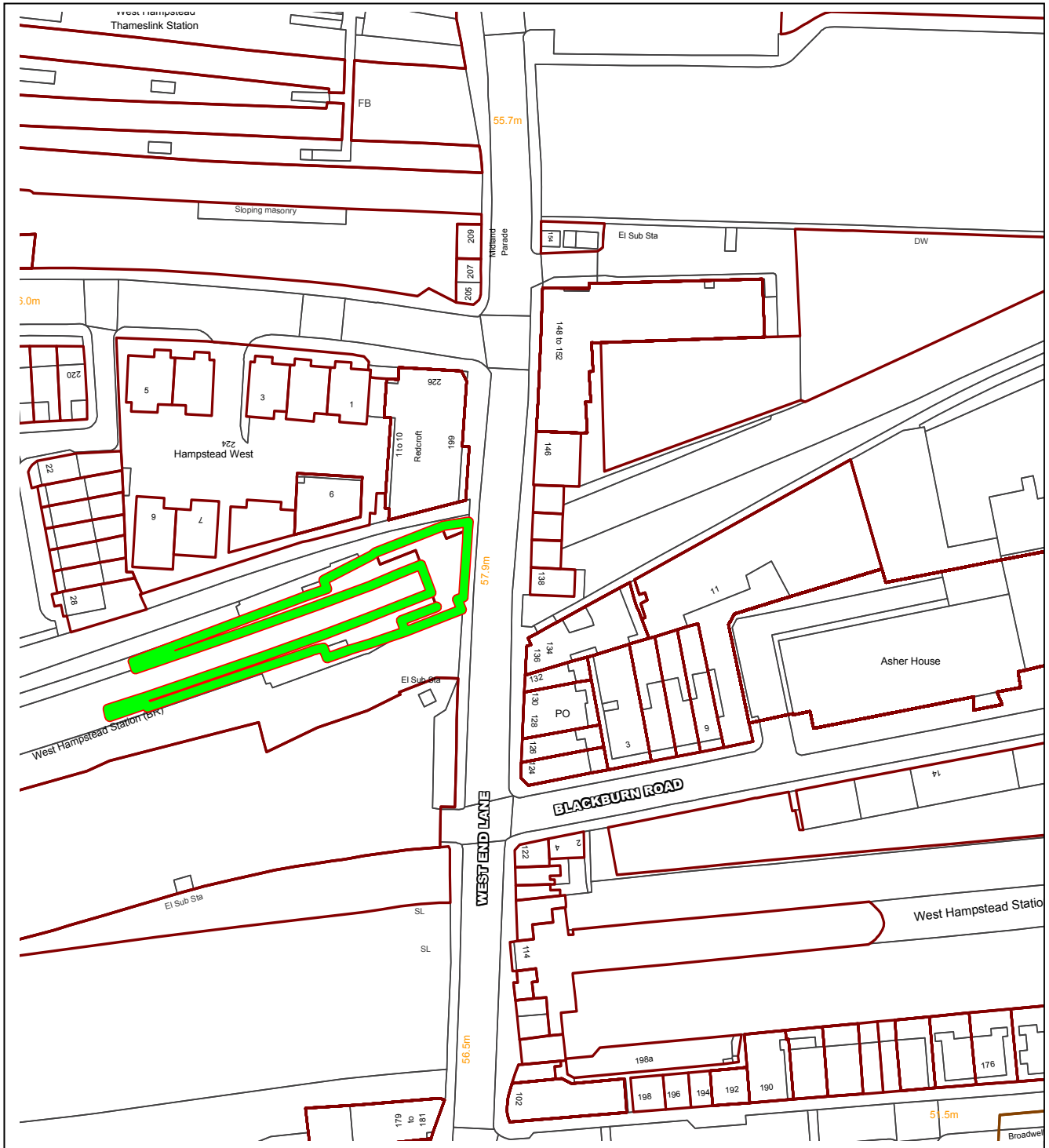


2014/7966/P – West Hampstead Station, West End Lane Site location plan



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2014/7966/P – West Hampstead Station, West End Lane

Photos

Photo 1: View of the Station from the South at the entrance of Blackburn Road



Photo 2: View of station from the eastern side of the road



Photo 3: View of the station from the south showing the narrow pavement and proximity to the Ballymore development.



Photo 4: View of the station from the north showing the narrow pavement



Photo 5: View of the station from the north showing the narrow pavement



CGIs

Visual 1: View from West End Lane



Visual 2: Wider view showing context



Visual 3: Concourse entrance



Visual 4: View including the public realm to the south of the station



Visual 5: View from the north



Visual 6: View from platform level showing the bridge



Delegated Report		Analysis sheet		Expiry Date:		18/02/2015	
(Members' Briefing)		N/A		Consultation Expiry Date:		1 st : 21/01/2015 2 nd : 07/05/2015	
Officer				Application Number(s)			
Jenna Litherland				2014/7966/P			
Application Address				Drawing Numbers			
West Hampstead Overground Station West End Lane London NW6 2LJ				Refer to draft decision notice.			
PO 3/4		Area Team Signature		C&UD		Authorised Officer Signature	
Proposal(s)							
Erection of new station building with associated retail unit (Class A1), platform improvements and landscaping to front of station including extending the width of the pavement.							
Recommendation(s):		Grant conditional permission subject to a S106 agreement.					
Application Type:		Full Planning Permission					

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	25	No. of responses	14	No. of objections	11
Summary of consultation responses:	1st Consultation					
	<p>A site notice was displayed from 30/12/2014 until 20/01/2015 and letters were sent to 25 neighbouring occupiers.</p> <p>2 letters of support were received from 12 Hall Oak Walk noting they support the improved access through the lifts and widening of the pavement.</p> <p>10 letter of objection were received from the following addresses:</p> <ul style="list-style-type: none"> • 2 Hilltop Road; • 3 Hilltop Road; • 2 Gladys Road; • 166 Iverson Road; • 27 St James Mansions, West End Lane; • 32A Kylemore Road; • 176 Iverson Road • Flat 38 Lyncroft Mansions, Lyncroft Gardens • Flat 131 Dennington Park Road • Anon <p>Many of the objectors support the principle of a new station however, they still have the following concerns and reasons for objecting:</p> <p><u>Access and facilities</u></p> <ul style="list-style-type: none"> • Not practical to have a side entrance and to dispose of the front entrance (West End Lane). It will create confusion and chaos for passengers interchanging. • The existing entrance should be kept. • The station has not been future proofed for the planned increase in population in West Hampstead. • The station should include a drinking water fountain for filling up water bottles. (Case officer's response: TfL are looking into this) • The proposal includes no cycle parking. <p>(See paragraphs 11.1-11.6 and 10.6 for the case officer's response)</p> <p><u>Retail</u></p> <ul style="list-style-type: none"> • There is no need for more retail in this area. • Don't want another café. • Don't was a multi-national retailer. <p>(See paragraph 14.1 for the case officer's response)</p> <p><u>Design</u></p> <ul style="list-style-type: none"> • The design is poor in appearance and materials. It resembles a petrol station, with red brick outdoor toilets. There is no point to its extreme height and large white flat roof. • The height is unacceptable. • The building is ugly and will look alien out of keeping with local architecture. • Some architectural detailing would make such a difference. • The design should relate to the character of West Hampstead not the Ballymore development. • It is a shame the proposed results in the loss of the Edwardian station building. • The existing building should be protected 					

- The signage is out of character, too large and too high.
(See paragraphs 7.1-7.19 for the case officer's response)

Trees and ecology

- The loss of the remaining trees is regrettable and will result in loss of wildlife.
- The proposal has no consideration for ecology. There is no green roof or planters.
(See paragraphs 9.1-9.3 for the case officer's response)

Consultation

- There has not been adequate consultation.
(Case officer's response: Consultation has been in accordance with the Statement of Community Involvement.)

