

**Dike, Darlene**

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**From:** Margaret Richardson [REDACTED]  
**Sent:** 29 June 2015 09:29  
**To:** Planning  
**Cc:** gordon macqueen  
**Subject:** 27A Parkway, NW1 7PN; Application 2015/2976/P

For the attention of Rachel English.

Dear Rachel,

We are writing on behalf of the Camden Town CAAC.

We strongly object to this application for the following reasons:

In past years we have accepted the Camden Bus as a gimmick - something that would go away soon, as so it should, particularly as it stands in a listed terrace of houses.

We notice it is classified as 'commercial minor alterations' as a development type but this application has become a **building** with a roof and glazed front wall, which happens to have a bus in it. The proposed building line results in a monolithic form and height. The fact that the glass building is pushed forward of the building facade either side, and is framed in dark grey polyester powder coated aluminium ( not glass) means that it will not read like a glass enclosure - but rather be experienced as a solid frame with glass front and a solid roof that will obscure the roofs behind and cast shadows onto the bus. The proposed structure is far too tall, unnecessarily so, and dominates the bus completely.

Currently the bus is day lit. With a solid roof overhead in the proposal, however, the amount of artificial light in use ( and visible through the glazing to residents over the road) will have to be substantially increased.

Marsh & Parsons application for 27 Parkway was required to be altered to ensure that the commercial nature of the estate agents signage and full length glazed openings was not carried round the corner and onto the rear extension in Arlington Road beyond the existing shopfront. this is because Arlington Road is a residential street and it was not considered appropriate.

The same argument must apply to this scheme for the Camden Bus. The glass fronted building will appear as a commercial endeavour and is not appropriate to the residential street. The bus currently does not appear in this way as it is a vehicle, supposedly parked in a spare space, with a neat and subservient glazed lobby.

By aligning the height of the proposed building with the rear extension to 27 Parkway it will dominate the street scene which is varied at this point and indeed it will in reality appear higher than the existing rear extension, as the facade is inappropriately pushed forward from that extension.

We suspect that this is much more the case of getting the principle of a three storey building on the site, making the site more valuable.

Yours sincerely,

Gordon Macqueen & Margaret Richardson, Co-Chairs of the Camden Town CAAC