

Georgiana Street, London NW1 0QS

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# Bangor Wharf



Report to accompany planning application:

Heritage & Townscape Appraisal  
KM Heritage

February 2016

# **Bangor Wharf**

Georgiana Street, London NW1 0QS

## **Heritage and townscape appraisal**

February 2016

Consultancy for the  
Historic Built Environment

**KMH**Heritage

## Contents

<b>1</b>	<b>Introduction .....</b>	<b>3</b>
	Purpose .....	3
	Organisation.....	3
	Author .....	4
<b>2</b>	<b>The site and its context .....</b>	<b>5</b>
	The history of the area and the site .....	5
	<i>The development of the area.....</i>	<i>5</i>
	<i>The Regent's Canal.....</i>	<i>7</i>
	<i>Bangor Wharf and surroundings.....</i>	<i>8</i>
	Heritage context .....	16
	<i>Conservation areas.....</i>	<i>16</i>
	<i>Listed structures.....</i>	<i>18</i>
	<i>Locally listed buildings.....</i>	<i>18</i>
	Townscape character and heritage significance .....	18
	<i>Definitions.....</i>	<i>18</i>
	<i>The conservation area appraisal .....</i>	<i>19</i>
	<i>Aesthetic significance.....</i>	<i>19</i>
	<i>Evidential, historical and communal significance.....</i>	<i>20</i>
<b>3</b>	<b>The policy context .....</b>	<b>21</b>
	The Planning (Listed Buildings and Conservation Areas) Act 1990 .....	21
	The National Planning Policy Framework .....	21
	Planning Practice Guidance .....	25
	Historic England's Good Practice Advice in Planning Notes.....	25
	The London Plan.....	26
	Camden Council's Local Development Framework.....	28
	Guidance on urban design and the historic built environment....	30
<b>4</b>	<b>The proposed development and its effect .....</b>	<b>34</b>
	The proposed scheme .....	34
	Effect on heritage significance and townscape character.....	35
	Conclusion .....	38
<b>5</b>	<b>Compliance with policy and guidance .....</b>	<b>40</b>
	The Planning (Listed Buildings and Conservation Areas) Act 1990 .....	40

The level of ‘harm’ caused by the proposed scheme to heritage assets.....42

The balance of ‘harm’ versus benefit.....43

The National Planning Policy Framework .....43

Regional Policy: the London Plan .....44

Camden’s Local Development Framework .....45

Guidance.....46

**6 Summary and conclusion .....47**

**Appendix A: Location .....48**

**Appendix B: Historical mapping.....52**

**Appendix C: Historical building plans .....57**

# 1 Introduction

- 1.1 This report has been prepared on behalf of One Housing Group in support of a planning application for the redevelopment of the site at Bangor Wharf, Georgiana Street, London NW1 0QS. The development will provide a mix of 46 apartments and 686 square metres of B1a space.

## Purpose

- 1.2 The purpose of the report is to assess the effect of the proposed scheme on townscape quality and the heritage significance of heritage assets in the vicinity of Bangor Wharf and to measure that effect against national and local policies relating to urban design and the historic built environment.
- 1.3 The proposed development is for:
- Redevelopment of site to create a residential-led mixed-use development comprising 46 residential units (Use Class C3) (18 x 1 bed, 19 x 2 bed and 9 x 3 bed), new office floor space (Use Class B1a) (686 sq.m) with associated works to highways and landscaping following demolition of existing buildings*
- 1.4 This report should be read in conjunction with the drawings and Design & Access Statement prepared by TM Architects and other application documents.

## Organisation

- 1.5 This introduction is followed by an assessment of the site and of the nature and significance of heritage assets in the vicinity of the development site, and a description in Section 3 of the national and local policy and guidance that is relevant to this matter. Section 4 describes the proposed development and its effects. Section 5 assesses the proposed development against policy and guidance. Section 6 contains a conclusion.

### **Author**

- 1.6 The author of this report is Kevin Murphy B.Arch MUBC RIBA IHBC. He was an Inspector of Historic Buildings in the London Region of English Heritage and dealt with a range of major projects involving listed buildings and conservation areas in London. Prior to this, he had been a conservation officer with the London Borough of Southwark, and was Head of Conservation and Design at Hackney Council between 1997 and 1999. He trained and worked as an architect, and has a specialist qualification in urban and building conservation.
- 1.7 Historical research and assistance for this report was provided by Dr Ann Robey FSA, a conservation and heritage professional with over twenty years experience. She has worked for leading national bodies as well as smaller local organizations and charities. She is a researcher and writer specialising in architectural, social and economic history, with a publication record that includes books, articles, exhibitions and collaborative research.

## **2 The site and its context**

- 2.1 This section of the report describes the site and its context, and provides an assessment of its heritage significance and townscape character. Historical Ordnance Survey mapping is contained in Appendix B, and historical building plans are contained in appendix C.
- 2.2 The site location and the appearance of the existing conditions in and around the site are illustrated in the Design & Access Statement.

### **The history of the area and the site**

#### *The development of the area<sup>1</sup>*

- 2.3 The settlements of St Pancras and Battle Bridge first appeared during the medieval period. The former developed in the vicinity of the St. Pancras Old Church, which was rebuilt during the 12th Century and served the Parish of St Pancras, which covered an area extending from Hampstead and Highgate in the north to Bloomsbury and Tottenham Court Road to the south. The church was situated on a hill overlooking the River Fleet (culverted beneath Pancras Road in 1825), and the settlement developed in its vicinity. By the 13th Century most activities in the parish had migrated to the Kentish Town area. St Pancras Old Church fell into disrepair and remained neglected until its enlargement and restoration in 1848 by A.D. Gough and R.L. Roumieu.
- 2.4 The settlement of Battle Bridge developed, and inherited its name from, the point where the ancient highway of Maiden Lane (now York Way) crossed the River Fleet. Until the early 19th Century, the river dominated the locality's topography and bisected the area, flowing along the western side of Pancras Road before turning eastwards towards Gray's Inn Road. St Pancras and Battle Bridge

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<sup>1</sup> Information in this section is drawn from the *King's Cross Conservation Area Statement*, Camden Council, June 2004 and the *Regents Canal conservation area appraisal and management strategy*, Camden Council, September 2008

remained were surrounded by open fields until the mid-18th Century.

- 2.5 The construction of the New Road (now Euston Road) between Paddington and Islington from 1756 acted as a stimulus for development on the northern edge of the Georgian city. Other developments in the area during this period include the Small Pox Hospital, which was built in 1767 on land north-west of Battle Bridge, now occupied by King's Cross Station, the Fever Hospital constructed next to it in 1802, and the Royal Veterinary College in 1791. At the southern end of Pancras Way, a workhouse was also built in 1809; it was rebuilt and its infirmary accommodation enlarged after 1880. That site is now occupied by St Pancras Hospital. The area between the two later stations was developed with residential streets during the late 18th and early 19th centuries. In advance of development, the fields were used for brick making.
- 2.6 The Regent's Canal was completed in 1820 (see below), connecting the River Thames at Limehouse with the Grand Junction Canal in Paddington. The canal was lined with larger and more frequent lateral basins and wharves than at present and its arrival in King's Cross prompted the rapid and extensive development of industrial buildings connected with transport and trade. Several industrial companies, including the Imperial Gas Light and Coke Company, established themselves in the area during the 1820s. Residential development in the area intensified during this period. Suffolk Street and Norfolk Street were laid out in the vicinity of the gas works during the early to mid 19th Century, expanding on the late 18th century residential areas. Several streets in Somers Town, to the west and north of St Pancras Gardens, including Medburn Street, Goldington Street and Goldington Crescent, were laid out during the 1840s with three-storey terraced houses, some of which have survived subsequent redevelopment and Second World War bombing.



### *The Regent's Canal<sup>2</sup>*

- 2.7 The completion of the Paddington Branch of the Grand Junction Canal in 1801, linking London to the Midlands, led to a proposal to link Paddington to the London Docks at Wapping on the River Thames. From its beginnings the route of the canal was determined largely as a result of conflicts with land owners, whilst technical problems with tunnel construction and lock design led to considerable delays and escalation in costs. By the middle of 1815 the canal was largely completed as far as Hampstead Road Locks (Camden Lock) but at this point it encountered financial difficulties. It was not until mid-1818 that work on the section of the canal between Maiden Lane Bridge (York Way) and Hampstead Road Locks (Camden High Street) finally began. The bridge at Maiden Lane was constructed in 1818 and three of the locks and most of the bridges during 1819, with St Pancras Lock was completed in 1820.
- 2.8 The surface width of the canal varies from 40 and 50 feet 14 and 17 metres. It originally had earth banks but these were subsequently lined with ragstone walls in 1832. This stone revetment or banking survives in many locations but copings have been replaced in concrete. In others the banking has been replaced by steel sheeting. Water for the canal was originally to have been provided from a pumping station on the banks of the River Thames at Chelsea, but instead, water was supplied from the Welsh Harp Reservoir at Hendon. This was supplemented in the late 19th century by back-pumping up the canal from Limehouse – the lock cottage at St Pancras is a conversion of one of the lock-side pumping stations. The canal has a series of double locks along its length, which can take either a broad boat or two narrow boats side to side. The lock system adopted was in part a water saving device with nearly half of the water transferred from one chamber to the other when a lock was worked, rather

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<sup>2</sup> Information in this section is drawn from the *Regents Canal conservation area appraisal and management strategy*, Camden Council, September 2008

than all being lost to the next lower level. To assist the operation of the locks and to avoid potential flooding the lower reaches of the canal, all the locks were manned. At its peak, lock keepers would work a continuous shift system.