Policy

- The proposal goes against the new neighbourhood plan.
(See sections 10 and 11 for the case officer's response)

An **objection** has also been received from **Councillor Lorna Russell**:

I would like to comment on planning application 2014/7966/P for the redevelopment of the West Hampstead Overground station. On balance I welcome the much-needed redevelopment of the station, but I have some concerns to raise about specific aspects of the design.

Public transport in West Hampstead can be very crowded, and with populations expected to increase over the next few years, I welcome plans to increase transport capacity in the area. I also understand that works to this station will be required in 2015 to lengthen the platforms to accommodate the new five-carriage Overground trains.

In relation to planning application 2014/7966/P, I particularly welcome the introduction of disabled access and lifts to the station, which will make the station accessible to the disabled, travellers with suitcases and parents with buggies.

I also welcome the fact that the station will be set back from the road, which will give more space to pedestrians in an area where the pavements are currently very narrow.

However, I believe that the station should have a second passenger entrance, as exists at the Thameslink station. This would help to accommodate extra passenger numbers and manage passenger flow, and it would be relatively easy to achieve if the emergency stairwell exit and new doorway were opened up.

(See paragraphs 11.3-11.4 of the report for the case officer's response)

Further, the aesthetic design of the station, principally the proposed roof, does not complement the existing buildings in the vicinity. I believe that the design should have a "greener" feel, with new trees planted at or near the station.

(See paragraphs 9.1-9.3 and 7.1-7.19 of the report for the case officer's response)

There are worries in the community that the proposed retail unit could be designated as a café or estate agents, even though there are already several of both of these in the nearby area. I believe it would therefore be appropriate to consult with the community further about the designation for any retail unit on the site.

(See paragraph 14.1 for the case officer's response)

I am disappointed that no changes have been made to the scheme following the consultation events that took place in West Hampstead in Q4 2014. I would therefore like to see TfL show regards to concerns raised by residents in this planning application consultation.

2nd Consultation on amended plan

Consultation letters were sent to 45 local residents and community groups.

One letter has been received commenting on the amended plans (address not given) and

one objecting to the plans from Flat 1, 31 Dennington Park Road.

Comment

- The station should have a water fountain for public use (**Case officer's response: TfL are looking into this**)

Objection

The proposal is still ugly and boxy with no architectural merit. The proposed should fit in with the Victorian red brick of West Hampstead. (**See paragraphs 7.1-7.19 of the report for the case officer's response**)

1st Consultation

Fortune Green and West Hampstead Neighbourhood Development Forum - Objection:

1. The NDF welcomes the many positive aspects of the scheme - particularly the setting back of the station from the road, giving more space to pedestrians, and the use of red brick in the design of the new station building. However, for the reasons listed below, the NDF objects to the planning application as currently drafted.

2. We are very concerned that the documents submitted with the application - particularly the Planning Statement - appear to make no reference to the Fortune Green & West Hampstead Neighbourhood Plan. The Plan was formally submitted to Camden Council on 1 September 2014 and passed its independent examination on 8 January 2015. While not yet 'made', the Plan is a very advanced emerging plan and should be a material consideration for this important planning application. The failure to consider the Neighbourhood Plan means the submitted scheme is unlikely to be planning compliant.

(Case officer's response: The case officer's report assesses the proposals against the Fortune Green and West Hampstead Neighbourhood Plan.)

3. We are also concerned about the pre-application consultation for this significant scheme. There were only two limited consultation events - one at the Area Action Group meeting in October and one drop-in event (called at very short notice) in December. Despite numerous suggestions at both events, it appears that no changes to the scheme have been made as a result. Such an approach to consultation and engagement is in clear breach of NPPF paragraphs 188-191.

4. We are disappointed that the new station building fails to incorporate any positive environmental measures. The station building is located in an area judged by the Camden Core Strategy to be deficient in green/open space; is in an area with high levels of air pollution; and the construction of the new station building will involve the loss (without replacement) of several trees. We have suggested that the new station building should include measures to take into account these issues - such as green/living walls and roofs. We would also like to see new trees planted at or near the station - for example, on the railway embankments near the station. As currently drafted the planning application fails to take into consideration these issues - meaning it is in breach of the NPPF (paragraph 7); the London Plan (Policies 7.4 & 7.5); the Camden Core Strategy (Policies CS13 & CS15); and the Neighbourhood Plan (Policies 16 & 17).

(See paragraphs 9.1-9.3 & 13.1-13.2 for the case officer's response)

5. We object to the construction of a retail unit as part of the development. We appreciate that TfL need such space to pay for the cost of building stations - but, in this instance, the construction has been largely funded by a government 'access for all' grant and a S106 contribution from the neighbouring Ballymore/West Hampstead Square development - so such an income is not necessarily needed at this site. We also note that the proposed use is for a cafe - and that there are already several cafes in the immediate area, with new ones due to open at the neighbouring West Hampstead Square development. We propose that, following the example of the redeveloped West Hampstead Thameslink station - which has met with near universal praise - this space is given over to pedestrians, to aid pedestrian flow in the area and to promote accessibility. Such space could also include a seating area/benches and cycle parking. Such a change to the plans would be in accord with Neighbourhood Plan Policies 6, 8 and 9.

(See paragraphs 10.6, 11.1-11.6 & 14.1 for the case officer's response)

6. While we recognise the importance of this development - as well as the need for it to happen as soon as possible - we believe that, as vital piece of transport infrastructure in our area, it is very important that all aspects of this scheme are policy compliant and have local support - before the scheme is approved. If the measures outlined above are incorporated into an amended planning application, the NDF would be happy to give its support to the new application.

West Hampstead Gardens and Residents Association – Objection:

We would like to object to this planning application on the following grounds:

Local groups comments:

Design and Appearance and Materials

The roof above the station is an oversized horizontal concrete slab floating on pillars and totally out of proportion and out of keeping with the existing streetscape. This goes against the Neighbourhood Development Plan recently agreed by Camden, and about to be submitted for a local referendum, and Camden's Core Policy. The attempt to match the appearance of the station to the adjacent Ballymore scheme is misguided and unsympathetic.

(See paragraphs 7.1-7.19 for the case officer's response)

Landscaping

The loss of two mature trees and an absence of any new significant greenery in the landscaping is deplorable in the centre of West Hampstead which already suffers from a lack of green resources.

(See paragraphs 9.1-9.3 for the case officer's response)

Traffic – pedestrian

The figures given by TfL for increased volumes of pedestrian movements in and out of the Overground are questionable but in any case the design of the station creates several pinch points and provides no additional access except for emergencies. This is short sighted and poor planning.

(See paragraphs 11.1-11.6 for the case officer's response)

Camden Planning Policy

Quoting from the Camden Core Policy – West Hampstead Interchange 2010 – the Council expects “sustainable and safe design of the highest quality that respects the character and heritage value of West Hampstead.” This requirement is not met by the TfL planning application for the Overground.

