

Hazelton, Laura

Subject: FW: 2017/1514/P 1-11 Hawley Crescent

From: Crane Anne
Sent: 28 April 2017 17:55
To: Hazelton, Laura
Cc: Larmouth Catherine
Subject: 2017/1514/P 1-11 Hawley Crescent

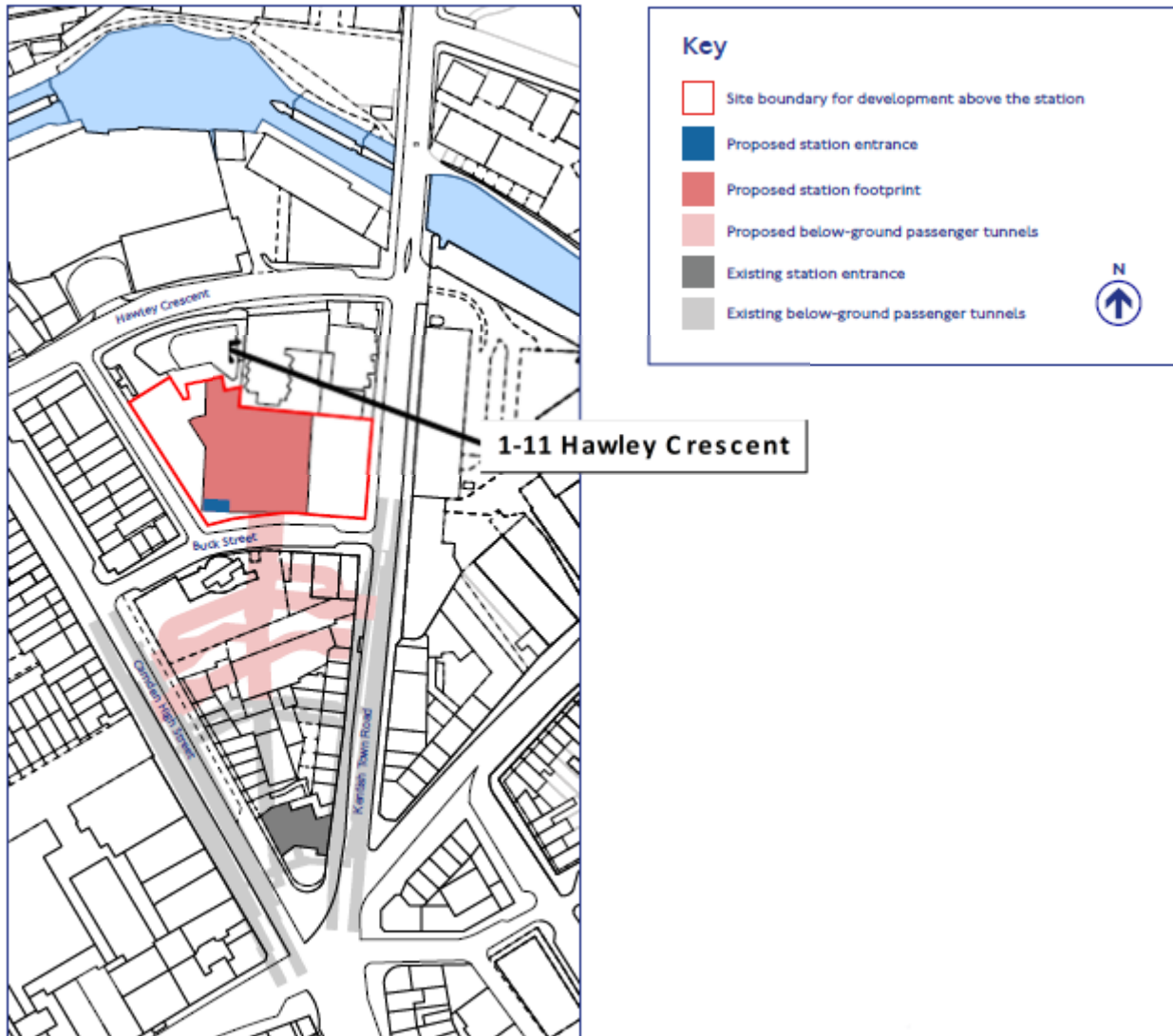
Dear Ms Hazelton

Re: 2017/1514/P 1-11 Hawley Crescent

Demolition of existing 3rd and 4th floors, erection of replacement 3 storey roof extension to provide 9 additional residential units (4 x 1 bed, 10 x 2 bed & 1 x 3 bed); refurbishment of facades, replacement plant at 4th floor level and associated internal alterations and reconfiguration

We are submitting this response on behalf of London Underground, more specifically the Camden Town Station Capacity Upgrade (CTSCU) project.

The site of the proposed second entrance for Camden Town station is immediately to the south of the application site, 1-11 Hawley Crescent (see indicative image below) and, subject to gaining the necessary powers via a Transport and Works Act Order, the construction of the new entrance will commence in 2020 and last approximately 4 years. A proposal for a residential led mixed-use building above the new station entrance (the Over Station Development), is currently in design development and the project architects are reviewing what the impact of the above referenced application scheme for a 3 storey roof extension would have on the OSD scheme. However the comments below relate to the operational development – the station capacity upgrade.