- 2.9 By 1830 the canal was carrying half a million tons of goods per annum, a million tons by 1850 and 1.4 million tons in 1876. By the 1840's the canal was carrying coal, bricks, building materials, grain, hay, cheese, chemicals, beer and most other products to numerous wharves along its length. The Imperial Gas Light and Coke Company generated substantial trade in coal on the canal, brought up from the canal dock at Limehouse, as even after the development of the railways most coal from the north east of England was transported by ship. Coal traffic was maintained to Kensal Green gasworks and was boosted by the opening of electricity generating stations at St Pancras and St John's Wood and others further west in the early 20th century. These remained in operation until the opening of Battersea Power Station in the 1930s. From the 1880s until World War 1, a million tons were carried each year, declining to 0.7 million tons by 1927. After the Second World War that the canal business went into irreversible decline. By the late 1960s the last commercial traffic passed on the canal, although it remained in use for leisure purposes.

*Bangor Wharf and surroundings*

- 2.10 Bangor Wharf is located between the Regent's Canal and Georgiana Street, to the south of Eagle Wharf and the east of Royal College Street. Georgiana Street connects to the Gray's Inn Bridge over the canal, which forms part of St Pancras Way.
- 2.11 Royal College Street (originally simply 'College Street') was laid out in the 1830s, extending north from Pancras Road towards Camden Road. It takes its name from the Royal Veterinary College, and the present buildings on the eastern side of the street near its junction with Pancras

Road were built in the 1930s to replace the original late 18<sup>th</sup> century buildings of the college.

- 2.12 Georgiana Street, linking Royal College Street and St Pancras Way (originally Kings Road) was first called Parliament Street. The terraced houses that now line the northern parts of Royal College Street were developed gradually during the 1840s and 1850s; by the 1860s, the street was built up on both sides along its length (Figures 1 and 2)



Figure 1: Greenwood's map, 1830. Site indicated in red (approximate)



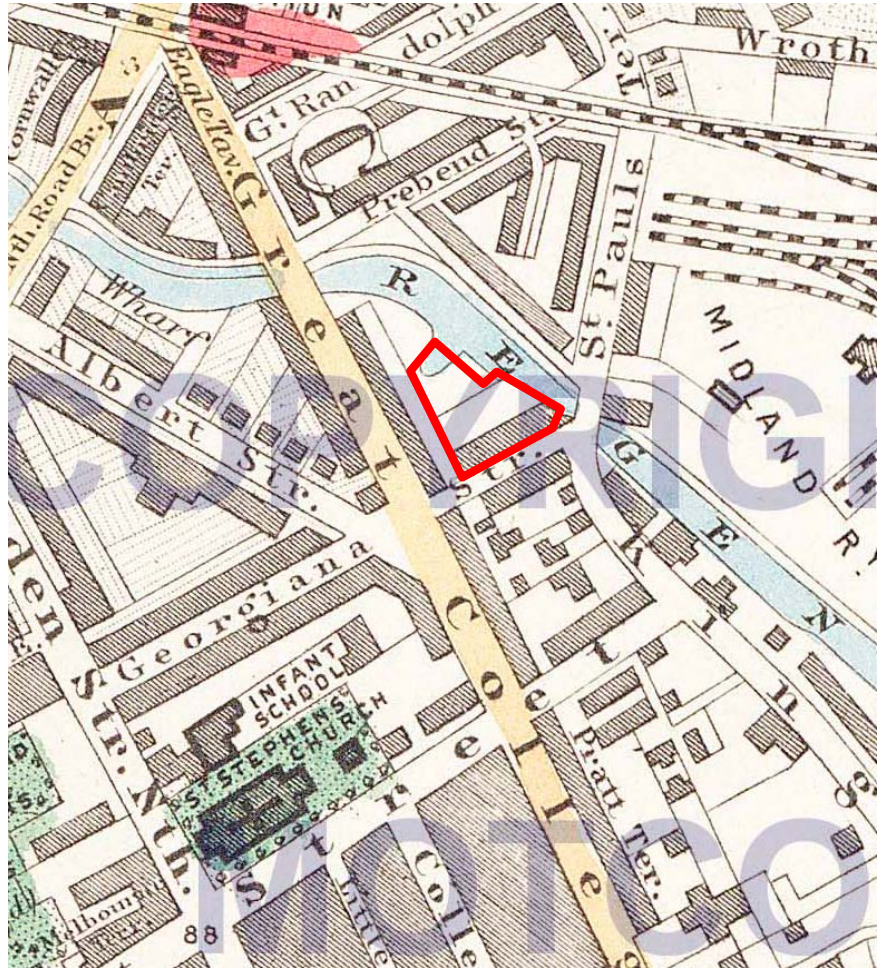


Figure 2: Stanford, 1862. Site indicated in red (approximate)

- 2.13 By the 1860s, the northern side of what had now become Georgiana Street was developed with built form. The mid 1870s OS mapping shows the houses on Royal College Street with gardens behind, a single long building on the northern side of Georgiana Street, and various other buildings ranged against the rear garden walls to Royal College Street. Bangor Wharf is separated from Eagle Wharf to the north by an inlet dock. This situation has altered slightly by the 1890s, when a gap has opened on the northern side of Georgiana Street and further buildings have appeared within the site. This situation persists throughout the early part of the 20<sup>th</sup> century, during which period the incinerator was built to the south of Georgiana Street. A cobbled ramp existed to

provide access a tunnel under the road, connecting to what was known as the St Pancras Destructor (See Figure 6). The tunnel is located beneath the bridge approach. This brick structure and the access ramp survive.

- 2.14 In 1914, the site is shown as being in the possession of St Pancras Borough Council. The site suffered general blast damage/serious damage in wartime bombing, along with the adjacent terrace on Royal College Street (Figure 3). By the end of the war, the L-shaped building that now occupies the western part of the site has appeared (Figure 3), though this has been altered since then. The dock separating Bangor Wharf from Eagle Wharf was infilled sometime in the late 1950s.





Figure 3: World War II bomb damage at Bangor Wharf and surroundings

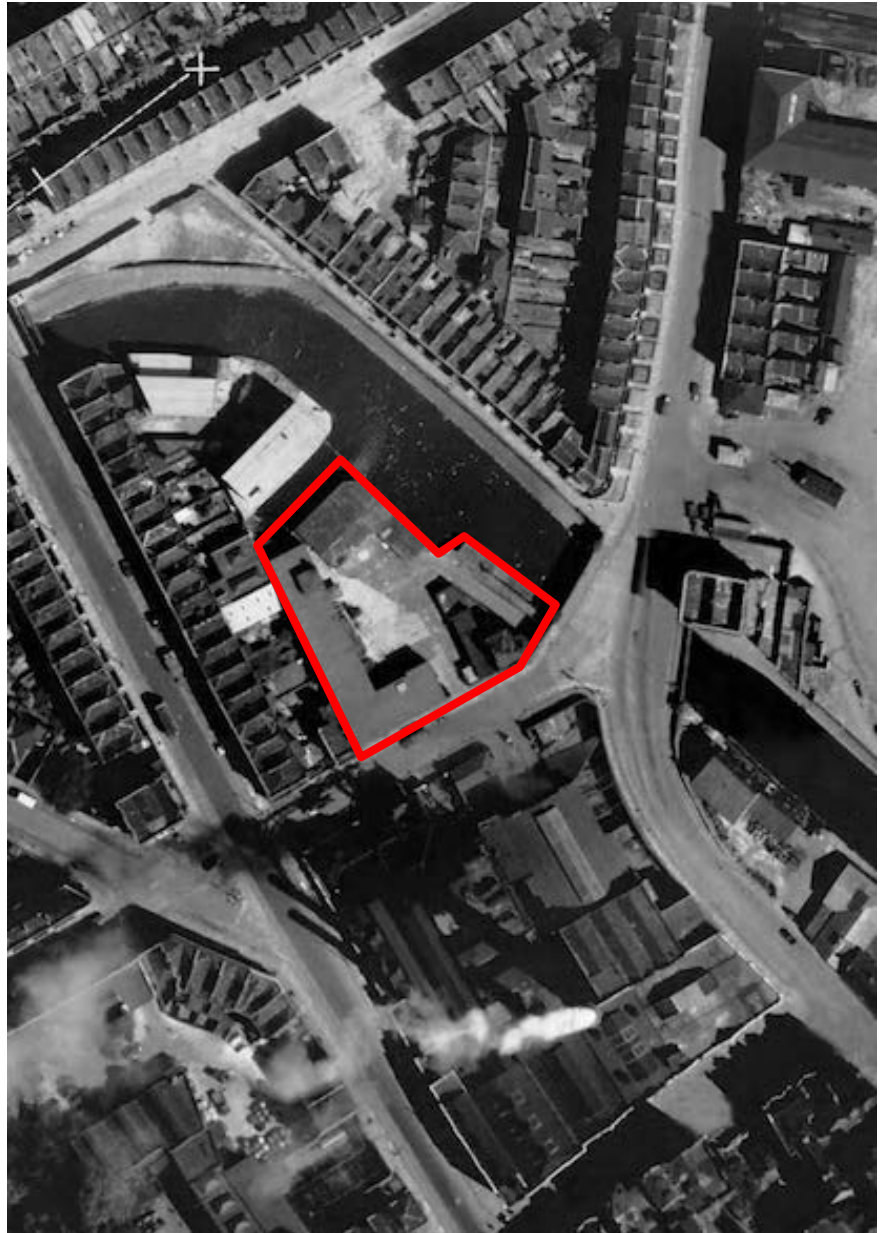


Figure 4: 1940s aerial photography



Figure 5: detail of Figure 4

- 2.15 During the 1960s the site passed to the ownership of the London Electricity Board (Figure 6 and Appendix C) and is shown in a variety of uses - office, workshop, etc. At some point since then, structures at the eastern corner of the site, next to the bridge, have been demolished. The site of the former St Pancras Generating Station to the south between Georgiana Street and Pratt Street (not to be confused with that in Stanhope Street, to the east of York way) was redeveloped as two storey industrial units sometime after the 1960s. The land between St Pancras way and the canal to the southeast of the Gray's Inn Bridge has been redeveloped in recent years.