We request that this application is refused.

The residents of Tower Mansions – Objection:

1. The proposed station building is completely out of character with the local architecture. It has a flat roof supported by thin poles above an additional floor. It looks like a cheap garage roof. The height is unnecessary and there is over large lettering which is more suitable to an advertising poster. This is not compatible with a residential area.

(See paragraphs 7.1-7.19 for the case officer's response)

The developers claim this is to allow people to find the building i.e. they are trying to make it as prominent as possible. There have been numerous objections by residents to this inconsiderate imposition upon them.

There is what appears to be a redundant floor level beneath this roof. We are told this is to let in light. There are other ways of doing this by lower and better looking roofs and we suspect that there may be future applications to utilise this level for extra retail/office facilities. This would result in the reality of a higher building altogether. Should the proposal be accepted it should be accompanied by a future permanent restriction to prevent such a thing.

(Case Officer's response: The roof has been reduced in height following these comments)

2. There is no 'drop-off ' point for taxis or disabled people. It has been suggested that such a facility could be incorporated within the entrance to the Ballymore estate.

(Case Officer's response: There is no opportunity for drop-off on West End Lane. A drop off within the Ballymore estate would require discussion with the landowner).

3. If the level of the number of passengers expected is as predicted. It seems that only one exit/entrance would result in a dangerously high level of congestion at that point. The site of the existing station building could be used as a further exit/entrance.

(See paragraphs 11.4-11.5 for the case officer's response)

West Hampstead Local Consultation Group - Objection:

When the Office of the Rail Regulator safeguarded the land between the existing station

and the Ballymore site, it was to allow for the expansion of the station on West End Lane. This plan actually reduces the frontage onto West End Lane and puts a retail unit into the existing space at the expense of passenger circulation.

(See paragraphs 11.4-11.5 for the case officer's response)

Circulation space outside the station is critical and the new square on the Ballymore site is being touted as a circulation space but in fact every Ballymore picture of the square shows outdoor café seats and chairs in this area.

(Case officer's response: This comment does not relate to the current proposals).

The circulation space within the station is worse than the current facilities. At the moment the east and west bound traffic is split immediately but under this proposed design all traffic is funnelled down a tapering corridor the width of which at the end is the same width as the combined existing stairwells.

We suggest that the new emergency stairwells should be widened and slightly repositioned westwards and brought into every day use with a secondary small line of gates to take the pressure off the step free facilities.

The new ticket office should probably be relocated to the south so that this line of gates can be supervised by the same person that deals with the new line of gates in the plan.

The discussion is about moving proposed infrastructure around not adding cost by asking for additional facilities. This will additionally benefit the interchange with the north/Thameslink passenger flow and take pressure off the pavement space by the pedestrian crossing over West End Lane.

None of the visuals show the location of the pedestrian crossing that has to stay in situ for traffic safety reasons. With the entrance being moved directly in line with the crossing this will be extremely dangerous due to the crush of people at this point.

The visuals of the entrance are confusing in dealing with the levels between the station and the pavement. A number of steps are shown which will be trip hazards for pedestrians and constrain step free access.

The entrance pillars holding the roof structure to the station by the square has not been agreed with Ballymore. This is a fundamental design issue and is potentially hazardous with a white low level wall which people simply won't see at busy times.

(See paragraphs 11.1-11.5 for the case officer's response)

There is a blank wall between the retail unit and the estate agent on West End Lane. Currently this is a poster site and there is nothing in the plans to say this won't reappear. This area should be developed to put some additional 'green' elements into the design as so many trees have been lost in the plans.

(Case officer's response: There is an enforcement initiative to remove the existing large advertisement hoarding from West End Lane. Permission is unlikely to be granted for a replacement advert hoarding.)

The station replaces an Edwardian structure but there is no recognition of this period in the design. The canopy is extremely intrusive and the signage is blocked from the tube by the Ballymore building.

(Case officer's response: The canopy has been reduced in height)

There is no drop off facility for disabled passengers although Ballymore have tentatively offered space within their car park for this.

2nd consultation on amended plans

WHAT(West Hampstead Amenity and Transport) – Support

We think the amended plans are an improvement on the previous ones, in particular the reduction in height and the obtrusive signage. We support this amended application.

West Hampstead Local Consultation Group - Objection

Whilst the diagrams show access from the south side into the station concourse through the Ballymore retail unit, this design is not part of the planning application. As such the accessibility to the station has to be based on 8m frontage on Network Rail property. This is too small a circulation area for such a busy station on a main street.

There have been three proposals so far for the Ballymore retail unit, all of which appear impracticable in terms of gradients and tapering steps. We have no confidence that this access point will ever be built as shown. As there is such a significant reduction in the actual entrance area we feel that planning permission should not be considered until a suitable plan for a wider entrance is submitted with the station plan.

The public square is shown in the diagrams as partly available for station circulation space. We know this is not the case from the Ballymore publicity shots.

The ticket office is not visible from the street. The office should be moved back into the adjacent free space, where sight lines for the ticket machines will still be possible. Once the ticket office is moved it should be possible to open up the brick wall onto West End Lane to allow better accessibility, especially from the north. The future provision of an internal corridor which would reduce space would also not be needed.

(See paragraphs 11.1-11.5 for the case officer's response)

The retail shop is in an area which is on the flattest part of the site on this side of West End Lane. This space should be used for improved accessibility and provide better amenities e.g. a public toilet, ticket machines, a clock and electronic information displays. The TfL map could also be sited here. This will improve the public realm and emergency exit space. In any case, there is no service access for this retail shop.

(Case officer's response: The existing station needs to remain operational during construction of the new station. Locating the new station to the south enable this to happen. The new station provides level access from street level.)

This station has been identified by TfL as part of an on-street interchange for the West Hampstead rail hub. There is no provision in the plans for indicating this route for passengers. There should be symmetry of design style and colour of the brickwork from LUL to the Thameslink station. This would provide an immediately identifiable route for novice passengers i.e. follow the green brick wall. The matching green bricks could be put into the inserts of the proposed red brick walls.

The wall between the station and the Redcroft building is excessively high – it needs to be similar to the Thameslink concourse green wall.

(Case officer's response: This wall ranges from 2.8 to 3.3 metres in height owing to the change in land levels. TfL have advised that a high wall is required in this location to prevent trespassing on the railway lines. The height is set down from the retail unit and is not considered to appear out of character in this location.)

We had been promised an analysis of passenger interchange volumes which have not been provided. Over the last 15 years the interchange volumes have been grossly underestimated by TfL and given the high growth of this area we are concerned the corridors to the stairs are too narrow for the future (next 10 years) and certainly don't allow for pushchairs and luggage on wheels.

(See paragraphs 11.1-11.5 for the case officer's response)

The building line along West End Lane is not straight. There are alcoves between the retail unit and the emergency door exits and between the station and the Redcroft building. These will be used as urinals, rubbish dumping areas and antisocial hotspots, as has happened with the traffic signal box area on the corner of Iverson Rd.

(Case officer's response: The elevation is largely flush. The only recess is to protect the outward opening door of the emergency access which for safety reasons needs to be outward opening. As the pavement has been widened in this location there will be wide views into this recess, reducing opportunities for anti-social behaviour.)

