

Section 12 - Transport proposals

Details	Summary of Representation	Council's Response	Council's Proposed Revision
<p>West Hampstead Small Traders and Residents Assoc</p> <p>Comment Ref: R 39 / 3 (Duly Made)</p> <p>Plan Section: Section 12 - Transport proposals</p> <p>Comment type: Not supporting deposit draft</p>	<p>West Hampstead Interchange has not been addressed as a strategically important transport led development. The Council should protect the sites and surrounding lands from 'piecemeal' development that may compromise the integrated redevelopment of the stations. An 'Action Plan' for the Interchange will ensure developers embrace local needs within their requirements.</p>	<p>The Council supports the principle of a transport interchange at West Hampstead. The Council intends to prepare a planning brief dealing with the potential for development in the area. A reference to the brief can be added to Sites no. 38, 39 and 40, and TP7. However, there would be serious implications for the Council of adding transport proposals to the schedules without a formal sponsor of the scheme or a secured form of funding. The Council could be formally liable to purchase property arising from Blight Notices. Consequently, a formal commitment is not recommended.</p>	<p>In the comments connected with proposals 38, 39, 40 and TP7, add the following statement: "The Council supports the principle of a transport interchange at West Hampstead. A planning brief is being prepared".</p>
<p>Electric Ballroom</p> <p>Agent Name: King Sturge</p> <p>Comment Ref: R 79 / 1 (Duly Made)</p> <p>Plan Section: TP1 - Schedule of transport proposals</p> <p>Comment type: Not supporting deposit draft</p>	<p>The need for improvements to Underground stations must be fully justified in terms of need. The redevelopment of Camden Market and Electric Market would undermine any substantial improvements to the station because the loss of these attractions would lead to a reduction in passengers. Redevelopment of Underground stations should resist comprehensive redevelopment that would damage the character of the local area.</p>	<p>Disagree. The council recognises in its planning policies that there is an urgent need to renew and add to existing public transport infrastructure as recognised in the Mayor of London's Transport Strategy and draft London Plan. Congestion at Camden Town station was identified as an issue in the Adopted UDP. The congestion is not attributed solely to passenger volumes generated by facilities in the area proposed for redevelopment.</p> <p>Nevertheless, the council strives for the high standards in design for new developments, including public transport infrastructure, in order to enhance the surrounding area and benefit the local community. The merits of London Underground's Camden Town Underground Station proposals will be examined at a Public Inquiry considering the planning application.</p>	<p>No change is proposed in response to this comment.</p>
<p>West Hampstead Local Consultation Group</p> <p>Comment Ref: R 64 / 1 (Duly Made)</p> <p>Plan Section: TP1 - Schedule of transport proposals</p> <p>Comment type: Not supporting deposit draft</p>	<p>We support policy TP7 but object to the wording. We support a better station interchange at West Hampstead because the present stations are inadequate and dangerous, but local information is invaluable and local people should be consulted.</p>	<p>Agree.</p>	<p>At the end of the second sentence of the comments under TP7, add: "and local groups ."</p>
<p>Network Rail</p> <p>Comment Ref: R 45 / 10 (Duly Made)</p> <p>Plan Section: TP1 - Schedule of transport proposals</p> <p>Comment type: Comment (neither objecting or supporting)</p>	<p>Aspirations to improve passenger services across the North London Line need to take account of freight usage and ensure adequate capacity is retained for future aspirations. Station developments on the North London line and the 'Orbirail' scheme could have a significant impact on path availability.</p>	<p>Comment noted. The Council has had a long-term objective of the construction of additional National Rail stations at Maiden Lane and Primrose Hill on the North London Line (NLL) to improve public transport accessibility for the citizens of Camden. The Council believes that these proposed additional railway stations would also assist to regenerate surrounding areas. Proposals for new stations at Maiden Lane and Primrose Hill could form part of a future extension of the East London Line, as well as the proposed Orbirail scheme which is part of the Mayor of London's Transport Strategy and draft London Plan. Discussions are currently taking place with Transport for London and the Strategic Rail Authority on these matters.</p>	<p>No change is proposed in response to this representation.</p>