Site map showing the existing and proposed station entrances

The station capacity upgrade project is safeguarded in both London Plan and Camden Council planning policy (existing and emerging):

London Plan

Policy 6.1 Strategic Approach

A The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by:

- a) encouraging patterns and nodes of development that reduce the need to travel, especially by car – boroughs should use the standards set out in Table 6.2 in the Parking Addendum to this chapter to set maximum car parking standards in DPDs*
- b) seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand – boroughs should use the standards set out in Table 6.3 in the Parking Addendum to set minimum cycle parking standards in DPDs*
- c) supporting development that generates high levels of trips at locations with high levels of public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations (See Policy 8.2).*
- d) improving interchange between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London (see Policy 2.3)*
- e) seeking to increase the use of the Blue Ribbon Network, especially the Thames, for passenger and freight use*
- f) facilitating the efficient distribution of freight whilst minimising its impacts on the transport network*
- g) supporting measures that encourage shifts to more sustainable modes and appropriate demand management*

h) promoting greater use of low carbon technology so that carbon dioxide and other contributors to global warming are reduced

i) promoting walking by ensuring an improved urban realm

j) seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable.

Table 6.1 Indicative list of transport schemes

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Scheme	Description	cost	Anticipated completion		
			2013-2016	2017-21/22	post 2022
Station refurbishment/modernisation/programme	Continuing programme of refurbishment/modernisation of stations	H			
Core asset renewal	Programme of core asset renewal to lock in benefits from the upgrades and maintain assets in a state of good repair	H			
Tube station congestion relief schemes	Congestion relief (and step free access) schemes, including Victoria, Tottenham Court Road, Bond Street, Bank Paddington (Hammer-smith & City line), Holborn, Camden. A targeted station capacity programme looking at further congestion relief schemes	H			
Energy-saving initiatives	A programme of work to include low energy lighting, smart electricity metering at stations and low loss conductor rails	L/M			
Regenerative braking and automatic train control	To be implemented as an integral part of the Tube upgrade programme				
DLR					
Reconfiguration of train interiors	To temporarily relieve crowding until additional trains are procured	L			

Camden Core Strategy

Policy CS11 - Promoting sustainable and efficient travel

Improving strategic transport infrastructure to support growth

The Council will promote key transport infrastructure proposals to support Camden’s growth, in particular:

- a) King’s Cross station improvements;*
- b) the redevelopment of Euston Station and the provision of an improved public transport interchange;*
- c) Crossrail services and associated station improvements at Tottenham Court Road;*
- d) improved interchange at West Hampstead;*

e) improvements to facilities at Camden’s London Underground and Overground stations, including at Camden Town and Holborn; and

f) improvements to encourage walking and cycling as part of transport infrastructure works.

Promoting sustainable travel

In order to support Camden’s growth and to promote walking, cycling and public transport, the Council will:

g) improve public spaces and pedestrian links across the borough, including by focusing public realm investment in Camden’s town centres and the Central London area, and extending the ‘Legible London’ scheme;

h) continue to improve facilities for cyclists, including increasing the availability of cycle parking, helping to deliver the London Cycle Hire Scheme, and enhancing cycle links; and

i) work with Transport for London to improve the bus network and deliver related infrastructure, and support proposals to improve services and capacity on the tube, London Overground and Thameslink.

Draft Camden Local Plan 2015

Policy T3 - Improving strategic transport infrastructure

The Council will seek improvements to strategic transport infrastructure in the borough.

We will: a. protect existing and proposed transport infrastructure (particularly routes for walking, cycling and public transport) from removal or severance; and b. not grant planning permission for proposals which are contrary to the safeguarding of strategic infrastructure improvement projects.

10.29: Camden’s Infrastructure Schedule 2014 (Appendix 1) sets out further details regarding the current schemes that will help deliver key transport infrastructure improvements within the borough. These include:

- Crossrail;
- West End Project;
- Routes to Farringdon Station; and
- Camden Town and Holborn Station capacity improvements.

In order to safeguard implementation of the Camden Town station improvement scheme, TfL requests that should permission be granted for the proposed 3 storey roof extension and associated alterations that a condition is attached requiring the developer to secure approval from TfL and Camden for details of their construction programme and methodology before starting any works on site and subsequently to undertake the works in accordance with the approved details. We would also ask that you consider whether it would be appropriate to require suitable noise insulation given the proximity of the new residents to the proposed worksite.

If you require any further information, please contact the CTSCU Consents Manager Catherine Larmouth on catherinelarmouth@tfl.gov.uk or the Project Manager James Dempsey on james.dempsey@tube.tfl.gov.uk or myself.

As TfL has not been consulted directly on this application the above represents our position solely in respect of the relationship between the application scheme and the station improvement scheme and no other matters.

Regards

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