TfL have talked about trying to reduce the environmental impact on this site, especially when they were cutting down trees. Our experience from the Thameslink program tells us

	<p>that we should agree a planting program for the station which matches the diagrams they have produced. This should be included in the planning application.</p> <p>This railway line provides a much needed green corridor in the area and it needs to be properly sustained given all the building works.</p> <p><i>(See paragraphs 9.1-9.3 of the report for the case officer's response)</i></p>
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Site Description

- 1.1 The application site is West Hampstead Overground Station which is located on the western side of West End Lane. To the north the site is bound by a commercial building on West End Lane with residential above (Nos. 1-10 Redcroft). To the south the site is bound by the 187-199 West End Lane where a mixed use development comprising commercial and residential uses is currently being built out. This development is referred to in the report as the Ballymore development.
- 1.2 The station forms part of West Hampstead Interchange together with the Thameslink Station which is located further to the north on the western side of West End Lane and the Underground Station which is located to the south of the application site on the eastern side of West End Lane. The interchange is also serviced by a number of bus routes.
- 1.3 The interchange is earmarked in the LDF Core Strategy (Policy CS2) for 1000 new homes and 7000 sqm of new business floorspace by 2025. CS2 also expects: improved transport interchange accessibility and capacity; improved pedestrian and bicycle movements and routes; and a substantially improved street environment around transport facilities, including improved crossings and wider pavements.
- 1.4 The site is also located within West Hampstead Town Centre. Under Policy CS7 – Promoting Camden’s centres and shops the Council seek to work with TfL and other partners to improve interchange between rail, underground and bus services and improve the ease of pedestrian movement in the area. The site also forms part of the area covered by the Fortune Green West Hampstead Neighbourhood Plan which seeks to enhance provision of public transport as well as improving movement around the West Hampstead area.
- 1.5 The site is not located within a conservation area nor is the station building listed.

Relevant History

- 2.1 **2007/5452/P:** Installation of roller shutters to three station entrances. **Planning permission granted 22/01/2008.**
- 2.2 **C1113 2014:** Application for a TPO for 1 x Sycamore. **Order made on 11/02/2014. This Tree Preservation Order has not been confirmed.**
- 2.3 **At the adjoining site 187-199 West End Lane (The Ballymore development):**
- 2.4 **2011/6129/P:** 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). **Granted conditional permission subject to a s106 agreement 30/03/2012.**

Relevant policies

- 3.1 **National Planning Policy Framework 2012**
- 3.2 **London Plan 2015, consolidated with amendments since 2011**
- 3.3 **Local Development Framework (Core Strategy and Development Polices) 2010**
 - CS1 – Distribution of growth
 - CS2 – Growth areas
 - CS5 – Managing the impact of growth and development
 - CS7 – Promoting Camden’s centres and shops
 - CS11 – Promoting sustainable and efficient travel
 - CS13 – Tackling climate change through promoting higher environmental standards

CS14 – Promoting high quality places and conserving our heritage
CS15 – Protecting and improving our parks and open spaces and encouraging biodiversity
CS17 – Making Camden a safer place
CS19 – Delivering and monitoring the Core Strategy

DP16 – The Transport implications of development
DP17 – Walking, cycling and public transport
DP20 – Movement of goods and materials
DP21 – Development connecting to the highway network
DP22 – Promoting sustainable design and construction
DP24 – Securing high quality design
DP26 – Managing the impact of development on occupiers and neighbours
DP28 – Noise and vibration
DP29 – Improving access

3.4 **Fortune Green and West Hampstead Neighbourhood Plan, 2015**

Policy 4 – West Hampstead Growth Area
Policy 5 – Public Transport
Policy 6 – Public Transport Facilities
Policy 7 – Sustainable Transport
Policy 8 – Cycling
Policy 9 – Pavement and Pedestrians

3.5 **Camden planning guidance (updated 2013)**

CPG1 – Design
CPG7 – Transport
CPG8 – Planning obligations

Assessment

- 4.1 Planning permission is sought for erection of new station building, platform improvements and landscaping to the front of the station including extending the width of the pavement, following demolition of the existing station building. The proposal will create step free access from street level to the platforms.
- 4.2 The works to West Hampstead Station are part of much wider proposal to upgrade the London Overground service and the West Hampstead Strategic Interchange as identified the Mayor of London's Transport Strategy. In recent years the Overground has had increasing numbers of passengers which is forecast to increase further. Between 2008/09 and 2012/13 usage increased by 145%. The station is located within West Hampstead Opportunity Area where The London Plan expects a minimum increase of 800 new homes and 100 new jobs between 2015 and 2031. As such, the interchange must be adapted and improved in order to accommodate this growth in population.
- 4.3 TfL have undertaken an analysis of the existing station building which has highlighted the following issues:
- The station building is an irregular shape and is too small for current passenger flows.
 - The gate line contains only three regular sized gates causing congestion at peak hours.
 - The staircases which link the booking hall to the platforms are too narrow for current passenger flows.
 - There is no step free access.
- 4.4 Furthermore, the pavement outside the station building is very narrow and causes problems for passengers interchanging between the stations and general pedestrian movement along West End

Lane.

- 4.5 The proposed station building comprises two main elements. A single storey red brick building fronting onto West End Lane, and at the southern end of station where it adjoins the retail wing of block A of the Ballymore development (187-199 West End Lane) the main concourse which would be an aluminium canopy with a partially glazed and partially open elevation forming the main entrance to the station. The brick built element of the station building which would house the ticket office and retail unit would have a maximum height of 5 metres from West End Lane. The main concourse canopy will have a height of 7.3 metres. The front elevation of the concourse would be open at entrance level and glazed above. To the rear of the concourse there would be a bridge across the platforms and stairs down to platform level. The proposal includes lifts to access both platforms. The bridge and stairs would be finished in perforated steel at lower level and glazed above this. The roof of the bridge and stair enclosures would be an aluminium to match of the concourse roof. The main elevations of the lift cores would be finished in white ceramic brick with perforated steel on the secondary elevations. Directly to the rear of the main station building there would also be stairs to platform level to provide a secondary means of escape. Platform improvements also include widening of the platforms.
- 4.6 The proposal also includes alterations to the public realm adjacent to the station by extending the width of the pavement outside the station from 2.6 metres to 6.1 metres, as the new station building will be set further back in the site than the existing building. The plans also show bollards added to the pavement edge. This is discussed in more detail below.
- 4.7 Indicative station signage is included on the proposed plans however this would require a separate application for advertisement consent. Any permission would include an informative advising this.
- 4.8 The proposal would result in the loss 1 TPO tree located on the southern railway embankment, this is discussed in more detail in the main body of the report.

5. **Amendments**

- 5.1 Following the initial consultation responses and discussion with officers the following amendments were made to the scheme:
- The roof of the station concourse has been reduced in height from 9.1 metres to 7.3 metres.
 - The location of the signage has been relocated from just below the canopy to the brick element of the station building with roundel on the glazing below the canopy.
 - Introduction of decorative brickwork on the front elevation of the brick part of the building.
 - Increasing the height of the brick element of the station building by 2 brick courses to create distinction between the station and the retail kiosk.
 - The projecting section of wall from the ticket office has taken back to the corner of the ticket office revealing the column and forming a distinct portal into the station.
 - The internal layout of the ticket office has been amended.

