

**Dike, Darlene**

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**From:** Carr, Seonaid  
**Sent:** 17 December 2014 11:21  
**To:** Planning  
**Subject:** FW: 2014/7043/P

Can this be logged as an objection to the above application.

Seonaid Carr  
Senior Planning Officer

Telephone: 020 7974 2766

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**From:** Chris Naylor [REDACTED]  
**Sent:** 16 December 2014 11:25  
**To:** Carr, Seonaid  
**Cc:** Peter Darley  
**Subject:** 2014/7043/P

Dear Seonaid

44-44A Gloucester Avenue London NW1 8JD  
GPDO Prior Approval Class J Change of use B1 to C3

I see this use class application has been lodged with you, and I presume as I understand it that the Council's planning powers in this are very limited (assuming, that is, that the application meets requirements in terms of established prior B1 use etc).

I apologise for the late submission and hope these comments may be taken into account.

Clearly there may well be reasonable concerns regarding transport and highway impacts - one of the three applicable criteria - as the location is likely to result in more traffic adjoining the existing junction, and just north of the canal bridge, which local residents have previously expressed concerns about as a 'blind turn' on the bridge with accident potential. (Indeed there is a speed warning sign on the E side of Glouc Ave just south of the bridge, to counter this problem.) I trust you will ensure these issues are considered.

However I would also like to use this note to log my concern, as a former local councillor and local resident (No 61 Gloucester Ave), that the issue of access to the Grade II\* listed Stationary Winding Engine Vaults, immediately adjacent to and to the east of the site in question, be kept in mind in considering the development of this site.

As the Council may be aware, the Stationary Winding Engine Vaults are a huge and very special construction below the main rail line. The Vaults have been described as a 'brick cathedral' hidden in the heart of Camden, and are unquestionably a unique asset in Camden's architectural heritage. Network Rail, the owners, are looking to conserve and open up this unique property. Yet at present the only access route is very limited indeed, and quite inadequate for a site which once opened up could cater for several hundred visitors at any one time.

I know this doesn't bear directly on the Council's responsibility to consider this GPDO application relative to the three defined criteria.

However I would ask that the Council ensure they are fully aware of the issues and the potential here (I'm sure a site visit could be arranged), and that in discussions with the applicant they will use their best endeavours to seek or encourage discussions towards a mutually agreeable solution to this access issue. Ensuring Peter Darley and the Camden Railway Heritage Trust are kept informed would seem very helpful.

Best wishes

Chris Naylor

Chris Naylor  
(Councillor/Cabinet Member, LB Camden, 2006-14)  
Head of Partnerships

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