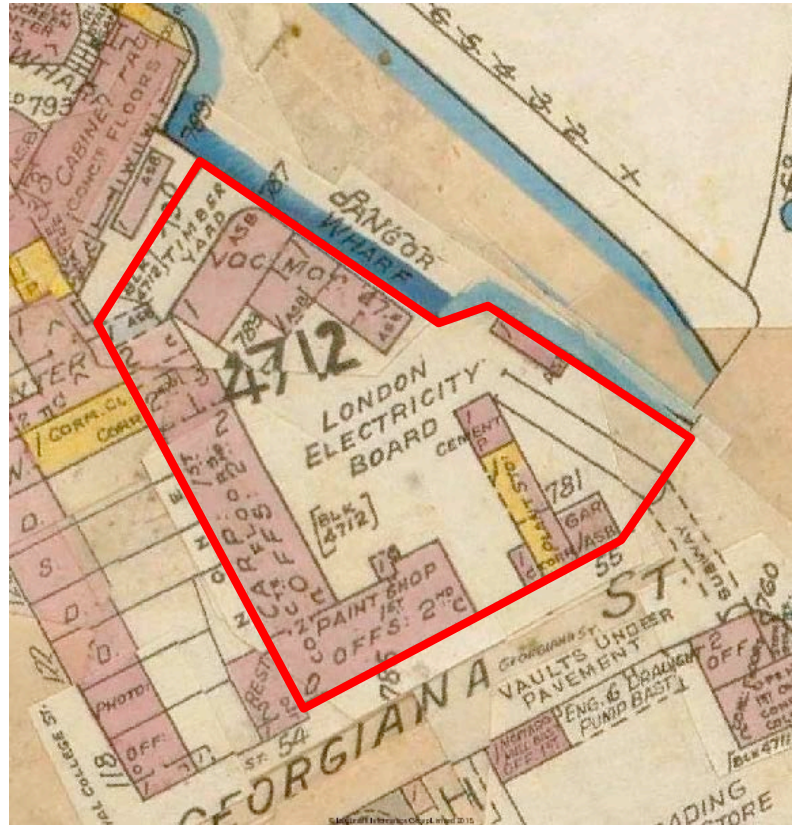


Figure 6: Goad insurance map, 1967

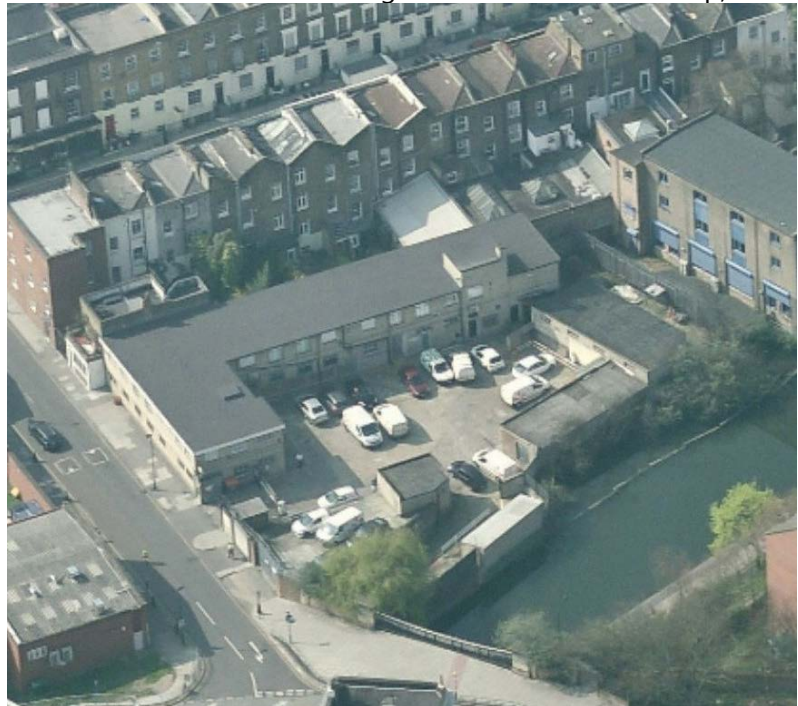


Figure 7: the site now

- 2.16 The Fleet Sewer runs diagonally across the south eastern corner of the site, roughly parallel to the bridge approach. Development in the area by the early 19<sup>th</sup> century resulted in the enclosure of the open River Fleet, which rises in Hampstead and discharges into the Thames near Blackfriars.

### **Heritage context**

- 2.17 This section describes the heritage assets in the vicinity of Bangor Wharf.

#### *Conservation areas*

- 2.18 The site is located in Sub Area 2 of the Regent's Canal Conservation Area. The boundary of the conservation area runs along the rear boundaries of the properties at 118-142 Royal College Street, but includes 144 Royal College Street and Eagle Wharf while excluding 54 Georgiana Street. The boundary includes the north bank of the canal up to the front elevations of the apartment buildings on that side, and the Constitution pub. Figures 8 illustrates the conservation area boundaries



Figure 8: The Regent's Canal Conservation Area in the vicinity of Bangor Wharf (©London Borough of Camden)

- 2.19 The Regent's Canal Conservation Area was initially designated as a conservation area on 25th April 1974 with subsequent extensions approved on 16th June 1981 (Stable Buildings and Stanley Sidings), 14th June 1983 (King's Cross Goods Yard), 20th March 1984 (part of Bonny Street, Camden Street; the Waterside Centre, Suffolk Wharf Jamestown Road, Wharf Road, Camley Street and Goods Way) and 18th June 1985 (King's Cross Goods Yard). The boundary was adjusted in 2004 following the publication of the current King's Cross Conservation Area Statement. The current conservation area appraisal was adopted on September 2008.

- 2.20 The conservation area appraisal identifies the College Street Bridge, 'the former forage warehouse at Eagle Wharf and former dock', and the Gray's Inn Bridge as making a positive contribution to the character and appearance of the conservation area.

*Listed structures*

- 2.21 The nearest listed buildings to the site are Grade II 165-181 Royal College Street and their attached railings, on the western side of Royal College Street north of Georgiana Street.

*Locally listed buildings*

- 2.22 '120-136 & 140 -142 (even) Royal College Street' are included in Camden's Adopted Local List as having 'Architectural and Townscape Significance'. They are described as follows:

*Very degraded terrace of mid 19th century townhouses, significant for their architectural type and group value particularly their unbroken roofline. Have fragments of original detailing along the terrace in the form of window architraves, ground floor rustication, iron balconettes to first floor windows and pilasters and console brackets of former shopfronts which are important in referring to the original quality of this terrace. Provides a historic setting for the contemporary listed terrace opposite and in views out of Regents Canal Conservation Area to the north.*

## **Townscape character and heritage significance**

*Definitions*

- 2.23 The listed buildings, conservation areas and registered landscapes are 'designated heritage assets', as defined by the National Planning Policy Framework (NPPF). Locally listed buildings are 'non-designated heritage assets'. 'Significance' is defined in the NPPF as 'the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic'. The English Heritage

‘Planning for the Historic Environment Practice Guide’ puts it slightly differently – as ‘the sum of its architectural, historic, artistic or archaeological interest’.

- 2.24 ‘Conservation Principles, Policies and Guidance for the sustainable management of the historic environment’ (English Heritage, April 2008) describes a number of ‘heritage values’ that may be present in a ‘significant place’. These are evidential, historical, aesthetic and communal value.

*The conservation area appraisal*

- 2.25 The conservation area appraisal says of the ‘College Street Bridge to Gray’s Inn Bridge’ section of the Sub Area:

*Beyond College Street Bridge (Royal College Street) is one of the largest open planted sections to the canal, the steep bank rising up from the towpath with trees at the top of the bank forming a valuable visual containment. On the opposite bank is an excellent example of the reinstatement of a historic canalside warehouse building at Eagle Wharf, whilst the depot site adjacent at Bangor Wharf provides an excellent opportunity for enhancement. The latter’s yard area retains extensive areas of granite setts which should be retained or re-used in any development. The canal dock which formerly served these wharfs is partially filled, and could be enhanced.*

*Aesthetic significance*

- 2.26 The present buildings on the site appear to date from, at the earliest, the immediate post-war period and are of no architectural or townscape merit - there is no particular urban grain of any note or value on the site that contributes to the character and appearance of the conservation area. The L-shaped building is entirely utilitarian and bland in appearance, and though over fifty years old, possesses no distinctive appearance that would link it to any specific period in that timeframe. The other structures on the site are of no value whatsoever. The site is self-evidently lacking in any contribution to Regent’s Canal Conservation Area. Indeed the opposite is true - in



our opinion, the site in its present state detracts from the conservation area and the setting of the locally listed buildings to the west. The conservation area appraisal correctly identifies the site as an opportunity for the enhancement of the conservation area.

*Evidential, historical and communal significance*

- 2.27 Historical value is described as being illustrative or associative. The older buildings and structures that surround the site of Bangor Wharf have evident historic interest that is both illustrative or associative. Both the individual structures (whether buildings or engineering structures) and the relationship to each other illustrate the development of the area north of the Euston Road and along the Regent's Canal during the 19<sup>th</sup>, 20<sup>th</sup> and 21<sup>st</sup> centuries. The buildings, streetscape and structures of the area as a whole tell us about the transformation of the northern edges of London in the 18<sup>th</sup> century from countryside to suburb by means of speculative development, and the evolution from this conventional early 19<sup>th</sup> century landscape of houses and streets to one dominated by transport, trade and production in the form of the canal, railways, stations and other industrial structures. This environment has, in turn, evolved into the post-industrial scene that we now experience - a 21<sup>st</sup> century world of high-speed transport, work and leisure, and, once again, living. Within this overall framework, the area has historic significance for the manifestations of earlier history - the former Workhouse, St Pancras Church and so on.
- 2.28 Bangor Wharf has some very minor and purely evidential and illustrative value in that it shows how the area evolved and how change was accommodated in the post-war era. This value clearly measures low in an overall assessment of heritage and townscape significance, and is outweighed by the negative aesthetic value of the existing structures on the site.

### 3 The policy context

- 3.1 This section of the report briefly sets out the range of national and local policy and guidance relevant to the consideration of change in the built environment.

