as such, is at low probability of flooding, classified as having an annual exceedance probability of greater than 0.1%. However, due to the topography of the area along with water infrastructure problems, West Hampstead has in the past been prone to surface water flooding. This vulnerability has been accounted for in the design and construction of the proposed scheme and there will be no increase in surface water runoff to the existing drainage systems as a result of the station upgrade as there will be no change in the built area and as such contributing area. As a result, the scheme accords the requirements set out in regional and local policy (London Policy 5.11; 5.13; and DP23; CS13)

5.6.3 Waste

In accordance with the Core Strategy (CS18), adequate waste and recycling facilities for the storage and collection will be provided. The proposals include a new Waste and Recycling storage facility to the north of the site entrance which will maintain the same refuse collection regime as currently exists.

In achieving a 'good' BREEM level, all construction waste will be dealt with sustainably, in accordance with policy requirements (CS18 and DP22). The station upgrade has the potential to generate excess soils, although this depends upon the construction methods used, the geotechnical properties of the surface soils, and whether any ancillary work requires alterations to site levels. The chemical composition of excess materials will determine their suitability for re-use in any areas of the scheme, where increases in levels are required. Should the volume of soil generated during the redevelopment exceed the volume of material require to complete the development scheme, or if soils generated are chemically unsuitable for re-use, then the excess materials will require relocation. This could be achieved either under a Materials Management Plan, Environmental Permit, or by disposal as waste.

5.6.4 Ecology and biodiversity

The station is located within the Impact Risk Zone of the Hampstead Heath Woods SSSI. However the SSSI is designated for the woodland habitat present and the habitats present within the boundaries of West Hampstead Station would not provide a supporting function for the SSSI. In addition the SSSI is located approximately 1.5km from the station and an extensive area of residential housing divides the two sites. As such, it is considered highly unlikely that any works undertaken at the station will have a negative impact on the condition of the SSSI.

Notwithstanding that the application site does not include the areas of the platforms per se or the embankments, dense scrub and scattered trees are present directly behind the platforms. This habitat has the potential to support widespread reptile species such as slow worm and nesting birds. As such, any vegetation clearance would be undertaken outside of the nesting bird season between the months of September to February inclusively. If this is not possible then breeding bird checks will be undertaken no later than 24 hours prior to clearance commencing.

The station building has the potential to support roosting bats. As such, a bat inspection would be carried out before demolition. Additionally, all ground clearance breaking works in this area will be carried out outside of the reptile hibernation season of October/November to March inclusively and under the supervision of a suitably qualified ecologist.

Although the site should not directly impact any ecology or biodiversity the development will respond to the natural assets of its surroundings, given its limited or nil effect on any areas of importance, in accordance with local policy (DP24 and CS15).

6.0 Conclusions

The principle of the proposed development fully complies with development plan policy and is expressly supported within both the London Plan and Camden's adopted plan, by virtue of policy in relation to improving transport across London. It will also help deliver improved transport connections and capacity at this designated interchange location and reflects the wider programme by Rail for London for station improvement in London.

Given the approach to design, the environment and integration with its locality, it is apparent that the proposed development would contribute to making Camden a *'unique, successful and vibrant place to live, work and visit'* (Core Strategy policy SO1).

The proposed development has been discussed with Officers at the London Borough of Camden and the application reflects their comments made as part of the pre-application process. Several public consultation sessions have been held by TfL and the scheme has been discussed at length with interested parties.

While there is a TPO on the site, this does not outweigh the need for the new development and in considering the application proposal, the TPO should not remain.

The design of the scheme reflects the need to improve access and usability of the station with the implemented Ballymore scheme adjacent and will deliver well designed access, a wider pavement and a high quality approach to architecture.

In light of the above, we therefore request that planning permission be granted for this proposal.

Appendix

Appendix 1: TPO letter

Transport for London
London Overground



London Overground

5th Floor, Palestra
197 Blackfriars Road
London SE18NJ
tfl.gov.uk

RE: Tree Preservation Order C113 2014

17th March 2014

Dear Sir,

We write in regards to the Tree Preservation Order (C113 2014) made on the 11th February 2014. It is the opinion of both Transport for London and Network Rail that this order prevents planned future development of West Hampstead London Overground station and creates operational difficulties for the railway. Both organisations therefore wish to raise formal objection to this Tree Preservation Order for the reasons stated below.