6. **Material considerations**

- 6.1 The principal considerations material to the determination of this application are summarised as follows:
- Design (Loss of the existing building and design of replacement building);
 - Links to the development at 187-199 West End Lane (The Ballymore Development);
 - Trees and Biodiversity;
 - Transportation and Highways Impact;
 - Access and Pedestrian Movement;

- Amenity;
- Sustainability;
- Other matters.

7. Design

Loss of the existing building

- 7.1 The existing station building is an attractive single storey red brick building dating from the late 19th or early 20th century. The building is not listed nor is it located within a conservation area. As such, the building can be removed without planning permission. The building was considered for local listing during the compilation the Local List however the building was not considered to sufficiently meet the criteria for inclusion.
- 7.2 An objection has been received in relation to the loss of the building which has been duly considered. However, there are a number of constraining factors of the existing building including that the building line protrudes forward of the established building line of the neighbouring buildings on a stretch of busy road with pedestrians moving between the stations; the lack of lift or elevator access meaning the station is not accessible to all; and small size of the station.
- 7.3 If it were not for the constraints detailed above officers may be requesting that the existing station building is retained in some form or integrated into the new station building. However, given the wider benefits of the scheme, including wider pavements to ease access on this busy stretch of road, the loss of the existing station building is considered acceptable.

Design of the replacement building

Local context

- 7.4 The immediate context can be broadly characterised as a traditional high street running from the junction of Sherriff Rd with West End Lane to the south through to West End Green to the north. The buildings along this route are predominantly Victorian and Edwardian in character, ranging from two to four and five storeys. The surrounding areas comprise of predominantly Victorian and Edwardian residential streets. The recent approval for a mixed use development on the adjacent site (187-199 West End Lane -the Ballymore development) introduces a new town square on the frontage with West End Lane framed by a two storey building adjacent to the station site and a 5 storey building facing West End Lane. Further into the site buildings range from six to twelve storeys.

Site layout

- 7.5 Redevelopment of the site at 187-199 West End Lane provided the opportunity to widen the pavement along West End Lane to 6.1m along the edge of the new town square. At the time of the approval for this development it was envisaged that this width of pavement would be continued further north. Access from the town square into a newly developed station was safeguarded through provision for the removal of a ground floor unit of the approved two storey building on the frontage with West End Lane. The current proposal to demolish the existing station enables widening of the pavement to the north of 187-199 West End Lane from 2.6 metres to 6.1 metres.
- 7.6 The proposed site layout is premised on facilitating increased pedestrian flows to and from the proposed station along with reinforcing the station's role as a civic space and its contribution reinforcing a sense of place and local identity.

- 7.7 Station concourse was conceived as a continuation of public realm from the pavement through to the station platforms.

Height and Massing

- 7.8 Following local consultation and Urban Design officers' comments the height and size of the proposed canopy to the station concourse has been reduced from 9.1 metres to 7.3 metres in height and 0.5 metres below the parapet height of the adjacent building at 187-199 West End Lane. Also the width of the canopy has been reduced from previously over sailing the building at 187-199 West End Lane to

the boundary of the site with the adjacent building. In addition the projection of the canopy has been brought forward to the pavement edge. These changes have resulted in a canopy which sits more comfortably within its surroundings whilst maintaining its role in marking the station entrance.

7.9 The station ticket office on West End Lane is a single storey building. Its height is 7 brick storeys higher than the adjacent kiosk to differentiate this building from the kiosk, mark the station entrance and aid in providing visual variety within the street scene.

7.10 The proposed kiosk is also a single storey building, commensurate in scale with the single storey buildings on the opposite side of West End Lane.

Architectural Detailing

7.11 Careful consideration has been given in discussions between Council urban designers and the applicants and their architects to provide an appropriate level of detailing and a positive response to the local street scene along with the role of the building as a civic space.

7.12 The pre dominant material used is a red brick in response to the prevalent use of red brick in the local townscape, which includes the site under development at 187-199 West End Lane.

7.13 Where larger surfaces of brick are proposed i.e on the wall between the kiosk and 199 West End Lane and also the station ticket office inset panels of red brick in a saw tooth pattern are proposed which will have the effect of providing these surfaces with relief and visual interest. The saw tooth brick pattern has a correspondence with the use of a saw tooth brick pattern used on the embankment wall and station at the Thames Link Station further north on Iverson Rd, therefore making a subtle visual link between the character and identity of the two stations.

7.14 The station entrance is marked by the portal like appearance of the canopy structure at its' inter section with the pavement edge. A sense of continuity of the public realm from the outside to the inside of the station is provided by the extension of York stone paving from the pavement through the station concourse, however the size and pattern of the paving shifts to smaller unit paving to mark the transition between the outside and the inside. This experience is further supported by the use of a band of granite paving between the pavement and station concourse. The use of granite paving is extended into the ticket office area and the entrance from the new town square.

7.15 Continuity of the experience of the public realm is also supported by repetition of inset panels of red brick in a saw tooth pattern through the concourse.

7.16 The use of white glazed brick bands through the concourse provides a familiar motif in station design and also provides a positive response to the white brick building to be developed on the adjacent site. The use of white glazed brick is also taken down to the platform encasing lift structures and as a detail to the external wall of the concourse.

7.17 The detailed design of the ticket office frontage on West End Lane and the kiosk provide references, in an abstracted and contemporary idiom, to the design of the existing station frontage in the form of a visually 'heavy' top, brick plinths to the ticket office and wall and brick piers and recessed brickwork providing shadow and depth to the building surfaces.

Security

7.18 The proposal plans indicate that security shutters would be installed in front of the ticket gate line. The position of the security shutters would need to be reconsidered in the eventuality that the Ballymore retail unit (see the next section of the report) did not come forward as part of the station. In this instance the security barrier would need to be located at the front of the canopy to prevent the station forecourt being an enclave for anti-social behaviour. A condition would be imposed requesting full details of how the station would be secured at night including detail of security shutters.

Design Conclusion

7.19 No objection is raised to the loss of the existing building. The proposed station design is considered to

be of high quality. Significant gains are provided to the public realm facilitating ease of movement to and from the station. The design of the station in terms of site layout, height and massing and architectural detail, is considered to provide a positive contribution to the local townscape. Full details of materials will be secured by condition.

8. **Links to the development at 187-199 West End Lane (The Ballymore development)**

8.1 The S106 agreement for the Ballymore development requires that a Station Enhancement Area be retained (to facilitate the development of the station) and that the ground floor retail unit, adjacent to the station site (closest 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".

8.2 Whilst not part of this application, the submitted concourse plan indicates that the new station building could include the use of the retail unit at the Ballymore site, adjacent to West End Lane and the Station Enhancement Area. It is understood that the detail of this arrangement is subject to further negotiation between Transport for London, Rail for London, Network Rail and Ballymore. The proposed plans show rather than using the retail unit as approved in the Ballymore development the proposal would integrate the station within the public realm. It would do this by creating an open area under the cantilevered structure above to create a wider entrance to the station and a direct link from West Hampstead Square (the square at the front of the Ballymore development).

8.3 There will be a set of steps between the new station concourse and the Ballymore unit and between the Ballymore unit and West Hampstead Square in order to overcome the differences in levels. The need for steps is regrettable, however, given the level differences which are dictated by the existing levels on West End Lane and at the Ballymore site, this is unavoidable. There will still be level access from the West Hampstead Square to the station via the extended West End Lane pavement which is also coming forward as part of this proposal. The proposal originally included a low level wall to protect the steps. However, concern was raised by officers that this could result in a trip hazard. As such, this has been amended to define the edge of the level change with a seat and planter which will clearly demark the edge of the steps. Given that the pavement is being widened in this location the provision of a bench is welcomed and will provide an opportunity for people to rest without causing an obstruction to passenger flow.

