

Delegated Report		Analysis sheet		Expiry Date:		02/11/2012	
		N/A / attached		Consultation Expiry Date:		N/A	
Officer				Application Number(s)			
Miheer Mehta				2012/4717/P			
Application Address				Drawing Numbers			
Twyman House 31-39 Camden Road London NW1 9LR				Refer to Decision Notice			
PO 3/4		Area Team Signature		C&UD		Authorised Officer Signature	
Proposal(s)							
Submission of details pursuant to condition 20(b) (strategy for the transport of materials along the canal) of planning permission dated 22/09/2011 [ref 2011/2072/P for : 'Redevelopment of the site with the erection of a part 4/7/8 storey building, including lower ground level, comprising 54 residential units, 96 sq.m of either retail/professional & financial services/cafe at part lower ground floor level fronting canal and 111 sq.m of retail/cafe use at part ground floor level fronting Camden Road following the conversion of Pulse House and demolition of Twyman House' (abbreviated)].							
Recommendation(s):		Discharge condition					
Application Type:		Approval of Details					
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:		No. notified	00	No. of responses	00	No. of objections	00
				No. electronic	00		
Summary of consultation responses:		Canal and River Trust (previously British Waterways) – Provided justification as to why the initial decision during the planning application process to consider the use of waterbourne freight from the site was acceptable. The trust's third party works engineer considered a feasibility and concluded that the use of a large barge would not be safe.					
CAAC/Local groups* comments: *Please Specify		N/A					

Site Description

The irregularly shaped application site occupies an area of approximately 0.35 hectares and is located immediately north of the Regent's Canal at its junction with Camden Road, and has two main frontages, one on the canal towpath and one facing Camden Road. The site has two pedestrian accesses on its northern boundary to Bonny Street. The site is currently occupied by a number of commercial buildings which date back to the 1950s and 1960s, the largest being Twyman House which is six storeys and fronts Camden Road on the site's eastern boundary. An open delivery yard/parking area associated with Twyman House occupies the centre of the site and approximately a third of the canal frontage abutting the applicant site. The site forms part of the Regent's Canal Conservation Area.

Relevant History

Planning permission this condition relates to:

2011/2072/P - Redevelopment of the site with the erection of a part 4/7/8 storey building, including lower ground level, comprising 54 residential units (Use Class C3) (16 x one bed, 20 x two bed, 15 x three bed and 3 x four bed), 96 sq.m of either retail/professional & financial services/cafe (Use Classes A1/A2/A3) at part lower ground floor level fronting canal and 111 sq.m of retail/cafe use at part ground floor level fronting Camden Road, with associated hard and soft landscaping, cycle storage and 3 x disabled car parking bays off Bonny Street, following the conversion of Pulse House and demolition of Twyman House. Granted – 22/09/2011.

Relevant policies

The London Plan (2011)

London Plan Policy 7.26 – Increasing the use of the Blue Ribbon Network for Freight Transport

Assessment

Proposal: The application relates to approval of details pursuant to condition 20. The condition states:

“Submission of details pursuant to condition 20(b) (strategy for the transport of materials along the canal) of planning permission dated 22/09/2011 [ref 2011/2072/P for :'Redevelopment of the site with the erection of a part 4/7/8 storey building, including lower ground level, comprising 54 residential units, 96 sq.m of either retail/professional & financial services/cafe at part lower ground floor level fronting canal and 111 sq.m of retail/cafe use at part ground floor level fronting Camden Road following the conversion of Pulse House and demolition of Twyman House' (abbreviated)].”

Assessment: The applicant has submitted information from a third party engineer at the Canal and River Trust (formerly British Waterways) who confirms that the use of the canal would not be permitted as there are no moorings along this section of canal because there is no space to accommodate them. He also suggests that mooring a barge on the towpath at the development site would pose a navigational hazard.

During the initial planning application the Canal and River Trust did feel there was potential for waterborne freight, and the initial assessments from the developer had also felt positive that it would be feasible and intended to progress this further once they had chosen their contractor.

The Canal and River Trust did provide correspondence on this matter and confirmed, “once a full site assessment had been undertaken, including the condition of the waterway wall, the nature of the use of the waterway and towpath, and various site specific nuances, and when our Third Party Works Engineer was instructed on the works with the developer, he was able to assess it in more detail”.

The Third Party Works Engineer concluded that he did not think it would be safe for a large barge to be moored here, as sight distances are short, and to safely navigate the significant reductions in canal width at bridge coves, the boater must be able to use all the available space. A smaller barge may have been more appropriate, but we accept this would not have made using the waterborne transport worthwhile for the developer and this has not been pursued.

Given the information provided by the applicant and the information provided by the Canal and River Trust, it is clear that initially there was a possibility to use the canal to accommodate waterborne freight. Having reviewed the information, it is now clear that the use of large barges would not be possible for the reasons sited above; however, the use of smaller barges could be possible. This applicant states that this would not be viable and no analysis has been provided on this. It is also clear that the Canal and River Trust would consider when the uses are appropriate and have concluded that in this instance it would not be felt appropriate to use the canal.

In this instance, due to the constraints stated above and the opportunity to utilise the canal has been explored, it is considered that the condition can be discharged.

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