

Application No:	Consultees Name:	Consultees Addr:	Received:	Comment:	Response:
2014/7043/P	Peter Darley	21 Oppidans Road London NW3 3AG	10/12/2014 17:07:48	COMMEMP ER	<p>There has never been any mention in the series of planning applications submitted by the developer of the Grade II* listed stationary winding engine vaults. The vaults are of international importance for their historical and technological significance. They are a remarkable survival of a notable feature of the London and Birmingham Railway (L&BR), the first of all modern main line railways with a London terminus. The L&BR opened to Boxmoor from Euston on 20 July 1837 and to Birmingham on 17 September 1838. The winding engine vaults represent, as one of the very last uses of rope haulage on a public railway, a relatively brief transitional stage in the technological development of railway transportation. Their architectural interest lies in the grand scale and unique design of their underground brick construction.</p> <p>The winding vaults were listed at Grade II in June 1990 and raised to Grade II* in April 2010 following a successful application by Camden Railway Heritage Trust.</p> <p>I strongly endorse the consultation response from Network Rail. The historic former electric telegraph works at 44 Gloucester Avenue provides the last opportunity to safeguard a service/escape route to the winding vaults on their western side. This would be through the building at the eastern end of the Courtyard, adjacent to No. 42 Gloucester Avenue and backing onto the rail side. It is currently shown in the application as a single storey in B8 use, exactly as existing. For an access/escape route two basement floors, a staircase and a lift would need to be incorporated.</p> <p>The utilities to be provided for any restoration of the vaults would include potable water, wastewater, electricity, and communications. It is envisaged that all of these services would be routed from Gloucester Avenue, and combined with the escape route from the vaults. This route could also be used for servicing the vaults, using the lift in the access shaft for movement of heavier loads.</p> <p>The most important issue to be addressed is the safeguarding of the means of access/escape to the winding vaults, and thereby the safeguarding of the potential for restoration and reuse of this unique structure.</p>
