

**From:** John Cox

**Sent:** Friday, March 13, 2026 10:52

**To:** Pauline Butcher

**Subject:** Matter 8: Safe, Healthy and Sustainable Transport - promoting Camden's railways

**Matter 8: Safe, Healthy and Sustainable Transport - promoting Camden's railways**

The draft plan states:

**14.9**

**Projects to provide new and improved transport infrastructure will play a central role in supporting development and promoting sustainable transport within the borough. As major development will largely be concentrated in locations that are, or will be, subject to significant transport improvements, land and facilities will therefore need to be safeguarded to ensure delivery of these projects. Furthermore, given the constraints on transport capacity in a densely developed borough like Camden, almost every part of the existing transport infrastructure is an asset. The Council will therefore seek to protect all existing and proposed transport facilities and links and safeguard the potential for improvements to the transport network.**

This is incompatible with the Camden highline ,which should not be supported.

It **is** however compatible with the 2021 joint study report from

- Network Rail
- Transport for London, and
- the private rail freight industry.

It is called the

**London Rail Freight Strategy**

and the summary version is the PDF attached to this email.

The inspector is invited to look at the first few pages, and will see the promotion of the Camden rail improvement proposals.

They would benefit both

rail freight, and

the expansion of London Overground services between Camden and Stratford in particular, (although the whole of the North London Line would benefit from greater resilience).

Page 14 then states:

### **CAMDEN ROAD PLATFORM 3**

**This proposal would reinstate a third track and platform on the northern side of Camden Road station, utilising part of the former 4-track formation through the station.**

**The additional capacity provided would facilitate much greater flexibility in pathing options for trains on this busy central section of the NLL, opening up new options for future service provision and bolstering performance resilience.**

**Reinstatement of a third platform would enable platform 2 to be used as a central turnback, with platform 3 becoming the eastbound line for through London Overground services and the majority of freight. Transport for London modelling suggests that the eastern end of the NLL, from Canonbury to Stratford, will see some of the strongest long-term demand growth on the Overground network.**

**A turnback platform will allow this to be addressed with peak capacity boosting Stratford-Camden Road services and there would also be the option to operate these through the off-peak, which could offer a means of providing additional passenger capacity where it is most needed.**

**The availability of an additional platform would also aid performance recovery during perturbation on the orbital routes.**

These are of national importance, given the use of this railway line for transfer of goods from container ports to distribution points across the country, as well as to benefit London's public passenger transport system.

Regards,

John Cox

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**From:** John Cox

**Sent:** Friday, March 13, 2026 11:40

**To:** Pauline Butcher

**Subject:** Re: Matter 8: Safe, Healthy and Sustainable Transport - promoting Camden's railways

**Re: Matter 8: Safe, Healthy and Sustainable Transport - promoting Camden's railways**

My assertion is that NO version of the Camden Highline is compatible with the proposed rail improvements - when funding of the North London Line is possible.

Furthermore any assertion that the Camden highline would be 'temporary' Is rubbish.

This would be a permanent loss in reality to the London rail network.

John Cox

On Friday, 13 March 2026 at 11:13:44 GMT, John Cox wrote:

**Re: Matter 8: Safe, Healthy and Sustainable Transport - promoting Camden's railways**

I would like to kindly inform the Inspector that although about a third of the length of the proposed Camden highline did appear at a Camden Planning Committee meeting, none of the Camden Highline has planning permission.

Please be kind enough to look at the attached Freedom of Information response from the Council.

A small part of that text is also repeated here:

***There are no planning permission dates on the Camden website for these applications, because the applications remain undetermined.***

***The Council's planning committee made a resolution to grant permission subject to conditions and the completion of a Section 106 Agreement.***

***However the S106 agreement remains outstanding, and until it is completed, a decision cannot be issued.***

Statements are made that it does have planning permission, so hopefully the inspector would challenge anyone suggested that it does.

Thank you very much.