

<b>Delegated Report</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		16/07/2012	
		N/A / attached		<b>Consultation Expiry Date:</b>		21/06/2012	
<b>Officer</b>				<b>Application Number(s)</b>			
Richard Black				2012/2783/P			
<b>Application Address</b>				<b>Drawing Numbers</b>			
Twyman House 31-39 Camden Road London NW1 9LR				Refer to decision notice			
<b>PO 3/4</b>	<b>Area Team Signature</b>	<b>C&amp;UD</b>	<b>Authorised Officer Signature</b>				
<b>Proposal(s)</b>							
Details pursuant to condition 20(a) (canal feasibility study) of planning permission granted 22/09/11 subject to a S106 legal agreement (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 (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.							
<b>Recommendation(s):</b>		Grant approval of details (in part)					
<b>Application Type:</b>		Partial approval of details					
<b>Conditions or Reasons for Refusal:</b>		Refer to Draft Decision Notice					
<b>Informatives:</b>							
<b>Consultations</b>							
<b>Adjoining Occupiers:</b>		No. notified	00	No. of responses No. electronic	00 00	No. of objections	00
<b>Summary of consultation responses:</b>		N/A					
<b>CAAC/Local groups* comments:</b> <small>*Please Specify</small>		British Waterways Happy that applicant has considered canal and will consider proposals further once contractor in place.					
<b>Site Description</b>							
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

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

### LDF Core Strategy and Development Policies

CS5 – Managing the impact of growth and development  
CS18 – Dealing with our waste  
DP20 – Movement of goods and materials  
DP22 – Promoting sustainable design and construction  
DP25 – Conserving Camden's heritage  
DP26 – Managing the impact of development on occupiers and neighbours

## Assessment

### Proposal

The application relates to approval of details pursuant to condition 20(a) (canal feasibility study). The applicable condition states:

*"Prior to the commencement of development the following shall be submitted:*

*a) a feasibility study of the practicality and economic viability of utilising the canal for the transport of construction materials shall be submitted to and approved in writing by the Council (in consultation with British Waterways).*

*b) should the Council be satisfied that it would be feasible to utilise the canal for the transport of construction materials, the applicant shall submit a strategy for approval in writing prior to commencement of development. The construction of the development shall be carried out in accordance with the approved strategy.*

*Reason: To encourage the use of the canal for transporting waste and bulk materials in accordance with the requirements of policy CS18 of the London Borough of Camden Local Development Framework Core Strategy and policy DP20 of the London Borough of Camden Local Development Framework Development Policies."*

**Assessment:** The proposal investigates the feasibility of using the Regents Canal as a means of transporting materials to and from the site during the demolition and construction phases of the development. The feasibility study suggests that the removal of demolition waste by barge is feasible and that costs are anticipated to be comparable to road haulage. This is welcomed by Camden as it would mean a reduction in HGV trips on the Camden road network during the demolition phase. However, the strategy for the removal of demolition waste remains unclear. Ideally, all demolition waste will be removed by barge and transported along the Regents Canal to the recycling facility at Old Oak Wharf. This would contribute to a significant reduction in HGV trips to and from the site via the Camden road network (e.g. at least 2 HGV trips per day).

British Waterways have confirmed that they have been consulted and have confirmed they have no objection to the content of the feasibility study, they have asked that they are consulted during the preparation of the required strategy.

The Council are of the opinion that given the details of the feasibility study, that the canal should be utilised for the transport of construction materials (and demolition materials) and a strategy is to be submitted in accordance with condition 20 part B.

**Recommendation:** Grant partial approval of details - part A only.

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