



GLIAS

Vice-President: Malcolm Tucker

Greater

London Industrial Archaeology Society

Alex Kresovic
Case Officer
Planning Services
London Borough of Camden
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London N1C 4AG
BY E-MAIL to Alex.Kresovic@camden.gov.uk

16 Oct 2022

Dear Mr Kresovic,

**Application Nos. 2022/3853/P and 2022/3940/L
Camden Lock Market West Yard and East Vaults, NW1 8NH**

The Greater London Industrial Archaeology Society objects as follows.

1) On the proposed 40-metre-diameter Ferris Wheel, this would severely intrude into views of the iconic former Interchange Warehouse, which is an outstanding industrial monument. Thereby it would distract and detract from the appreciation of this exceptional, Grade-2-listed building. Moreover, the building is a determining feature in the history and character of the Regent's Canal Conservation Area. While the application is for a five-year temporary consent, we can foresee repeating applications for the renewal of the consent, to the detriment of the visual character and ambience of the conservation area over a prolonged period.

2) The adaptations to the East Vaults, at the lowest floor level of the Interchange Warehouse, appear low-keyed and they should be beneficial to the sustainable use of the building. But they may damage some unique features of the building unless subjected to more rigorous control than is proposed. The warehouse made extensive use of hydraulic cranes to serve the railway platforms on the next level above the East Vaults, but these were stripped out when operational use ceased in the early 1970s (except for one partly mutilated example). The mountings of the cranes and their control mechanisms were beneath the jack-arches of the floor which forms the ceiling of the East Vaults and Dead Dog Basin. At this level the application documents have identified one surviving slewing mechanism above the area intended for refuse handling (and there may be others remaining above the basin, where the now inaccessible 'high-level timber decks' identified in section 4.1.7 of the DAS were built to give maintenance access to the mechanisms). But besides those mechanisms, several of the structural mountings on which the crane posts pivoted are remaining and they are at risk from the routing of some of the ventilation ducts shown in section 4.1.9 of the DAS. I identified some of these features in a report



that I wrote for British Waterways (predecessors of the CRT) when they owned the warehouse in 2010, and I attach that report with this letter. See the plan Fig.1 on page 12 of my report and photos of some crane-post support beams on page 28. On further pages There are photos of other important features such as fairleads for control cables. See the discussion in Section 4 of the report.

3) To protect these features we consider you should require the following measures as conditions:

- A detailed survey of the ceiling areas, to locate detailed features of interest to the past operation of the building.
- Proposals to reroute ducts and other services to avoid damaging these features.
- A methodology for protecting such features during construction.
- A separate buildings archaeological recording exercise, in greater detail than I was able to achieve in my one day's visit in 2010.
- An interpretative scheme for visitors.

4) I append for information a sketch cross-section of the warehouse, indicating the arrangement of structure, railway tracks and cranes. I would draw it to the developer's attention that the former railway siding near the centre of the East Vaults ('basement') is above the party floor division between the East Vaults and the leasehold tenancy above, and that may alter the feasibility of the ducts shown crossing that feature in section 4.1.9 of the DAS.

Yours sincerely

Malcolm Tucker

for the Greater London Industrial Archaeology Society

Encl: MTT Report Interchange Basement, for BW (2010)