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<p>Mayor of London</p> <p>Agent Name: GLA</p> <p>Comment Ref: R 100 / 48 (Duly Made)</p> <p>Plan Section: TP1 - Schedule of transport proposals</p> <p>Comment type: Not supporting deposit draft</p>	<p>The policy does not explicitly state support for the listed transport schemes</p>	<p>Comment noted. The Council places a high priority on public transport, which is clear from policies T1, T4 and T5. However, the purpose of policy TP1 is to guide development control decisions and ensure that they do not compromise transport proposals. A general statement of Council support for unspecified proposals within the schedule, subject to them not harming the environment, is not considered to add anything to the UDP.</p>	<p>No change is proposed in response to this comment.</p>
<p>Environment Agency</p> <p>Comment Ref: R 29 / 11 (Duly Made)</p> <p>Plan Section: 12.2</p> <p>Comment type: Not supporting deposit draft</p>	<p>Camden possesses several culverted ordinary watercourses. Any underground works may alter the flow of these watercourses and exacerbate flood risk.</p>	<p>Comment noted. Statutory consultation procedures are adhered to, but do not need to be set out in the UDP. The respondent has misunderstood the purpose of paragraph 12.2. Paragraph 12.2 warns people who are proposing foundations or piles in the vicinity of transport proposals that the approval of the relevant transport undertaker may be necessary. It is not intended to flag up issues that relate to underground works generally, which will involve consultation with a broad range of undertakers including water, electricity, gas and telephone suppliers.</p>	<p>No change is proposed in response to this comment.</p>
<p>London Borough of Camden</p> <p>Comment Ref: R 200 / 181 (Duly Made)</p> <p>Plan Section: TP2* Crossrail Line 1</p> <p>Comment type: Council's own change</p>	<p>Council's own change</p>	<p>The change is necessary to bring text up to date.</p>	<p>Replace "in 2003 or 2004" with "in November 2004"</p>
<p>London Borough of Camden</p> <p>Comment Ref: R 200 / 183 (Duly Made)</p> <p>Plan Section: TP6 Cross River Tram</p> <p>Comment type: Council's own change</p>	<p>Council's own change</p>	<p>The change is necessary to remove a syntax error.</p>	<p>In the final sentence of the Comments column, replace "indicates" with "shows".</p>
<p>London Borough of Camden</p> <p>Comment Ref: R 200 / 182 (Duly Made)</p> <p>Plan Section: TP6 Cross River Tram</p> <p>Comment type: Council's own change</p>	<p>Council's own change</p>	<p>The change is necessary to bring text up to date.</p>	<p>Delete word "draft" in the reference to the London Plan.</p>

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<p>Transport for London</p> <p>Comment Ref: R 112 / 8 (Not Duly Made)</p> <p>Plan Section: TP9 Improvements to existing London Underground stations in Camden</p> <p>Comment type: Not supporting deposit draft</p>	<p>This proposal is not indicative and should be amended to reflect the applications to redevelop Camden Underground Station as set out above. The promoter is LUL and not Camden Council.</p> <p>The upgrade of Tottenham Court Road Underground Station should be included in this section.</p>	<p>Comment noted.</p> <p>It is not considered appropriate to include a commitment to proposed works to specific underground stations prior to the confirmation of an order under the Transport and General Works Act 1992. However, the role of LUL and its aspirations for Camden Town and Tottenham Court Road Underground Stations could usefully be acknowledged.</p>	<p>Add "London Underground Ltd" as a promoter of schemes under TP9. Reword the comments section of TP9 as follows:</p> <p>"These are indicative proposals only. London Underground Ltd has specific proposals for works to Camden Town Underground Station and Tottenham Court Road Underground Station, but these have not yet been confirmed by a formal planning process under the Town and Country Planning Act 1990 or the Transport and Works Act 1992.</p> <p>Camden Council would like to develop the indicative proposals further with the Greater London Authority, Transport for London and London Underground Ltd. Station enhancements should improve access for people with disabilities."</p>