#### **The Planning (Listed Buildings and Conservation Areas) Act 1990**

- 3.2 The legislation governing listed buildings and conservation areas is the Planning (Listed Buildings and Conservation Areas) Act 1990 ('the Act'). Section 66(1) of the Act requires decision makers to 'have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses' when determining applications which affect a listed building or its setting. Section 72(1) of the Act requires decision makers with respect to any buildings or other land in a conservation area to pay 'special attention... to the desirability of preserving or enhancing the character or appearance of that area'.

#### **The National Planning Policy Framework**

- 3.3 Paragraph 56 of the NPPF says that 'the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'.
- 3.4 Paragraph 60 says:
- Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.*
- 3.5 Paragraph 61 continues:

*Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.*

- 3.6 Paragraph 63 says that ‘In determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area’.

- 3.7 The NPPF says at Paragraph 128 that:

*In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance.*

- 3.8 A description and analysis of the heritage and townscape significance of Bangor Wharf and its surroundings, and its context is provided in this report.

- 3.9 The NPPF also requires local planning authorities to ‘identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset’s conservation and any aspect of the proposal’.

- 3.10 At Paragraph 131, the NPPF says that:

*In determining planning applications, local planning authorities should take account of:*



- *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- *the desirability of new development making a positive contribution to local character and distinctiveness.*

3.11 Paragraph 132 advises local planning authorities that ‘When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting’.

3.12 The NPPF says at Paragraph 133 ‘Good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning.’ Paragraph 133 says:

*Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:*

- *the nature of the heritage asset prevents all reasonable uses of the site; and*
- *no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
- *conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and*

- *the harm or loss is outweighed by the benefit of bringing the site back into use.*

- 3.13 Paragraph 134 says that ‘Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.
- 3.14 Further advice within Section 12 of the NPPF urges local planning authorities to take into account the effect of an application on the significance of a non-designated heritage asset when determining the application. It says that ‘In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset’.
- 3.15 Paragraph 137 of the NPPF advises local planning authorities to ‘look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably’.
- 3.16 Paragraph 138 says that:
- Not all elements of a World Heritage Site or Conservation Area will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 133 or less than substantial harm under paragraph 134, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.*

### **Planning Practice Guidance**

- 3.17 In 2014 the government published new streamlined planning practice guidance for the National Planning Policy Framework and the planning system. It includes guidance on matters relating to protecting the historic environment in the section entitled ‘Conserving and Enhancing the Historic Environment’. It is subdivided into sections giving specific advice in the following areas:
- Historic Environment Policy and Legislation
  - Heritage in Local Plans
  - Decision-taking: Historic Environment
  - Designated Heritage Assets
  - Non-Designated Assets
  - Heritage Consent Processes and
  - Consultation Requirements
- 3.18 Specific aspects of Planning Practice Guidance in relation to the historic built environment will be referred to later in this report.

### **Historic England’s Good Practice Advice in Planning Notes**

- 3.19 The NPPF incorporates many of the essential concepts in Planning Policy Statement 5 ‘Planning for the Historic Environment’. PPS5 was accompanied by a ‘Planning for the Historic Environment Practice Guide’, published by English Heritage ‘to help practitioners implement the policy, including the legislative requirements that underpin it’. In the light of the introduction of the NPPF, Good Practice Advice notes 1, 2 and 3 supersede the PPS 5 Practice Guide, which was been withdrawn on 27 March 2015. These notes are:

- Historic Environment Good Practice Advice in Planning Note 1: The Historic Environment in Local Plans
- Historic Environment Good Practice Advice in Planning Note 2: Managing Significance in Decision-Taking in the Historic Environment
- Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets

3.20 The advice provided in the notes largely echo that of the former Practice Guide. At Paragraph 26, Practice Note 2 says:

*Successful sustainable development achieves economic, social and environmental gains jointly and simultaneously through planning decisions (NPPF, Paragraph 8 ). If there is any apparent conflict between the proposed development and the conservation of a heritage asset then the decision-maker might need to consider whether alternative means of delivering the development benefits could achieve a more sustainable result, before proceeding to weigh benefits against any harm.*

### **The London Plan**

3.21 The London Plan 2015 (consolidated with alterations since 2011) is the current the spatial development strategy for London. This document, published in March 2015, is consolidated with all the alterations to the London Plan since 2011. The previous London Plan was published on 22 July 2011. It contains various policies relating to architecture, urban design and the historic built environment.

3.22 Policy 7.4 deals with ‘Local character’, and says that a development should allow ‘buildings and structures that make a positive contribution to the character of a place, to influence the future character of the area’ and be ‘informed by the surrounding historic environment’.

3.23 Policy 7.8 deals with ‘Heritage assets and archaeology’, and says:

*A London’s heritage assets and historic environment, including listed buildings, registered historic parks and gardens and other natural and historic landscapes, conservation areas, World Heritage Sites, registered battlefields, scheduled monuments, archaeological remains and memorials should be identified, so that the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping can be taken into account.*

*B Development should incorporate measures that identify, record, interpret, protect and, where appropriate, present the site’s archaeology.*

*C Development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate.*

*D Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.*

*E New development should make provision for the protection of archaeological resources, landscapes and significant memorials. The physical assets should, where possible, be made available to the public on-site. Where the archaeological asset or memorial cannot be preserved or managed on-site, provision must be made for the investigation, understanding, recording, dissemination and archiving of that asset.*

3.24 Policy 7.9 deals with ‘Heritage-led regeneration’, and says:

*A Regeneration schemes should identify and make use of heritage assets and reinforce the qualities that make them significant so they can help stimulate environmental, economic and community regeneration. This includes buildings, landscape features, views, Blue Ribbon Network and public realm.*

*B The significance of heritage assets should be assessed when development is proposed and schemes designed so*

*that the heritage significance is recognised both in their own right and as catalysts for regeneration. Wherever possible heritage assets (including buildings at risk) should be repaired, restored and put to a suitable and viable use that is consistent with their conservation and the establishment and maintenance of sustainable communities and economic vitality.*

### **Camden Council's Local Development Framework**

- 3.25 Camden Council adopted its Core Strategy and Development Policies on 8 November 2010. Core Strategy Policy CS14 deals with 'Promoting high quality places and conserving our heritage' and says:

*'The Council will ensure that Camden's places and buildings are attractive, safe and easy to use by:*

- a) requiring development of the highest standard of design that respects local context and character;*
- b) preserving and enhancing Camden's rich and diverse heritage assets and their settings, including conservation areas, listed buildings, archaeological remains, scheduled ancient monuments and historic parks and gardens;*
- c) promoting high quality landscaping and works to streets and public spaces;*
- d) seeking the highest standards of access in all buildings and places and requiring schemes to be designed to be inclusive and accessible;*
- e) protecting important views of St Paul's Cathedral and the Palace of Westminster from sites inside and outside the borough and protecting important local views'.*

- 3.26 The commentary to the policy says:

*'Our overall strategy is to sustainably manage growth in Camden so it meets our needs for homes, jobs and services in a way that conserves and enhances the features that make the borough such an attractive place to live, work and visit. Policy CS14 plays a key part in achieving this by setting out our approach to conserving*

*and, where possible, enhancing our heritage and valued places, and to ensuring that development is of the highest standard and reflects, and where possible improves, its local area'*

3.27 It goes on to say

*'Development schemes should improve the quality of buildings, landscaping and the street environment and, through this, improve the experience of the borough for residents and visitors'*

3.28 Regarding Camden's heritage, the Core Strategy refers to Policy DP25 in Camden Development Policies as providing more detailed guidance on the Council's approach to protecting and enriching the range of features that make up the built heritage of the borough.

3.29 Policy DP25 is as follows:

*Conservation areas*

*In order to maintain the character of Camden's conservation areas, the Council will:*

*a) take account of conservation area statements, appraisals and management plans when assessing applications within conservation areas;*

*b) only permit development within conservation areas that preserves and enhances the character and appearance of the area;*

*c) prevent the total or substantial demolition of an unlisted building that makes a positive contribution to the character or appearance of a conservation area where this harms the character or appearance of the conservation area, unless exceptional circumstances are shown that outweigh the case for retention;*

*d) not permit development outside of a conservation area that causes harm to the character and appearance of that conservation area; and*

*e) preserve trees and garden spaces which contribute to the character of a conservation area and which provide a setting for Camden's architectural heritage.*

*Listed buildings*

*To preserve or enhance the borough's listed buildings, the Council will:*

*e) prevent the total or substantial demolition of a listed building unless exceptional circumstances are shown that outweigh the case for retention;*

*f) only grant consent for a change of use or alterations and extensions to a listed building where it considers this would not cause harm to the special interest of the building; and*

*g) not permit development that it considers would cause harm to the setting of a listed building.*

*Archaeology*

*The Council will protect remains of archaeological importance by ensuring acceptable measures are taken to preserve them and their setting, including physical preservation, where appropriate.*

*Other heritage assets*

*The Council will seek to protect other heritage assets including Parks and Gardens of Special Historic Interest and London Squares.*

**Guidance on urban design and the historic built environment**

- 3.30 The English Heritage/CABE (now the Design Council) guidance 'Building in Context' gives guidance on the design of new development which affects the historic environment, and particularly conservation areas. It sets out good practice guidance on the design of new development in historic areas. It has subsequently been



developed by Historic England and Design Council into a dedicated website on Building in Context<sup>3</sup>.

3.31 The eight Building in Context principles are:

- *A successful project will start with an assessment of the value of retaining what is there.*
- *A successful project will relate to the geography and history of the place and lie of the land.*
- *A successful project will be informed by its own significance so that its character and identity will be appropriate to its use and context.*
- *A successful project will sit happily in the pattern of existing development and the routes through and around it.*
- *A successful project will respect important views.*
- *A successful project will respect the scale of neighbouring buildings.*
- *A successful project will use materials and building methods which are as high quality as those used in existing buildings.*
- *A successful project will create new views and juxtapositions which add to the variety and texture of the setting.*

3.32 The guidance explains the importance of basing designs on thorough analysis of the context, and warns against the application of simple formulae such as 'fitting in' or 'contrasting the new with the old'. It advises that successful projects will:

- Relate well to the geography and history of the place and the lie of the land;
- Sit happily in the pattern of existing development and routes through and around it;
- Respect important views;

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<sup>3</sup> <http://www.building-in-context.org/>

- Respect the scale of neighbouring buildings;
- Use materials and building methods which are as high in quality as those used in existing buildings; and
- Create new views and juxtapositions that add to the variety and texture of the setting.