Station development

In accordance with commitments made to improve transport services in the Mayor of London's manifesto, Transport for London are working to provide longer and wider platforms at West Hampstead Station to accommodate longer trains and are currently developing a proposal for a new, larger, more accessible station with step-free access to both platforms. We also note that the scheme was identified in the London Borough of Camden's Place Plan for West Hampstead as an important transport development for the area¹.

Transport for London estimate that 5.6 million passenger journeys were made through this station in 2012 and this number is expected to dramatically increase as a result of the network wide improvements that are already in progress. Improvements to the station are necessary to accommodate this increased demand. We expect the improvements to accessibility achieved by elements such as the provision of lifts will be of particular benefit to over 330,000 passenger journeys made by mobility impaired persons such as wheelchair users and people with pushchairs.

The tree in question is situated in the location of the proposed station development (shown indicatively by the red outline on the sketch below) and as a result will need to be removed before the improvements can take place. It is not possible to deliver the improvements proposed without the removal of the tree.

London Overground, a division of
Rail for London Limited
whose registered office is
Windsor House, 42-50 Victoria Street
London SW1H 0TL

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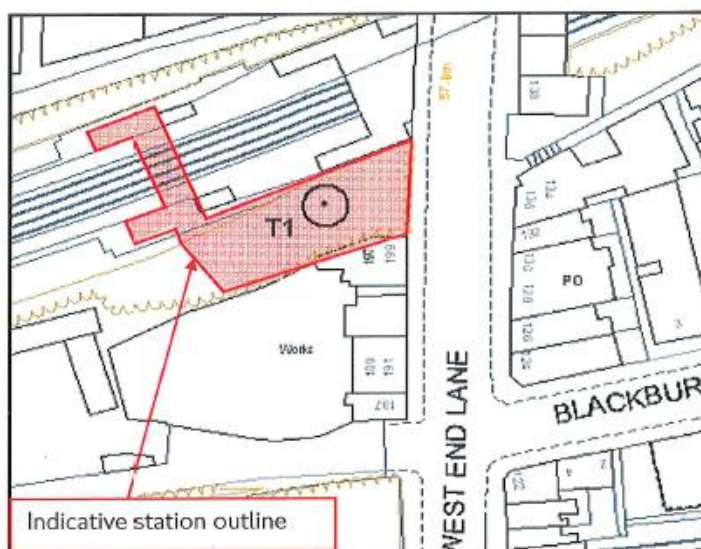
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¹ West Hampstead Place Plan – March 2012 – Author: London Borough of Camden
(Page 42 – Action M2.1)

MAYOR OF LONDON





Transport for London will be making a planning application for this development in due course, however to ensure that work can be progressed enabling works including platform widening (for both safety and development reasons) and embankment stabilisation need to be carried out prior to planning permission for the new station building being granted.

The new station will also be set back from West End Lane and will open out into the public square which will be created as part of the Ballymore development, for which planning permission was granted in 2012. The combined effect of the new station and the square will allow the pavement along West End Lane to be widened from 2 metres to 5 metres. This is an aspiration of the London Borough of Camden which also has significant support from the community, however it is not possible to achieve it with the existing station building.

Maintenance of the operational railway

Line side vegetation can create problems for the operation of the railway due to leaf fall, obstruction of signals and sight-lines and impact on embankment stability. As custodian of the railway, it is necessary for Network Rail to carry out works to trees situated on railway embankments regularly and, in some cases, at short notice.

A Tree Preservation Order on a tree in such close proximity to the line would impede Network Rail's ability to carry out the regular maintenance work required to ensure that the tree does endanger the safe operation of the railway.

Given the serious implications on both future developments and the ongoing operation of the railway we therefore strongly object to this order and request that it be withdrawn. If you have any questions about the points raised in this letter, please do not hesitate to contact us and we will be happy to discuss the issue further.

Yours faithfully



James Dowle
Portfolio Manager
London Overground



Steve Taylor
Town Planning & Heritage Manager
Network Rail



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