



## Transport for London Commercial Development

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By email: [David.Fowler@camden.gov.uk](mailto:David.Fowler@camden.gov.uk)

Date: 8 April 2022

Email:  
[propertyconsultation@tfl.gov.uk](mailto:propertyconsultation@tfl.gov.uk)

Dear Mr Fowler,

### **TfL Commercial Development comments Planning application Ref: 2022/0528/P - 02 Centre Masterplan Site**

The following response represents the views of the Transport for London Commercial Development planning team (TfL CD) in its capacity as a landowner in the borough only and does not form part of the TfL corporate response. Our colleagues in TfL Spatial Planning will provide a separate response in respect of TfL-wide operational and land-use planning / transport policy matters as part of their statutory duties.

#### **West Hampstead Station**

TfL CD understands there has been a relatively longstanding aspiration for there to be Step Free Access (SFA) provided at West Hampstead station. This aspiration is reinforced in policy, including the West End Land to Finchley Road SPD 2021, and it is understood that some initial assessment of potential station improvements associated with the redevelopment of the 02 Centre has been undertaken through the 'TfL Station Improvement Access Study' November 2021.

TfL CD has undertaken an initial feasibility study which considered what potential there might be for residential-led development on and adjacent to West Hampstead Station and how this could help unlock SFA. This identified that there is some potential for development which could help to deliver SFA, although it would not be able to fund the full cost of the SFA. See TfL land ownership in Appendix 1.

Given the redline boundary for this outline planning application abuts TfL land at West Hampstead station, TfL CD have been engaging with LB Camden and Landsec to ensure both parties were aware of the work TfL CD has been doing around exploring development to help unlock SFA at West Hampstead.

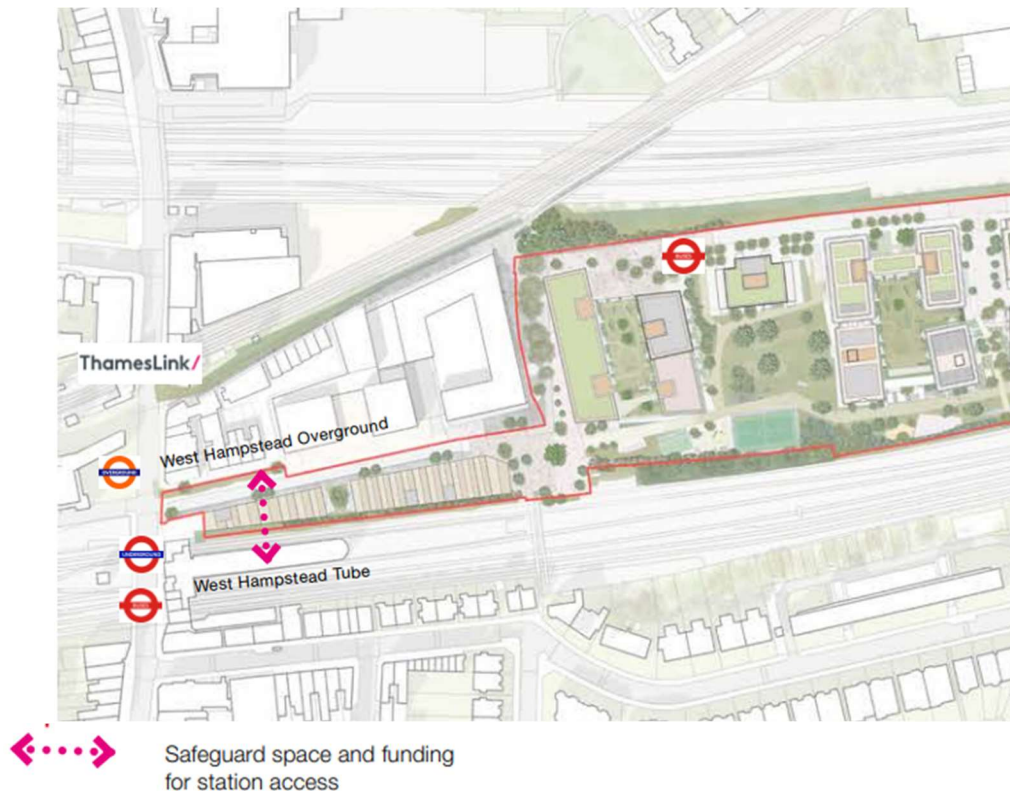
TfL CD also attended the station access workshop in September 2021 which reviewed the options assessed for SFA at either/or Finchley Road station or West Hampstead Station. The status of the conversations on SFA is summarised on pg. 120 of the Design and Access Statement (31 January 2022):

*"The design team has undertaken an initial feasibility study to explore means of improving access to West Hampstead Station and Finchley Road Station with TfL, the full details of which can be read in the Transport Assessment. The scope of the study was to look at means by which additional or alternative entrances could be*



*provided to each station and also how level access to platforms could be provided. This study is preliminary in nature, but has resulted in a commitment to safeguard space in the masterplan to enable additional or alternative connections to the tube stations”*

The image below accompanies this paragraph and clarifies the safeguarded area around West Hampstead station.



Looking at various documents submitted as part of this outline planning application, it is noted that the parcel of land adjacent to TfL’s landholdings along Blackburn Road (the Builder’s yard) has been labelled as development Plot S8. It is understood that this site S8 is to be a later phase and is only submitted as an outline. However, the Design Code does provide some parameters for these future plots.

TfL CD note in the Design Code (31 January 2022) and the Design and Access Statement (31 January 2022) the following commentary around buildings types:

- Paragraph 2.3.2 - Plot S8 must be terrace buildings
- Paragraph 5.6.1 – S8 should follow a low lying terrace typology in keeping with the building line along West End Lane
- Pg 115 – 4 to 7 storeys are proposed for the part of the site directly adjacent to the TfL land.

As set out above, the discussions around what SFA will look like are at an early stage and so any details for this parcel S8 should be sufficiently flexible to allow for SFA and for



development on the TfL land which could help to facilitate delivery of SFA. Development on the TfL land would be a high quality design-led scheme which will optimise development potential on a highly sustainable and accessible site in line with London Plan Policy H1 – Increasing housing supply, Policy D3 – Optimising site capacity through the design-led approach and Policy GG2 – Making best use of land. Development of the TfL land would also complement other recent development in the area, including the Ballymore scheme and its new square, which is something the Mayor’s Design Advocates supported when presented with the aforementioned TfL feasibility study. Development around the station would change the context for this part of Blackburn Road, and this should be recognised in the design parameters included as part of this outline planning application. It is requested that any design parameters permitted are flexible and do not limit the scale of development that could emerge around West Hampstead Station.

TfL CD are keen to continue discussions with key parties to ensure we can find a way forward and to ensure that opportunities to deliver SFA are not missed.

Yours sincerely,

Rosie Sterry

**Planning and Development Manager, Transport for London Commercial Development**



Appendix 1 – TfL landownership