3.33 The guidance contains a number of case studies and draws a number of specific conclusions from them:

- The best buildings result from a creative dialogue between the architect, client, local planning authority and others; pre-application discussions are essential;
- The local planning authority and other consultees can insist on good architecture and help to achieve it;
- Difficult sites should generate good architecture, and are not an excuse for not achieving it;
- With skill and care, it is possible to accommodate large modern uses within the grain of historic settings;
- High environmental standards can help generate good architecture;
- Sensitivity to context and the use of traditional materials are not incompatible with contemporary architecture;
- Good design does not stop at the front door, but extends into public areas beyond the building;
- High-density housing does not necessarily involve building high or disrupting the urban grain and it can be commercially highly successful;

- Successful architecture can be produced either by following historic precedents closely, by adapting them or by contrasting with them;
- In a diverse context a contemporary building may be less visually intrusive than one making a failed attempt to follow historic precedents.

## **4 The proposed development and its effect**

- 4.1 This section of the report describes the proposed scheme for the site of Bangor Wharf and its effect on the heritage significance and townscape character described in the previous section.
- 4.2 The proposed scheme is illustrated in the drawings and Design & Access Statement prepared by TM Architects.

### **The proposed scheme**

- 4.3 The proposed scheme will replace the existing buildings and structures on the site with new built form arranged around a central courtyard, open to the canal on the eastern side of the site. The site will, as at present, be accessed from Georgiana Street. The ground level of the scheme is occupied by B1 use except for three residential units: two on the canal adjacent to Eagle Wharf and one opening off the courtyard.
- 4.4 The built form proposed for the site is broken down into three separate buildings, expressed as two built forms. The majority of built form is arranged along Georgiana Street or on the northern part of the site next to Eagle Wharf. Block A is at the left hand end of the Georgiana Street frontage, Block B at the right hand end next to the bridge. Block C sits on the northern side of the courtyard. Block A contains affordable housing, Blocks B and C contain private and intermediate housing. Block A is connected to Block C by a building with a residential unit at ground floor with a mezzanine level of B1 accommodation above. Blocks A and B are expressed as one building, creating a new elevation to Georgiana Street.
- 4.5 Block C is set back from the terrace of locally listed buildings on Royal College Street to the west above first floor. Private terraces separate Block C from the rear garden walls of the Royal College Street properties. A

communal terrace is situated above the single storey link building between Blocks A and C.

- 4.6 The heights of Blocks A and B rises along Georgiana Street from two/three storeys adjacent to 54 Georgiana Street to six storeys with a set-back pavilion at fifth floor. Block C rises to five storeys; Eagle Wharf, to the north, is three storeys equating to almost four of the proposed storeys of Block C.

#### **Effect on heritage significance and townscape character**

- 4.7 The proposed scheme will be a positive measure that will considerably enhance the character and appearance of this part of the Regent's Canal Conservation Area, and transform for the better the townscape of this part of the borough. It will also enhance the setting of the adjacent locally listed buildings on Royal College Street. It will do this by replacing buildings of no heritage or townscape merit on moribund site, that presently detracts from the Regent's Canal Conservation Area, with a new development that is highly responsive to its surroundings. The scheme will greatly improve the quality of the urban environment on Georgiana Street, creating an active frontage on its northern side, and improving the appearance of the site over its present condition.
- 4.8 The layout and massing of the proposed scheme site respects the existing built form and urban grain of the area. The proposed buildings are arranged along Georgiana Street and the northern half of the site, leaving a large open space in the centre of the site, and thus helping to ensure a view towards the canal across the site from the terrace of locally listed buildings on Royal College Street. The scheme - unusually for recent canal-side developments - recovers the open aspect towards the canal that existed historically, and allowing the new development to permit an appreciation of how former wharf sites related to the canal in this part of the conservation area.

- 4.9 The greater visibility of the site brought about by the proposed height of the development on Georgiana Street, and in particular towards the canal bridge, will also be a highly positive measure in urban design terms. The new building at Bangor Wharf will create an identifiable sign in the urban landscape of the place that will be created at the Gray's Inn Bridge, a main crossing point on the Regent's Canal. The height of the proposals will permit the development to play a role in urban way-finding and place-making, but is not excessive - the scale of Block B is commensurate with the new development along St Pancras Way to the southeast, albeit on slightly higher ground.
- 4.10 The proposed scheme has been revised following pre-application discussions with the London Borough of Camden, and has been reduced in height by one storey at its tallest part on Georgiana Street. This remains the appropriate and suitable place for the scheme to be higher - on a key route northwards across the canal, creating enclosure and clarity in the route. Views in the Design & Access Statement make the effect of the height of the proposed buildings clear in away that elevations perhaps cannot. The scheme will be seen in street views as an appropriate scale of development that creates a new street edge - one that hopefully might be echoed in a future scheme for the industrial estate on the southern side of Georgiana Street.
- 4.11 The relationship between Blocks A and B and the buildings on the northern side of Georgiana Street to the west is a reasonable and successful one. The buildings in question are not of any quality that requires particular sensitivity - due, say to notable architectural quality - in the relationship formed: the southern and rear parts of 118 Royal College Street are bland and modern in appearance, and 54 Georgiana Street is similarly unremarkable. It would be wrong to allow such unremarkable buildings to dictate the proper

development of the Bangor Wharf site so as to maximise its housing and commercial potential.

- 4.12 As noted above, Block C rises to five storeys; Eagle Wharf, to the north, is three storeys equating to almost four of the proposed storeys of Block C. There is no marked difference in the present scheme between the height of the two buildings. In addition, the extent of the site is more than sufficient to satisfactorily accommodate the stepping in height from south (five storeys plus a set-back) to the height of Eagle Wharf. Again, views in the Design & Access Statement clearly show that this relationship along the canal frontage is acceptable and reasonable.
- 4.13 The tunnel beneath St Pancras way is retained and reused as cycle storage in the proposed scheme, though the ramp leading to it is removed. This is reasonable balance between the preservation of an older (though undesignated) structure associated with the site on the one hand, and the sensible use of the site on the other. While possessing some minor significance, the ramp is not so significant that it should prejudice the overall regeneration of the site and the enhancement of the conservation area that the proposed scheme brings; retention of the ramp would considerably reduce the ability of the scheme to do these things. In our view, no notable harm is caused by the loss of the ramp.
- 4.14 The Fleet Sewer is not affected by the proposed development.
- 4.15 The Design & Access Statement makes clear the extensive work undertaken to analyse the local context of the site and to understand the character and appearance of the conservation area. This has clearly included an appreciation of the industrial history of the area. The design has evolved since pre-application discussions were held with the Council. However, the scheme seeks to avoid the clichéd approach often found in this kind of development, in this kind of location, such as attempts to ‘reinterpret’ historical building typologies. It is clear that a

far more robust architectural solution for the Bangor Wharf site is one that is confidently contemporary, and where reference to context and the past is indirect and allusive rather than literal. This is what the design of the proposed scheme does, and by taking this approach will succeed in creating a genuine and authentic piece of new townscape. This, in turn, and when combined with the proposed use and scale of the development, will help the scheme create a definable new place in a part of Georgiana Street that is presently characterised by 20<sup>th</sup> century mediocrity in architectural and urban terms.

### **Conclusion**

- 4.16 The scheme is sensitive and responsive to its context. It proposes urban form that is appropriate for the site and its context. It is deliberately dense, and the scale is deliberately more than that which exists at the moment in order to achieve important urban design objectives and to deliver the significant benefits the site can provide. It is well designed and provides high-quality commercial and residential accommodation in a scheme that responds carefully and intelligently to its specific location to its surroundings. It enhances the Regent's Canal Conservation Area and the setting of the locally listed buildings on Royal College Street, and helps to create a sense of place that will help to regenerate the broader area.
- 4.17 In addition to the benefits of the design in architectural and urban terms, the proposed scheme also delivers more general planning benefits. In summary, these are:
- The scheme will provide a greater number of uses, adding increased life and vitality to the site as well as its surroundings;
  - The scheme extends this mix of uses across the site, so that each part of the site has a balance of activity and use;



- The scheme enlivens the ground level street frontages with active uses; this enhances the pedestrian experience of the site and the area, making the use of the streets around the site a safer and more pleasant experience;
- The scheme creates upper floor, twenty four hour, residential use that ensures that life and activity - and the security and place-making that they bring - continues around the clock.

## **5 Compliance with policy and guidance**

- 5.1 This report has provided a detailed description and analysis of the site and its heritage and townscape context, as required by the National Planning Policy Framework. In addition, the report also describes (in Section 3 'The proposed development and its effect') how the proposed scheme will affect that heritage significance and townscape character. The effect is positive, and for that reason, the scheme complies with policy and guidance. This section should be read with Section 4.

