**2014/4385/P, 101 Camley Street**

11th Aug 2014

1) Part of this site is actually within the Regents Canal Conservation Area and the rest immediately adjoining it.

The proposals will have major and damaging impacts on the character of the CA.

2) These impacts include the enormous change of scale and density, the loss of feel of openness and the canyon effect that will be created from proximity to No. 103 and, if approved, No. 102. The CA Appraisal and Management Statement (2008) notes at pages 5 and 12 the tranquil character of the canal’s existing spaces, which would here be lost.

3) A further impact is in the loss of informal greenery. The strip of land along the canal frontage here has mature trees and is the only piece of greenery on the offside along this reach of canal, contributing significantly to the canal’s tranquil character and its habitat for wildlife. The proposals would reduce this to a much narrower formal plot of grassland. The loss of trees at the southern apex of the site will be detrimental to the area, which is outside the CA but a pleasant link to the nearby St Pancras Gardens.

4). The existing industrial buildings on the site are simple, low and unobtrusive, set back from the frontages and screened by trees and walls. Thus they maintain the low-density character of the area and do not have a negative impact. The precedent set by the scale of these buildings should be followed.

5) The proposed canal footbridge will not add significantly to the canal’s amenities since there is Camley Street bridge very close by. It should not be counted as an advantage of the scheme. It will become a busy street but has no public facilities or retail uses planned by the schemes for 103.102 or 101 .

7) The development and the bridge will add significantly to the footfall on the canal towpath, which is already a problem . It will make no contribution to the canal’s maintenance costs.

8) The site occupies a mere 0.37 hectares yet approaching 500 residents and 280 office workers are projected as users. On-site parking is not proposed but incidental traffic must be generated, with significant impact of parked cars, movement of taxis etc in the surrounding streets. The amenities for the residents will be few – no local shops, no transport provision. Provision of social housing is small. To approve this scheme will ignore established principles of planning.

Anthony Richardson

Chair The Regents Canal Conservation Area Advisory Committee