

Howard Jasmine

From: Charleton Patricia
Sent: 01 October 2020 19:46
To: Joel Cristy
Subject: FW: Camden Highline

From: McLaughlin Gavin [REDACTED]
Sent: 15 April 2019 10:44
To: Smales Carol [REDACTED]
Cc: Charleton Patricia [REDACTED]; Smart Alan [REDACTED]
Subject: RE: Camden Highline

Brilliant, thanks for this.

For info ⊥ I am 90% sure that as TfL, yes, we will be supporting this now. And it looks like there↑ s some S106 available to turbocharge it slightly, exciting times!

All the best,

Gavin McLaughlin | Principal Planner
Spatial Planning | City Planning
[REDACTED]
[REDACTED]

We have recently made changes to our pre-application service and charges, and introduced a new Initial Screening process. For more info please visit: <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications/pre-application-services>

From: Smales Carol
Sent: 15 April 2019 10:42
To: McLaughlin Gavin
Cc: Charleton Patricia; Smart Alan
Subject: RE: Camden Highline

Gavin

NLL is North London Line

Your summary of our position is accurate

We have no objection to the Highline from a rail perspective. I can't really say whether we as TfL support it

Carol

From: McLaughlin Gavin
Sent: 15 April 2019 10:37
To: Smales Carol
Cc: Charleton Patricia
Subject: RE: Camden Highline

So we can now support the Highline then?



Is this a good summary of our new position?

!! no firm operational requirement for the viaduct has been identified to date!!

What does NLL stand for please?

Thanks!

Gavin McLaughlin | Principal Planner
Spatial Planning | City Planning



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From: Smales Carol

Sent: 15 April 2019 09:05
To: McLaughlin Gavin
Subject: FW: Camden Highline

Hi Gavin

Here is the latest on the Highline

The NLL capacity study did not require use of the tracks that the Highline proposal would use and we have fed that back to CTU. Simon Pitkeithley has a copy of the report.

Regards

Carol

From: Bradley James [REDACTED]@networkrail.
Sent: 12 April 2019 10:09
To: Smart Alan
Cc: Hobbs Geoff; Smales Carol; Peyton Mark; Round Chris; Small Jonathan; Buttigieg David (LO); SacoDiaz Alfonso
Subject: RE: Camden Highline

Alan,

Thank you for that.

The scheme promoter would fund the works, I believe they are in discussions with a number of major funders. In terms of ongoing costs, rent etc, this would be paid for by Camden Unlimited through any commercial activities on the highline. These are guaranteed by Camden Council in case Camden Unlimited pulled out for any reason.

Rgds, James.

From: Smart Alan
Sent: 12 April 2019 09:08
To: Bradley James
Cc: Hobbs Geoff ; Smales Carol ; Peyton Mark ; Round Chris ; Small Jonathan ; Buttigieg David (LO) ; SacoDiaz Alfonso
Subject: RE: Camden Highline

James,

OK. I thought that might be the case. In view of the 15 year duration required for a viable scheme the approach suggested is sensible given that no firm operational requirement for the viaduct has been identified to date. The income from the scheme is also a valid consideration. Does this come from direct payment for the use of the infrastructure by the Highline or another source?

Regards,

Alan Smart

Principal Transport Planner | Public Transport Service Planning

[REDACTED]

[REDACTED]

[REDACTED]

From: Bradley James [REDACTED]@networkrail [REDACTED]

Sent: 11 April 2019 18:39

To: Smart Alan

Cc: Hobbs Geoff; Smales Carol; Peyton Mark; Round Chris; Small Jonathan; Buttigieg David (LO);

SacoDiaz Alfonso; Boulton Jonathan

Subject: RE: Camden Highline

Alan,

Thanks for the note on this. A decision was made at the Anglia Route Strategy and Planning Group yesterday on this approach. This was on the basis that the scheme only has a business case to proceed if it has a minimum of approx. 15 year lifespan, anything shorter would not make it viable. It was decided to proceed on this basis (ie: with a 15 year break) as there is no evidence at present for the need to reinstate the tracks in the time period. The scheme also obviously provides an income for the railway, therefore benefitting taxpayers.

Our property colleagues will formally consult on this as part of the licence conditions and you will receive this. Please do give me a call if you would like to discuss this informally.

Best regards, James.

From: Smart Alan [REDACTED]
Sent: 11 April 2019 16:19
To: Bradley James [REDACTED] networkrail [REDACTED]
Cc: Hobbs Geoff [REDACTED]; Smales Carol [REDACTED]; Peyton Mark [REDACTED]
[REDACTED]; Round Chris [REDACTED] Small Jonathan [REDACTED]
[REDACTED]; Buttigieg David (LO) [REDACTED]; SacoDiaz Alfonso [REDACTED]
Subject: RE: Camden Highline

James,

Given the uncertainty around future requirements at this point and the growth experienced on this part of the Overground network in recent years I would have thought that a more flexible approach would be preferable e.g. the Highline can have lease for a minimum of five years and be given a two year notice period after that if the track bed is required. Is there any reason why a 15 year period has been chosen? Is it linked to the viability of the Highline project? I appreciate that this has high level political support.

Regards,

Alan Smart

Principal Transport Planner | Public Transport Service Planning

[REDACTED]
[REDACTED]
[REDACTED]

From: Bradley James [REDACTED]
Sent: 11 April 2019 11:27

To: Smart Alan
Subject: Camden Highline

Alan,

For info. On the basis that the North London Line capacity study did not note the requirement for use of the track bed in the Camden Road area, we reviewed the need for a freight loop in the future. At present, there is no scheme that requires the use of these tracks (although we will commence an orbital study that will review this in the next year). We have proposed that the Camden Highline is granted a lease with a 15 year break should there be a need to reinstate tracks at that point.

I trust that TfL has no objection to this proposal.

Happy to discuss.

Best regards, James.

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