8.4 Whilst the Council strongly encourages TfL to work with Ballymore to ensure the use of the retail unit as part of the station comes forward, it should be noted that the scheme currently proposed can logistically be implemented in isolation to the proposed link to the Ballymore development.

9. **Impact on Trees and Biodiversity**

9.1 The proposal results in the removal of a sycamore tree on the southern embankment. A tree preservation order application was submitted for this tree in 2014 following concern from local residents that the tree would be removed. However, the TPO was not actually confirmed. The tree is considered to provide a reasonable contribution to visual amenity, however, it is not considered to be a particularly high quality specimen. It should be noted that the Rail for London, as a statutory undertaker could remove the tree without the need for consent as it is located on operational land.

9.2 The applicant has looked at options of retaining the tree, however, it is located on the only available area of land where a station of the required size could be provided. It is considered that on balance the benefits of the station including the widening of the pavement and the provision of a new station which will meet demand of the future population and which provides level access outweighs the limited harm resulting from the loss of the sycamore tree.

9.3 Policy CS15 states that development should secure biodiversity improvements along gaps in habitat corridors. The railway line is an existing habitat corridor. The proposal includes provision of some planting to the front of the station, however, it does not include green or brown roofs or additional tree planting. As such, the proposal does little to improve biodiversity along the habitat corridor. The applicant has looked into the feasibility of providing a green roof, however, given the engineering,

access and maintenance constraints this has not been possible. Furthermore, the roof of the canopy is designed to appear as a light weight structure. The addition of a green roof would increase its bulk compromising its appearance. Replacement Tree Planting along West End Lane has also been considered, however, given that this part of the road is on the railway bridge this would not be feasible. The proposal does include the addition of a planter to the front of the station and the visuals show planting at platform level. Full details of soft landscaping and means to improve the biodiversity of the site would be secured by condition.

10. **Transport and Highways impacts**

- 10.1 At present, West End Lane has very high vehicle and pedestrian flows, and as there is insufficient footway space there are often conflicts between road users. Policy 9 of the Fortune Green and West Hampstead Neighborhood Plan states that in and around the West Hampstead Growth Area development should provide safe and wide pavements; ensure development is set well back from the pavement, with the aim of giving additional pavement space; improve accessibility for disabled people and those with push chairs; and increase the amount of space for pedestrians and public transport facilities; amongst other things. The proposal includes increasing the depth of the pavement to 6.1 meters between Redcroft, West End Lane and the Ballymore development. This is welcomed as it will improve pedestrian movement between the stations and generally in the area and will improve pedestrian and vehicle safety meeting the requirements of Policy 9.

Highways works

- 10.2 The submitted plans indicate that the footway adjacent to the site on West End Lane will need to be repaved in order to achieve a level access from the street into the new station concourse and to integrate the development into the local street scene. A Section 106 contribution will therefore need to be secured to enable this repaving to take place.
- 10.3 The applicant has indicated that it is their intention for the new area of pavement to be adopted under S. 38 of the Highways Act and maintained as part of the public highway. The materials and design of the paving must meet Camden's standards. A commuted sum for maintenance for a period of 20 years would also be secured via the S106 agreement.
- 10.4 The proposed plans include a series of bollards on the western footway of West End Lane, adjacent to the carriageway. This is outside the demise of the application therefore they do not form part of this application. However, this aside they are considered to represent unnecessary street clutter without any benefit. West End Lane has already been subject to de-cluttering as such, the Council would not include the addition of bollards along the front of pavement as part of the highways works.

Legible London

- 10.5 The submitted proposed views show that a Legible London sign is to be provided on the footway outside the new station entrance. Whilst the precise location of a sign has yet to be agreed, its provision is welcomed. There are already signs outside the Thameslink station on Iverson Road and further up West End Lane. There are also plans and funding to providing a sign outside the Black Path entrance to the Thameslink station and one near the Underground station. Additional signs will also be placed along the Finchley Road. As such, the addition of a sign at the station will help create better legibility of the West Hampstead Interchange as a whole and the wider area. The S106 agreement would secure the cost of providing the Legible London sign (£8,000).

Cycle parking

- 10.6 In accordance with the Cycle Parking minimum standards as set out the in London Plan 2015 station cycle parking should be considered on a case by case basis. The proposal does not include any cycle parking and it is considered that provision of cycle parking on the footway or within the station would add to clutter and congestion on this busy and constrained site. As such, it is considered appropriate to secure a contribution for cycling parking in the public realm in the surrounding area but outside the immediate confines of the site. Possible locations could be on the Thameslink forecourt on Iverson

Road or at the Ballymore site subject to discussion with the land owners. It is considered appropriate to require a contribution for 10 cycle parking spaces. It should be noted that there is currently also cycle parking on the forecourt of the Thameslink Station and additional cycle parking is being delivered in the public realm of the Ballymore site. The contribution to provide cycle parking would be secured via the S106 legal agreement.

Construction Management

- 10.7 A Concept Design Construction Methodology Report has been submitted in support of the application. This indicates that construction of the new station facilities will be a long and complex process and will require extremely careful planning and implementation. In summary, the report states that *“Due to the very tight physical restrictions at the site, the construction will have to take place on a prolonged step-by-step sequence, with few activities being able to be overlapped. The three key features of the proposed construction sequence are:*
- 1. The site would only be accessed from West End Lane to the south of the existing station;*
 - 2. The construction would begin at the most inaccessible location and work back towards the station entrance;*
 - 3. The existing station would remain untouched and in full operation until operations can switch over to the new passenger facilities.”*
- 10.8 The report outlines a 12 stage construction sequence which highlights the difficulties which will be faced by the contractor in terms of constructing the new station facilities and demolishing the existing station building whilst maintaining the safe operation of the railway. The presence of overhead line equipment and the confined nature of the site would complicate the build process further. The construction process may require the use of part of the Ballymore site and this is subject to negotiation. Some elements of the construction process may require the temporary closure of West End Lane during off peak periods, whilst other elements can only be undertaken during periods when the railway is not operating. This will require careful planning and timing, whilst any road closures will require agreement from the Council. The report has been accessed by the Transport Planner who considered this to be very thorough and will provide a basis for the final Construction Management Plan.
- 10.9 Once the detailed design work has been completed and a contractor appointed, a revised Construction Methodology Report and a Construction Management Plan will need to be produced prior to any works commencing on site. These plans will be secured through the S106 agreement. The development of the Construction Methodology and the Construction Management Plan should include consultation and liaison with local residents groups, Councillors and Council officers prior to being adopted, in order to minimise disruption as far as possible and to ensure that a good working relationship exists between all parties.
11. **Access and pedestrian movement.**
- 11.1 Policy 6 of Fortune Green and West Hampstead Neighbourhood Plan states that proposals to improve the capacity, quality and accessibility of public transport facilities in the area will be supported at West Hampstead Overground Station to allow for additional capacity including an expanded entrance hall; a new building set back from the existing building line; and lifts to both platforms. Policy DP29 seeks to encourage accessible public transport.
- 11.2 As part of the new station building, additional new ticket barriers, ticket machines and a ticket office would be provided together with a public wheelchair accessible toilet. A key feature of the proposals is the provision of lifts to both the east and westbound platforms, which would provide step free access from West End Lane, which will be of particular benefit for those with wheelchairs, prams or heavy luggage. New staircases wider than the existing will be provided to the platforms along with a new footbridge over the railway line to the west of the new station building. The existing platforms will be widened in the vicinity of the new station facilities. It is understood that the platforms are to be lengthened as part of a wider capacity improvement programme to enable longer 5 car trains to call at the station (although this is not part of this current application). A new retail unit will be provided in the approximate location of the existing station building but set back to allow the footway widening. New

emergency stairs leading from the platforms up to street level will be provided on either side of the retail unit.

