

Muthoora, Leela

From: Cassidy, Michael
Sent: 03 March 2015 16:30
To: Planning
Subject: FW: Camden ref 2015-0462-P 44-44A Gloucester Ave COU to residenital units and extension HOLDING OBJECTION
Attachments: Camden Heritage Locks - Possible 3rd Party Planning Application Network Rail email
Importance: High

Please could you upload this consultation response into application 2015/0462/P onto M3.

Thanks,

Michael

Michael Cassidy
Principal Planner
Regeneration and Planning
Culture and Environment
London Borough of Camden

Telephone: 0207 974 5666
Web: camden.gov.uk

5 Pancras Square
London N1C 4AG

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From: TownPlanning LNW [redacted]
Sent: 03 March 2015 14:18
To: Cassidy, Michael
Subject: Camden ref 2015-0462-P 44-44A Gloucester Ave COU to residenital units and extension HOLDING OBJECTION
Importance: High

2015/0462/P
44 - 44A Gloucester Avenue London NW1 8JD
Change of use from Office (B1) to (C3), to provide; 1x1 bed, and; 16 x2 bed Residential Units, with retention of existing house
Easting 528311 Northing 184016
Montagu Evans LLP

FAO Michael Cassidy

Network Rail is placing a holding objection on the above proposal.

The website shows that Network Rail have not been consulted on this proposal as either a consultee or a neighbour. I have been informed of the proposal as a result of a third party.

I would draw your attention to the attached email which I issued to Camden LPA in August of 2014 specifically requesting that Network Rail be contacted should any plan app be submitted in this area. Could the LPA please explain why we have not been contacted despite a specific request to do so?

The proposal is adjacent to the operational railway.

We would draw the councils attention to the following Rail Accident Investigation Branch report into 'Penetration and obstruction of a tunnel between Old Street and Essex Road stations, London 8 March 2013', which concluded: *5 The intent of this recommendation is to ensure that the planning approval process reduces the risk to railway infrastructure due to adjacent developments.*

The Department for Communities and Local Government should introduce a process to ensure that Railway Infrastructure Managers are made aware of all planning applications in the vicinity of railway infrastructure. This process should at least meet the intent of the statutory consultation process (paragraphs 97f and 101).

- Network Rail has a statutory obligation to ensure the availability of safe train paths and as such we are required to take an active interest in any development adjacent to our infrastructure that potentially could affect the safe operation of the railway.

Network Rail will review our objection once we have had an opportunity to review the proposal.

Regards

Diane Clarke TechRTPI
 Town Planning Technician LNW
 Network Rail
 Town Planning Team LNW
 Desk 122 - Floor 1
 Square One
 4 Travis Street
 Manchester, M1 2NY
 Tel: 0161 880 3598
 Int Tel: 085 50598
TownPlanningLNW@networkrail.co.uk
www.networkrail.co.uk/property

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