

Gentet, Matthias

From: Fowler, David
Sent: 10 June 2016 14:28
To: Planning
Subject: FW: BLIMP IMAGES 2015/2704/P
Attachments: 20160609_093912.jpg; 20160609_093918.jpg; 20160609_093925.jpg; 20160609_093955.jpg

Please upload objection – including images if possible.

Thanks,

D

David Fowler
Principal Planning Officer

Telephone: 0207 974 2123



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From: [REDACTED]
Sent: 10 June 2016 09:57
To: Fowler, David
Subject: BLIMP IMAGES

David I am afraid I did not as you seemed distinctly disinterested and sceptical about the blimp as evidenced by this latest email. However, it has highlighted a number of serious and harmful setting impacts, not previously covered I believe. In particular, on two Grade 1 heritage assets...namely The Sir John Soane Memorial in St Pancras Gardens described as:

"outstandingly interesting monument. . . . Extremely Soanesque with all his originality and all his foibles" (Nikolaus Pevsner) bears testimony to the importance of the structure. The central marble cube has four faces for dedicatory inscriptions, enclosed by a marble canopy supported on four Ionic columns. Enclosing this central structure is a stone balustrade with a flight of steps down into the vault itself. **The understated classicism of the design is widely seen as one of Soane's most inventive creations** and the central domed structure influenced Sir Giles Gilbert Scott's design of the [K2](#); and subsequent telephone kiosks. **It is one of only two Grade I listed monuments in London (the other being Karl Marx's tomb in Highgate).** Following vandalism in 1869 it was suggested that it should be relocated to the safety of Lincoln's Inn Fields. It was restored in 1996 by the Soane Monuments Trust and following further vandalism, restoration was carried out in 2000 - 01 as part of the London Borough of Camden's major restoration of St. Pancras Gardens, supported by the Heritage Lottery Fund.

The second impact Mr Blimp has highlighted is on Kings Cross Station. The latter is a sustained impact on Cubbitt's facade, which was part of the award winning multi-million restoration scheme and from a very public viewpoint along the A 50. The oblique view is perhaps even more dramatic than the one gained from the Euston Road.

It will be essential for these views to be properly addressed and appropriate further consultations carried out with Heritage England, The Georgian Group and the Victorian Society, before the application can be reported to the Development Control Committee, I'm sure you realise this. But it must be a matter of some little concern that if, as I understand, your report has recommended that the council grants consent, it has been written in ignorance of these further impacts. Any such report would have to be regarded as seriously flawed, as would any resultant determination, which is stating the painfully obvious. I seek your early assurance that you will require that this work will be undertaken.

I have to say that you appear to have a somewhat prejudiced view regarding blimps and their use. I have never claimed that they provided an 'impression' of any building. Rather from my practical experience in central London, they provide helpful spot markers, identifying locations from which other visual studies can then be undertaken. The fact that they may move around when demonstrating the approximate height and location of a large structure is of little import.

How can such a small object possibly give an 'impression' , simply ludicrous. But it is equally ludicrous, I would suggest, for Camden Council to think it can promote such a large structure in this sensitive location without having numerous harmful heritage impacts. The Heritage Hit scorecard does seem to be stacking up nicely. Of course if you are a 'heritage hater' and sadly there are such individuals around, then that is another matter. But sadly for them, LBC simply does not have the freedom or luxury to adopt such a position, even if some of its recent development control decisions would seem to suggest otherwise.

Finally. I must say that all the tremendous unpaid work that volunteers have done should have been undertaken by the council as part of its statutory duties. The thing that spurs us on is that we actually care!

Yours
Tony

Dear Tony,

Please could you send me any images that you have of the blimp and I will ask the applicant to respond with regards to any discrepancies with their CGIs. If these images are not yet ready, please could you let me know the timescales involved? As you know the committee is scheduled for 21st June and it would aid discussion if we received these soon.

We have not required the applicant provide a blimp as we do not consider that it provides an accurate impression of the proposed building, and that this is done much better by CGIs submitted by the applicant. If you provide those images we can ask the applicant to verify them.

Please note that for the 100 Avenue Road appeal decision, I note that the inspector stated:

"I would note that it was a windy day and the 'blimp' rarely flew vertically above its position, so its location would be to one side and vertical height not as measured. Therefore, it is my view that the photographs should be considered for general illustration only and not as a totally accurate representation of height or position."

Kind regards,

David

David Fowler
Principal Planning Officer

Telephone: 0207 974 2123



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From: Hopson, Mark
Sent: 16 May 2016 07:18
To: [REDACTED]

Cc: [REDACTED]
Subject: RE: Blimp flight tomorrow GREEN

Dear Tony,

Thank you for your email and update.

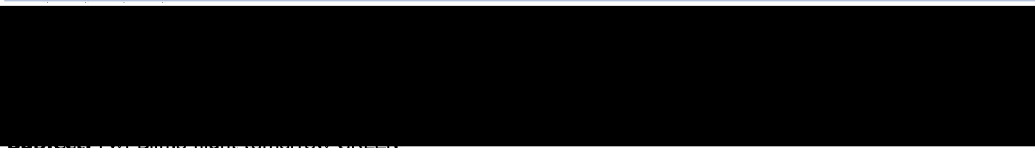
Given our application along with all the supporting CGI's and verified views are with the Planning Authority for evaluation, I think it is more appropriate for David Fowler to respond to you on this occasion.

Best wishes,

Mark

Mark Hopson
Senior Development Manager

Telephone: 020 7974 2986



Dear Mark,

Oddly this email landed in my inbox yesterday. I understand David Fowler attended the flight at some stage and assume he reported back to you?. Happily, I was joined by Bill Reed architect member of the Kings Cross CAAC last Wednesday and having an architectural background myself we were able to identify the correct position.

Clearly, the flight demonstrated just how inaccurate and misleading the high-tech views submitted are, which you, the case officer and Cllr Jones seem to put so much store, .. It is beyond

doubt that the impact studies will have now have to be undertaken afresh and a re-consultation undertaken. Almost, equally concerning is that the blimp highlighted the severely negative impact on the Grade 1 listed Kings Cross Station facade from the A 501, a view not previously identified.

Before the views are redone, it would seem essential for the council to commission a further blimp flight in accordance with its duty of care as set out in the NPPF, This would allow all interested parties to agree significant views. A great deal of time would have been saved for everyone. not to mention expense, If only this had been done in the first place

It would also seem appropriate, if I may suggest, for you to engage a new consultant as the current one has proved unsound. and we will find it very difficult to trust any further work they undertake on the old principle of: once bitten twice shy!

I must say I have been very impressed with the way the locals, both residents and conservation bodies have rallied around and spent a great deal of time, effort and cash to ensure this application is given the proper scrutiny that this special part of London blessed with heritage assets deserves.

Good wishes

Tony Tugnut.

PS We are currently collating the numerous blimp images we have and hope to make them available in the near future.

PPS Of course we would be happy to meet to discuss any of the above.