### **The Planning (Listed Buildings and Conservation Areas) Act 1990**

- 5.2 The conclusion of our assessment, contained in previous sections in this report, is that the proposed scheme preserves and enhances the character and appearance of the Regent's Canal Conservation Area by virtue of the positive effect that the development will have on the setting of the conservation area. The proposed development thus complies with S.66(1) and S.72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990. It does not lead to 'substantial' harm or any material level of 'less than substantial' harm to any heritage assets.
- 5.3 In considering the proposed scheme for Bangor Wharf it is worth noting Historic England's online guidance regarding 'Legal Requirements for Listed Building and Other Consents'<sup>4</sup>. English Heritage points out that 'Most of the principles that should be adhered to when making planning and other consent decisions affecting the historic environment are set out in policy and guidance. However, the law introduces some important and inescapable considerations for certain applications'.
- 5.4 Historic England continues:

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<sup>4</sup> <http://historicengland.org.uk/advice/hpg/decisionmaking/legalrequirements/>

*When considering any conservation area consent or planning permission decision that affects a conservation area a local planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of that area....*

*The House of Lords in the South Lakeland case decided that the "statutorily desirable object of preserving the character or appearance of an area is achieved either by a positive contribution to preservation or by development which leaves character or appearance unharmed, that is to say preserved."*

*A development that merely maintains the status quo, perhaps by replacing a building that detracts from the character and appearance of the conservation area with a similarly detrimental building, would satisfy the statutory consideration. This is notwithstanding that the existing detrimental building presents an opportunity, when it is being redeveloped, to improve the environment.*

*However, in a number of ways the policies in the NPPF seek positive improvement in conservation areas. Most explicitly paragraphs 126 and 131 require that local planning authorities should take into account "the desirability of new development making a positive contribution to local character and distinctiveness". Paragraph 9 says that pursuing "sustainable development involves seeking positive improvements in the quality of the...historic environment...". The design policies further reinforce the objective of enhancement of an area's character and local distinctiveness, concluding that "Permission should be refused for development of poor design that fails to take opportunities available for improving the character and quality of an area..." (paragraph 64).*

*Compliance with both the statutory consideration and the NPPF policies therefore, generally speaking, requires account to be taken of the desirability of taking opportunities to enhance the character and appearance of a conservation area. As such, whilst the South Lakeland*

*case is still relevant to the interpretation of statute, its effect on decision-making has apparently been negated in this respect by the policies in the NPPF.*

- 5.5 The key word in the final paragraph of this extract is ‘apparently’. This carefully chosen word makes it abundantly clear that it is far from certain that the South Lakeland decision has been definitively altered by the National Planning Policy Framework. One reason is that it, as a legal decision, cannot be altered without a similar decision or legislation that overturns it – policy, even national planning policy guidance, cannot overturn legal decisions such as South Lakeland. Planning decisions are ultimately made in a legal and policy context – not just in a policy context alone.
- 5.6 The implication is this: it would be extremely difficult to portray the proposed scheme for Bangor Wharf as doing anything less than maintaining the ‘status quo’ in heritage and townscape terms, given the evident shortcomings of what exists on the site and the quality of architectural design that is present in the proposal. In our view, it is far from obvious that a reliable assessment of ‘harm’ can be convincingly articulated in respect of the proposed scheme. It is obviously possible to make a robust and reliable case for enhancement brought about by the proposed scheme, and that case is made earlier in this report.

#### **The level of ‘harm’ caused by the proposed scheme to heritage assets**

- 5.7 As outlined in Section 5, the NPPF identifies two levels of potential ‘harm’ that might be caused to a heritage asset by a development: ‘substantial harm...or total loss of significance’ or ‘less than substantial’. Both levels of harm must be caused to a *designated* heritage asset – in this case, the Regent’s Canal Conservation Area.
- 5.8 The proposed scheme does not lead to ‘substantial’ harm or any level of ‘less than substantial’ harm to any designated heritage asset. As has been explained earlier,

the proposal does very evidently not result in the ‘total loss of significance’ of the conservation area or any listed building.

- 5.9 The only potential for ‘less than substantial’ harm would be if the proposed scheme for Bangor Wharf caused the loss of something central to the special interest of the Regent’s Canal Conservation Area or the setting of nearby listed buildings. There is nothing about the proposal that would give rise to this level of harm.

#### **The balance of ‘harm’ versus benefit**

- 5.10 A series of tangible and distinct public benefits flow from the proposed development – in terms of urban and architectural design, in terms of the character and appearance of the conservation area, in terms of the setting of the undesignated heritage assets on Royal College Street and in economic and use terms. These are set out earlier in this report, in the Design & Access Statement and in the Planning Statement. These more than outweigh any very low - and non-material - level of ‘harm’ that *might* be asserted as being caused by the proposed development.

#### **The National Planning Policy Framework**

- 5.11 The proposed scheme is, undoubtedly, a very good example of the ‘outstanding or innovative designs which help raise the standard of design more generally in the area’ that is sought by Paragraph 63 of the NPPF, and it certainly ‘promote[s]’ and ‘reinforce[s]’ local distinctiveness’.
- 5.12 In respect of Paragraph 131 of the NPPF, the proposed scheme can certainly be described as ‘sustaining and enhancing the significance of heritage assets’. It removes the harmful effect of the existing site condition on the Regent’s Canal Conservation Area and the setting of locally listed buildings at present, and creates a development that, though different from its surroundings, will make positive contribution to that context. It

preserves and enhances the significance of the designated and undesignated heritage assets in question.

- 5.13 The proposed scheme complies with Paragraph 133 of the NPPF - it certainly does not lead to 'substantial harm to or total loss of significance of a designated heritage asset'. It also complies with Paragraph 134 for the reasons given in detail earlier in this report – the scheme cannot be considered to harm the heritage significance that has been described and analysed in Section 2, but rather alters the existing site in a fashion that has a positive effect on that overall heritage significance. Any 'less than substantial harm to the significance of a designated heritage asset' (Paragraph 134) that *might* be ascribed to the scheme is outweighed by the benefits of the scheme that are set out here, in the Design & Access Statement and in the Planning Statement.
- 5.14 However, it is our view that the proposals cannot reasonably be considered to cause harm to any of the designated or undesignated heritage assets affected. The scheme very definitely strikes the balance suggested by Paragraph 134 of the NPPF – it intervenes in the conservation area and the broader heritage context in a manner commensurate to its heritage significance. This balance of intervention versus significance is described in detail earlier.

### **Regional Policy: the London Plan**

- 1.1 The proposed scheme for the Bangor Wharf site is exactly what the London Plan envisages when it talks (in Policy 7.4) about developments having 'regard to the form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings'. The design of the proposed scheme is inherently responsive to these things, and it is designed to minimise its impact on the context in which it finds itself. It inherently 'allows existing buildings and structures that make a positive contribution to the character of a place, to influence the future character of the area'.

- 1.2 By responding as it does to its location, the scheme will build on ‘the positive elements that can contribute to establishing a character for the future function of the area’. The massing and scale of the proposed scheme undoubtedly ‘has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass’, and does so with ‘a high quality design response’. The proposed development is certainly ‘human in scale’, related as is shown earlier, to traditional means of scaling the elevations of buildings in cities. It is of ‘the highest architectural quality’ and includes ‘details and materials that complement... the local architectural character’. The scheme thus complies with Policies 7.4 and 7.6.
- 1.3 The proposed scheme transforms the Bangor Wharf site from its unattractive and detracting present state, and in doing so also adds life and vitality to the broader context in which heritage assets around it exist. The scheme clearly – by not affecting them in direct visual terms - ‘conserve[s] the significance of heritage assets’. For these reasons, the scheme is consistent with Policy 7.8 of the London Plan.
- 1.4 It is also consistent with Policy 7.9 of the Plan – the ‘significance’ of the heritage assets in the context of the Bangor Wharf site has been ‘assessed’.

### **Camden’s Local Development Framework**

- 5.15 As has been shown, and for the same reasons that are given in respect of the NPPF, the scheme would provide new buildings that would make a positive contribution to the surrounding townscape and also preserve *and enhance* the character and appearance of the conservation area and the setting of listed structures.
- 5.16 For these reasons, and those given earlier, the proposed development is consistent with Camden’s Local Development Framework policies regarding demolition and new development in conservation areas, and in particular Policy DP25. It also preserves the setting of



nearby listed buildings, and thus also complies with Policy DP25 in this respect.

### **Guidance**

- 5.17 The proposed scheme exemplifies all that 'Building in Context' seeks to achieve. The scheme will undoubtedly 'sit happily in the pattern of existing development and routes through and around it', 'respect important views' and 'respect the scale of neighbouring buildings'. It will certainly 'use materials and building methods which are as high in quality as those used in existing buildings'. It will also 'create new views and juxtapositions that add to the variety and texture of the setting'.

## **6 Summary and conclusion**

- 6.1 Bangor Wharf is typical of many post-industrial sites, whose original buildings have been replaced by later structures and who are surrounded by similar sites, post-war renewal, or more recent regeneration projects. At the same time, Bangor Wharf retains its early character as a can-side wharf and forms part of an urban context that is characterised by the 19<sup>th</sup> century layout of Royal College Street and Georgiana Street, as well older routes such as St Pancras Way.
- 6.2 There is a significant opportunity to create a more interesting and vibrant environment in Georgiana Street at the important Gray's Inn Bridge canal crossing, that improves the architectural quality of Bangor Wharf, that provides more homes as well as jobs, and that links properly to the surrounding city. That is what the proposed scheme for Bangor Wharf will do.
- 6.3 The scheme will enhance views in the area, the setting of locally listed buildings in the vicinity and the character and appearance of the Regent's Canal Conservation Area. The effect on heritage assets and townscape further afield will be, where the development is visible, lesser but still positive. For these reasons the proposed scheme will therefore comply with the law and with national and local policies and guidance for urban design and the historic built environment.