- 11.3 The proposals are intended to overcome many of the problems that are experienced at the existing station, such as overcrowding due to the station building being too small for current passenger flows, the low number of ticket gates, the narrowness of the staircases, and the narrow footway outside the site on West End Lane. The proposals are also intended to support the future predicted increase in passenger numbers and provide a significantly improved experience for passengers entering and leaving the station and for those walking past the site on West End Lane.
- 11.4 The new ticket office would be located approximately adjacent to the existing Pelican crossing, such that the new station entrance/exit would be located to the south of the crossing. There are no proposals to relocate the existing crossing and it is considered that the off-setting of the two will be sufficient to overcome any safety concerns regarding conflicts arising between those using the crossing and those entering/exiting the station. Local residential have raised concern that the main entrance would be at the side of the station rather than the front as the original is and have suggested that the emergency stairs are opened for general access. The new entrance would still be from West End Lane just slightly further south on the road. TfL have advised that the emergency stairs must be kept clear to ensure a timely evacuation in emergency situations. The new entrance would be 9.1 metres wide. The existing entrance is 2 x 2.4 metre entrances as such the proposal is a significant improvement in this respect.
- 11.5 Local residents have also expressed concern that the station will not be able to meet the future demand for the station. However, TfL have confirmed that the station has been designed to accommodate passenger numbers based up to the 2031 forecast which includes the predicted growth of West Hampstead as set out in the London Plan. This is the same information used for design calculations on the London Overground Capacity Improvement Programme. Gate numbers, passageway and staircase widths have been sized based on this forecast demand. Further to this, it's worth noting that the station is of a modular construction meaning that should future requirements change it can be adapted without having to demolish and start again (the steel frame is self-supporting, the wall panels are bolted into place and the internal partitions are plasterboard). Also, the forecast shows that the passenger numbers at West Hampstead level off to an extent after the commencement of the full Crossrail service which will provide alternative journey options.
- 11.6 It is considered that the proposed new station with its increased capacity and level access will be compliant with Policy 6.

12. Amenity

- 12.1 Core Strategy policy CS5 and Development Policy DP26 seek to ensure that the existing residential amenities of neighbouring properties are protected, particularly with regard to visual privacy, outlook, daylight and sunlight, noise and air quality. Noise and air quality during construction would be controlled through the Construction Management Plan (CMP) which would be secured through the S106 agreement.
- 12.2 The closest residential properties are those being developed at 187-199 West End Lane, 1-10 Redcoft, West End Lane.

187-199 West End Lane (The Ballymore development)

- 12.3 The residential units in block A are the closest to the station and the pedestrian bridge. The residential units at first floor level don't have any windows facing towards the station. However, at second and third floor level there are secondary windows which serve dual aspect open plan kitchen/living areas. The concourse and lift and stair enclosures would be visible from these windows. However, given the residential windows are higher than the proposed concourse structure the proposal will not create overlooking, impact on daylight and any impact on outlook would be limited. As such, it is considered that the proposed station would not impact on the residential amenity of the future occupiers of the residential units.

Nos. 1-10 Redcroft

12.4 There are no habitable room windows on the side elevation of the block of flats 1-10 Redcroft, as such station building will not impact on the residential amenity of the occupiers of these flats.

12.5 As such, it is considered that proposed station would not harm neighbour amenity.

13. Sustainability

13.1 Policy DP22 (Promoting sustainable design and construction) and CPG3 (Sustainability) states that the Council will require development to incorporate sustainable design and construction measures and expects all non-domestic developments of 500sqm of floorspace or above to achieve “very good” in BREEAM with 60% of the un-weighted credits in the categories Energy and Water and 40% in the Materials category.

13.2 The application is accompanied BREEAM pre assessment which confirms that the building would achieve a Good rating with 18% of the un-weighted credits being achieved in Energy, 62.5% in Water and 57% on Materials. This falls below the policy requirements. However, this is because a station building is very different to standard building and the Energy categories are not particularly suited for a station building of this size. As such, in this instance the lower BREEAM score is considered to be acceptable. A design stage and post construction review would be secure though a S106 agreement.

14. Other Matters

14.1 Local residents expressed concern that the proposal includes a retail unit which they consider is not required in this location. The retail unit is replacing an existing A1 coffee shop in the existing station. The location of the shop is considered appropriate.

15. Conclusion

15.1 The proposed new station building will deliver vast improvements for the West Hampstead Interchange by creating step free access to the overground and widening the pavement to ease passenger movement between the stations. It will also have the capacity to accommodate the predicted increase number of residents and passengers interchanging at West Hampstead. The station building is considered to be high quality design which is contextual to its surroundings. The proposal will result have some negative impact in terms of construction, however, it is considered that this can be adequately managed through a Construction Management Plan which will be secured by the S106 legal agreement. The proposal will result in the loss of a TPO tree (a sycamore), however the improvements to the station, particularly providing level access is considered to out weight the limited harm resulting from the loss of the sycamore tree. On the whole the proposal will deliver the vision of the Fortune Green and West Hampstead Neighbourhood Plan.

16. Recommendation: Grant condition permission subject to a S106 agreement to secure:

- Highways contribution and commuted sum for maintenance works
- Legible London contribution
- Cycle parking contribution
- Construction Management Plan (inc. £15,000 monitoring fee)
- Sustainability Plan (BREEAM design stage and post construction review)

DISCLAIMER

Decision route to be decided by nominated members on Monday 18th May 2015. For further information please click [here](#)



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Application Ref: **2014/7966/P**

13 May 2015

Dear Sir/Madam

DRAFT
FOR INFORMATION ONLY - THIS IS NOT A FORMAL DECISION
Town and Country Planning Act 1990 (as amended)

DECISION SUBJECT TO A SECTION 106 LEGAL AGREEMENT

Address:

West Hampstead Overground Station
West End Lane
London
NW6 2LJ

Proposal:

DECISION
Erection of new station building with associated retail unit (Class A1), platform improvements and landscaping to front of station including extending the width of the pavement. - [Amended Plans]

