
From: John Cox <[REDACTED]>
Sent: 08 July 2022 11:49
To: Planning Planning
Subject: Re: Comments on 2022/2019/P have been received by the council.

**Re: Comments on 2022/2019/P have been received by the council.
(Camden Highline)**

-----Original Message-----

From: planning@camden.gov.uk
To: [REDACTED]
Sent: Mon, 4 Jul 2022 23:17
Subject: Comments on 2022/2019/P have been received by the council.

2022/2019/P
I OPPOSE the application.

In 2021, DP World announced that its two deep-water ports at Southampton and London Gateway were the first in the UK to be expanded to handle 775m-long Freightliner intermodal trains.

London Gateway is now a free port, and is rapidly growing.

That means paths are needed via the two W10-loading-gauge routes through Camden Road station and Hampstead Heath to the W10 West Coast Main Line at Primrose Hill and Willesden.

London Gateway, Felixstowe and other freight trains need to pass through Camden Road, which is why the industry has a firm plan to add a third track there. That is the only way London Overground can increase its passenger train frequency (by at least two per hour) alongside the expanding rail freight market.

It is impossible to believe that Camden's transport planners have not known about the London Rail Freight Strategy, so why has the council not publicly announced it unfortunately cannot back the highline plan? There is plenty of other things to spend money on, such as widening the Regents Canal towpaths under road bridges and improving small green spaces around Camden Town.

The highline is interfering with rail traffic expansion, and Camden's planners should not recommend approval.

Is it just that local politicians are going down the populist route, rather like the Garden Bridge and the Marble Arch mound, without bothering to actually find out what the railway industry needs are?

Comments made by John Cox of 50 Chelsea Close, London, NW10 8XD



Preferred Method of Contact is Email

Comment Type is Interested Party