**Appendix A: Location**



Current Ordnance Survey (not to scale)



Current aerial photography



Oblique aerial view from south





Oblique aerial view from east

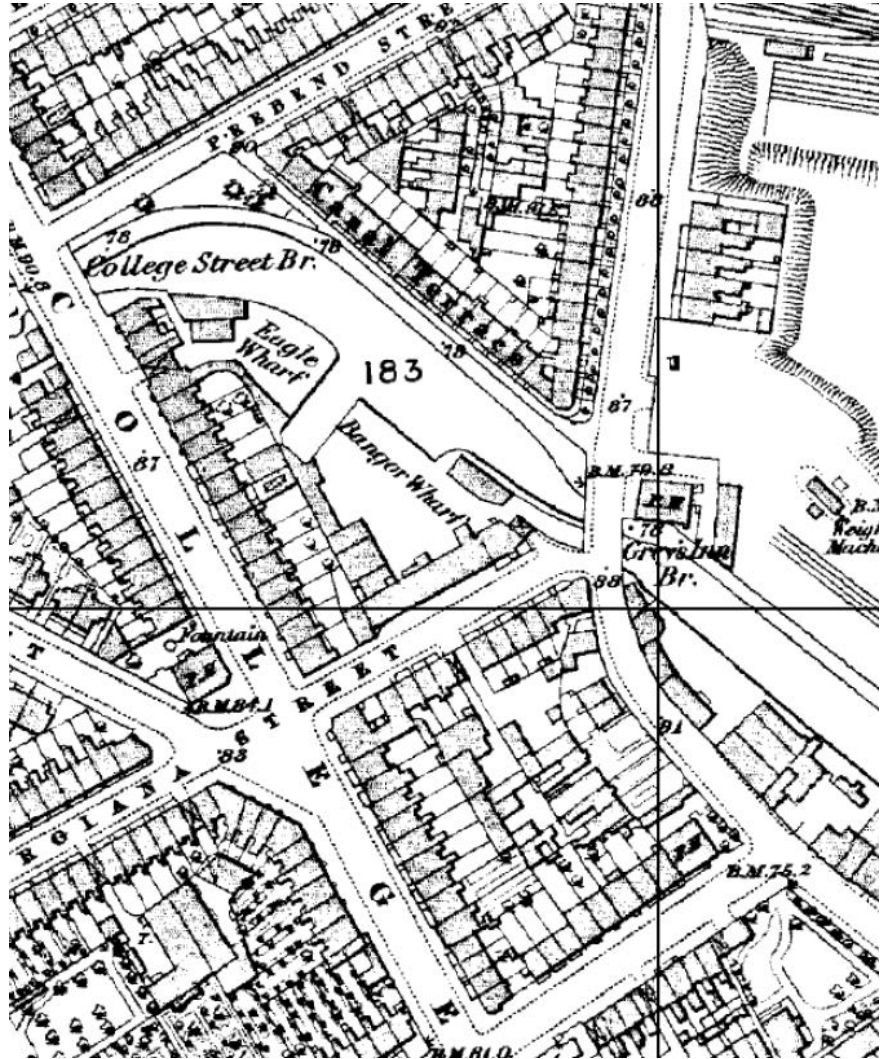


Oblique aerial view from north



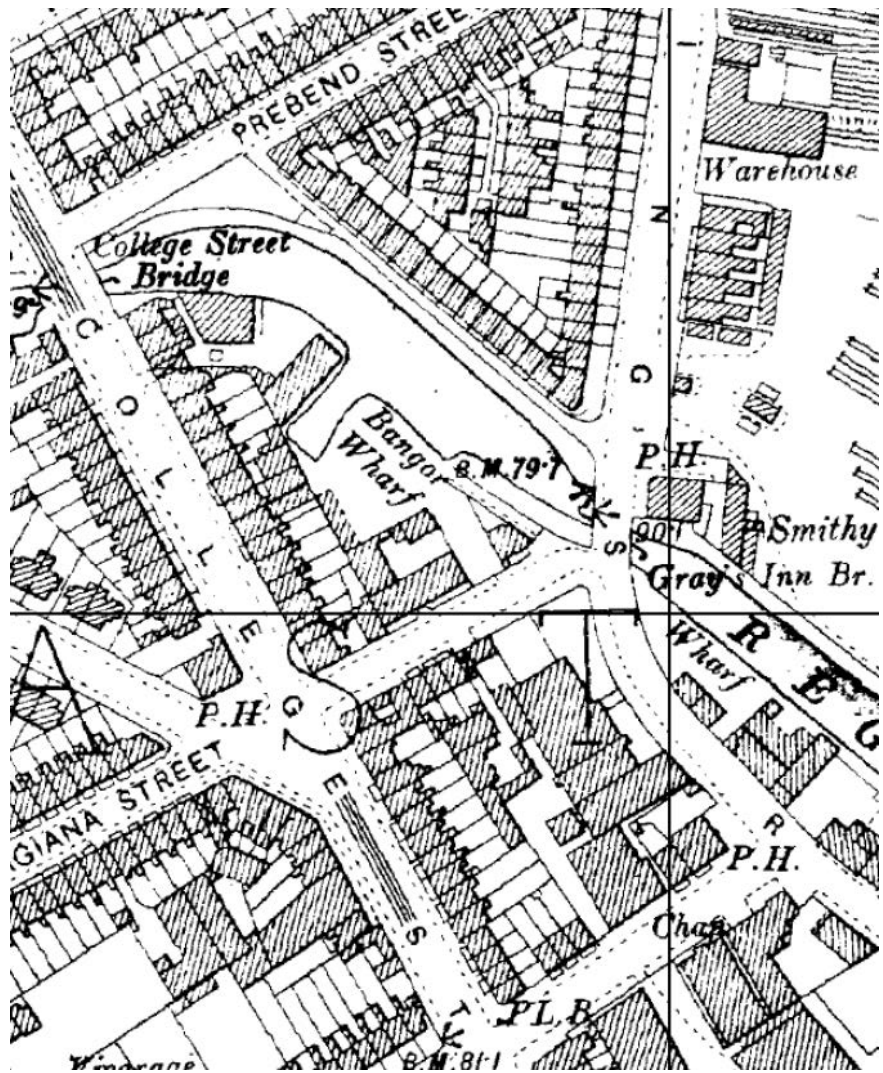
Oblique aerial view from west

## Appendix B: Historical mapping

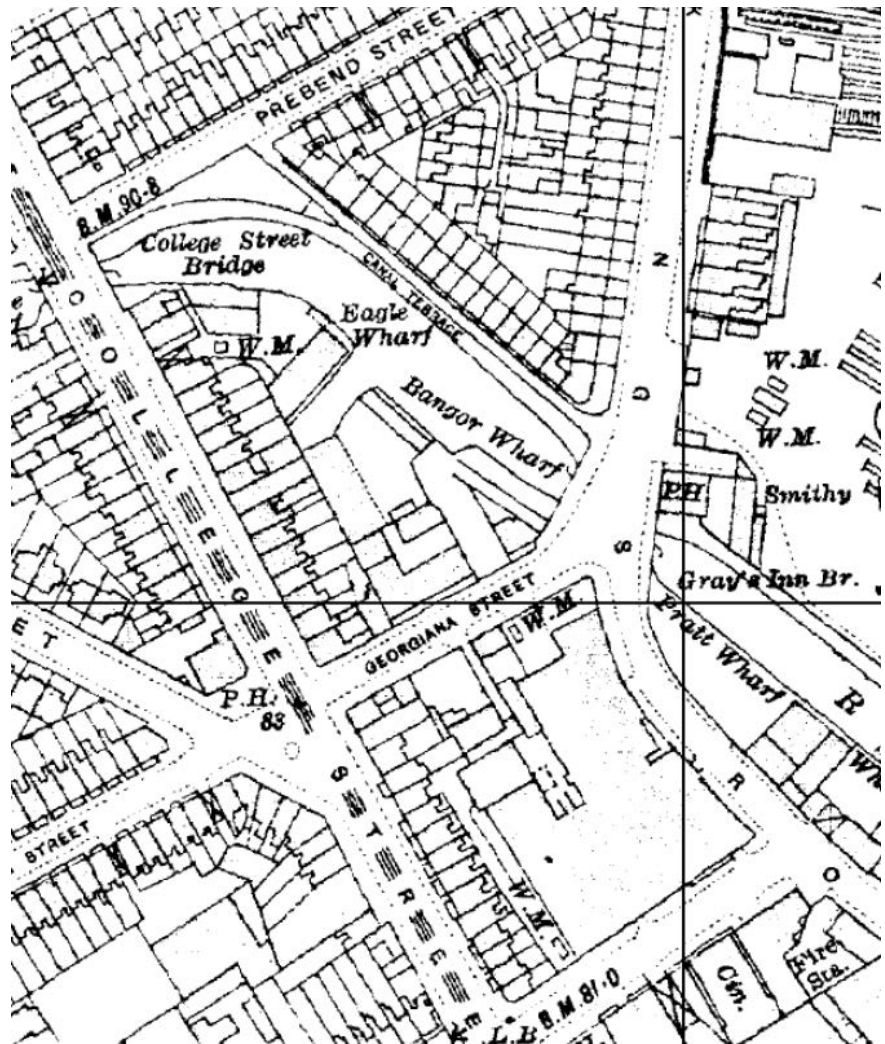