Drawing Nos: LSWH-EN31-EAR-DPL-AEC-00301-A01; LSWH-EN31-EAR-DPL-AEC-
00302-A01; LSWH-EN31-EAR-DPL-AEC-00303-A02; LSWH-EN31-EAR-DEL-AEC-
00304-A01; LSWH-EN31-EAR-DSE-AEC-00305-A01; LSWH-EN31-EAR-DPL-AEC-
00340-A01; LSWH-EN31-EAR-DPL-AEC-00341-A01; LSWH-EN31-EAR-DPL-AEC-
00342-A02; LSWH-EN31-EAR-DPL-AEC-00343-A01; LSWH-EN31-EAR-DSE-AEC-
00344-A01; LSWH-EN31-EAR-DSE-AEC-00345-A01; LSWH-EN31-EAR-DEL-AEC-
00346-A01; LSWH-EN31-EAR-DEL-AEC-00347-A01; LSWH-EN31-EAR-DEL-AEC-
00348-A01; LSWH-EN31-EAR-DEL-AEC-00349-A01; LSWH-EN31-EAR-DEL-AEC-
00350-A01; LSWH-EN31-EAR-DEL-AEC-00351-A01; LSWH-EN31-EAR-DEL-AEC-
00352-A01; LSWH-EN31-EAR-DEL-AEC-00353-A01; LSWH-EN31-EDR-DPL-AEC-
00001-A03; LSWH-EN31-EAR-DSK-AEC-00361-A02; LSWH-EN31-EAR-DSK-AEC-
00363-A02; LSWH-EN31-EAR-DSK-AEC-00369-A02; LSWH-EN31-EAR-DSK-AEC-
00371-A02; LSWH-EN31-EAR-DSK-AEC-00372-A02; LSWH-EN31-EAR-DSK-AEC-
00373-A02; LSWH-EN31-EAR- DSK -AEC-00374-A02; LSWH-EN31-EAR-DSK-AEC-

00376-A01; LSWH-EN31-EAR-DSK-AEC-00377-A01; Design and Access Statement Revision A01 by bpr architects dated 20 April 2014; Planning Statement by Temple Group Limited dated 12/12/2015; Contaminated Land Report by Temple Group Limited dated December 2014; Concept Design Construction Methodology Report Revision A03 dated June 2014; BREEAM 2014 New Construction Simple Buildings pre-assessment summary by AECOM dated 11/12/2014.

The Council has considered your application and decided to grant permission subject to the conditions and informatives (if applicable) listed below **AND** subject to the successful conclusion of a Section 106 Legal Agreement.

The matter has been referred to the Council's Legal Department and you will be contacted shortly. If you wish to discuss the matter please contact **Aidan Brookes** in the Legal Department on **020 7 974 1947**.

Once the Legal Agreement has been concluded, the formal decision letter will be sent to you.

DRAFT

Condition(s) and Reason(s):

- 1 The development hereby permitted must be begun not later than the end of three years from the date of this permission.

Reason: In order to comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

DECISION

LSWH-EN31-EAR-DPL-AEC-00301-A01; LSWH-EN31-EAR-DPL-AEC-00302-A01;
LSWH-EN31-EAR-DPL-AEC-00303-A02; LSWH-EN31-EAR-DEL-AEC-00304-A01;
LSWH-EN31-EAR-DSE-AEC-00305-A01; LSWH-EN31-EAR-DPL-AEC-00340-A01;
LSWH-EN31-EAR-DPL-AEC-00341-A01; LSWH-EN31-EAR-DPL-AEC-00342-A02;
LSWH-EN31-EAR-DPL-AEC-00343-A01; LSWH-EN31-EAR-DSE-AEC-00344-A01;
LSWH-EN31-EAR-DSE-AEC-00345-A01; LSWH-EN31-EAR-DEL-AEC-00346-A01;
LSWH-EN31-EAR-DEL-AEC-00347-A01; LSWH-EN31-EAR-DEL-AEC-00348-A01;
LSWH-EN31-EAR-DEL-AEC-00349-A01; LSWH-EN31-EAR-DEL-AEC-00350-A01;
LSWH-EN31-EAR-DEL-AEC-00351-A01; LSWH-EN31-EAR-DEL-AEC-00352-A01;
LSWH-EN31-EAR-DEL-AEC-00353-A01; LSWH-EN31-EDR-DPL-AEC-00001-A03;
LSWH-EN31-EAR-DSK-AEC-00361-A02; LSWH-EN31-EAR-DSK-AEC-00363-A02;
LSWH-EN31-EAR-DSK-AEC-00369-A02; LSWH-EN31-EAR-DSK-AEC-00371-A02;
LSWH-EN31-EAR-DSK-AEC-00372-A02; LSWH-EN31-EAR-DSK-AEC-00373-A02;
LSWH-EN31-EAR- DSK -AEC-00374-A02; LSWH-EN31-EAR-DSK-AEC-00376-A01;
LSWH-EN31-EAR-DSK-AEC-00377-A01.

Reason:

For the avoidance of doubt and in the interest of proper planning.

3 Detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority before the relevant part of the work is begun:

- a) Details including sections at 1:10 of all windows (including jambs, head and cill), external doors, balustrades and gates;
- b) Plans, elevation and section drawings of the shopfront at a scale of 1:10;
- c) Plans, elevation and section drawings of the canopies and bridge;
- d) Plans and sections of the paving including plans, jointing and materials;
- e) Manufacturer's specification details of all facing materials (to be submitted to the Local Planning Authority) and samples of those materials (to be provided on site).

The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

4 A sample panel (no smaller than 2m x 2m) of the facing brickwork demonstrating the proposed colour, texture, face-bond and pointing shall be provided on site and approved in writing by the local planning authority before the relevant parts of the works are commenced and the development shall be carried out in accordance with the approval given. The approved panel shall be retained on site until the work has been completed.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

5 No development shall take place until full details of hard and soft landscaping and means to improve means to improve the biodiversity value of the station have been submitted to and approved by the local planning authority in writing. The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Reason: To ensure that the development achieves a high quality of landscaping which contributes to the visual amenity and character of the area and improves the biodiversity of the site in accordance with the requirements of policy CS14 and CS15 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

- 6 All hard and soft landscaping works shall be carried out in accordance with the approved landscape details by not later than the end of the planting season following completion of the development or any phase of the development. Any trees or areas of planting which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.

Reason: To ensure that the landscaping is carried out within a reasonable period and to maintain a high quality of visual amenity in the scheme in accordance with the requirements of policy CS14 & CS15 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

- 7 Full details of security measures including security shutters to ensure the station is secure and safe outside of hours of operation shall be submitted to and approved in writing prior to commencement of development.

The relevant part of the works shall be carried out in accordance with the details thus approved.

Reason: To ensure safer streets and environments and contribute to community safety and security in accordance with the requirements of policy CS17 of the London Borough of Camden Local Development Framework Core Strategy.

Informative(s):

- 1 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts which cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Argyle Street WC1H 8EQ, (tel: 020-7974 6941).
- 2 Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Compliance and Enforcement team [Regulatory Services], Camden Town Hall, Argyle Street, WC1H 8EQ (Tel. No. 020 7974 4444 or on the website <http://www.camden.gov.uk/ccm/content/contacts/council-contacts/environment/contact-the-environmental-health-team.en> or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.
- 3 You are advised that the advertisements shown on the submitted plans require a separate application for advertisement consent.

- 4 Your attention is drawn to the fact that there is a separate legal agreement with the Council which relates to the development for which this permission is granted. Information/drawings relating to the discharge of matters covered by the Heads of Terms of the legal agreement should be marked for the attention of the Planning Obligations Officer, Sites Team, Camden Town Hall, Argyle Street, WC1H 8EQ.

In dealing with the application, the Council has sought to work with the applicant in a positive and proactive way in accordance with paragraphs 186 and 187 of the National Planning Policy Framework.

Yours faithfully

Culture and Environment Directorate

DRAFT

DECISION