Ordnance Survey, 1875-76

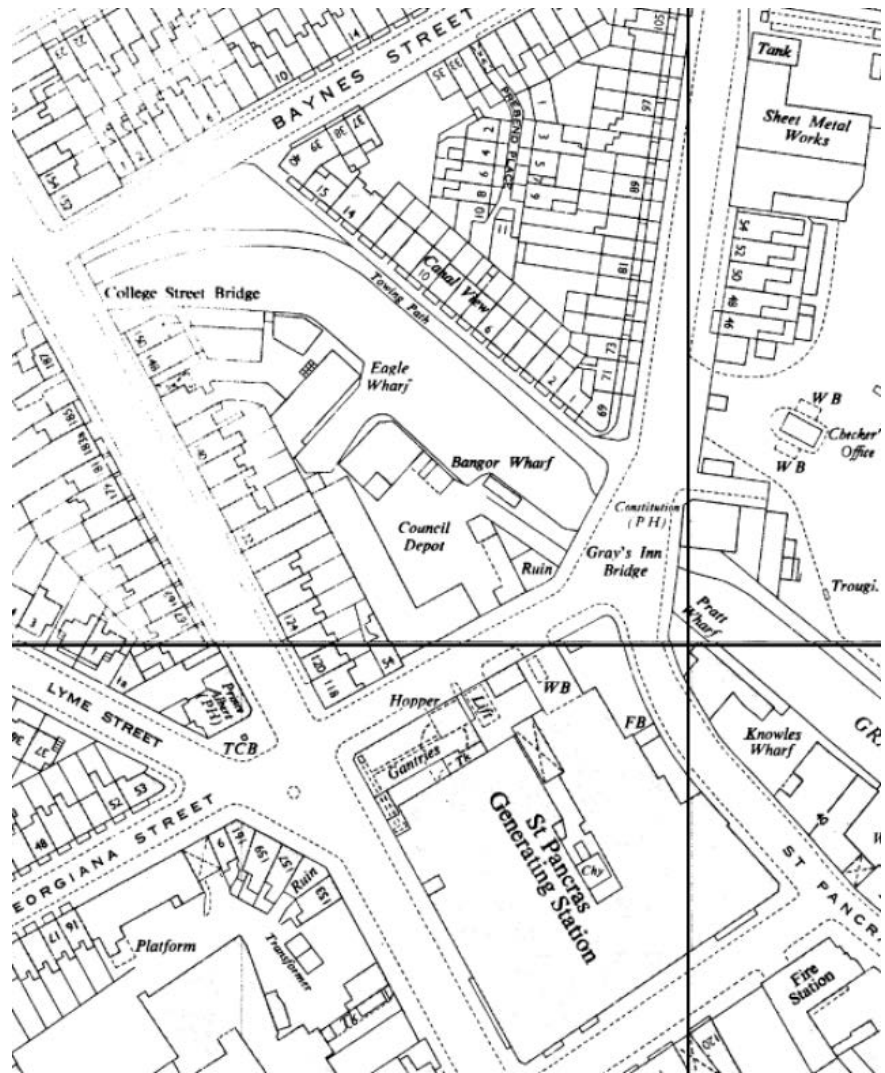




Ordnance Survey, 1896

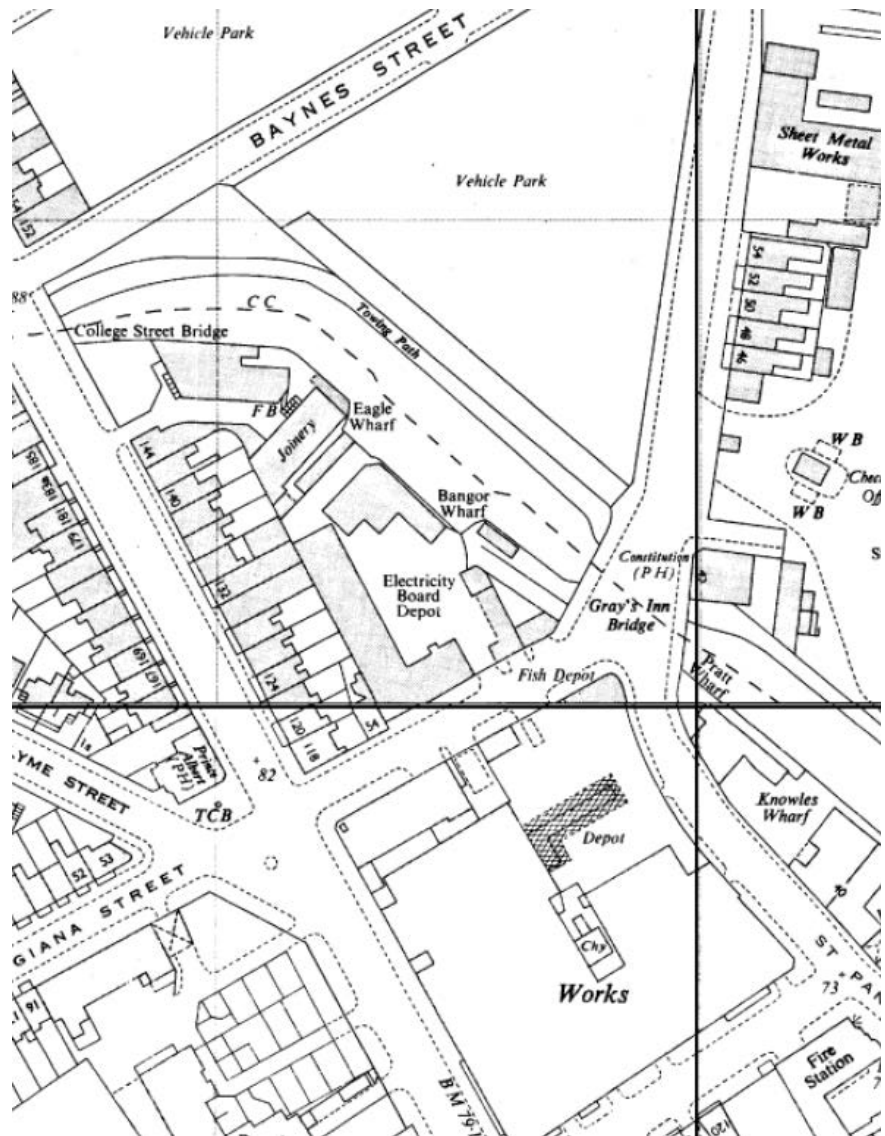


Ordnance Survey, 1916



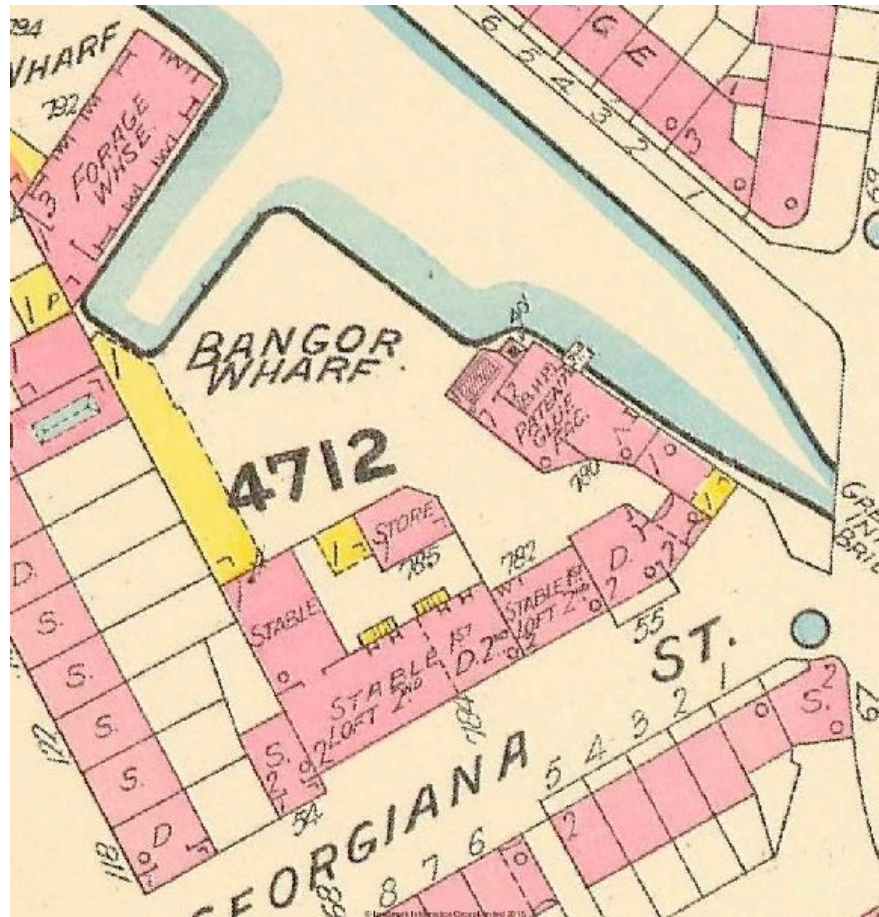
Ordnance Survey, 1953-54





Ordnance Survey, 1960-69

## Appendix C: Historical building plans



Goad plan, 1891



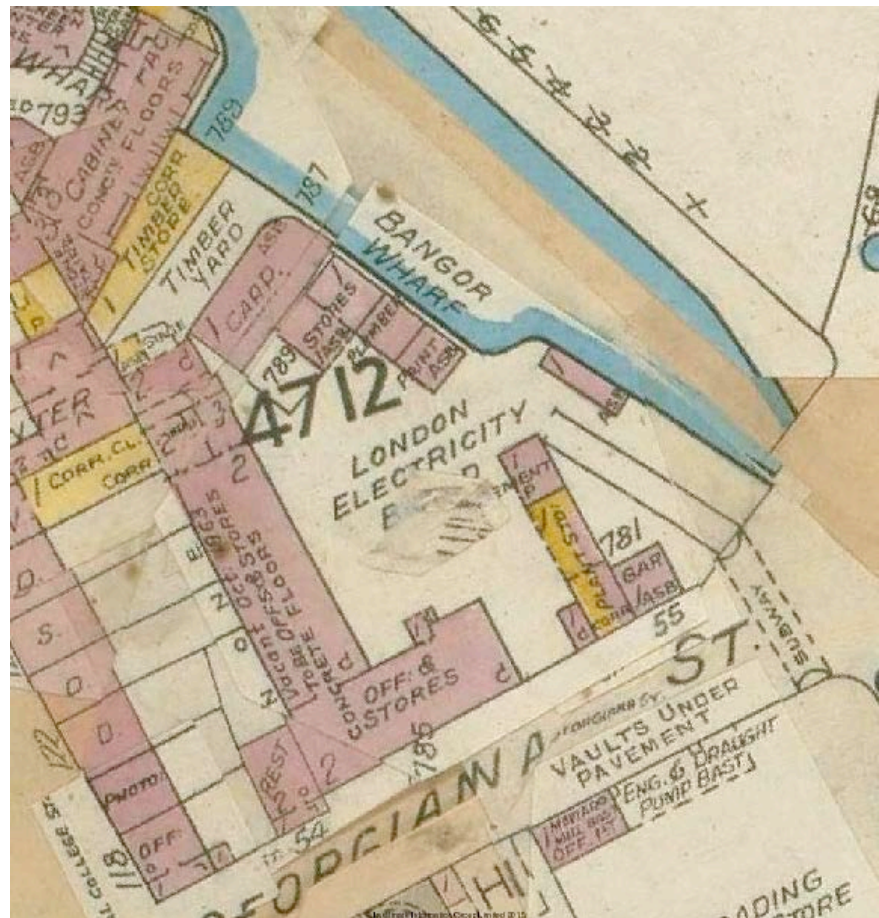
Goad plan, 1942



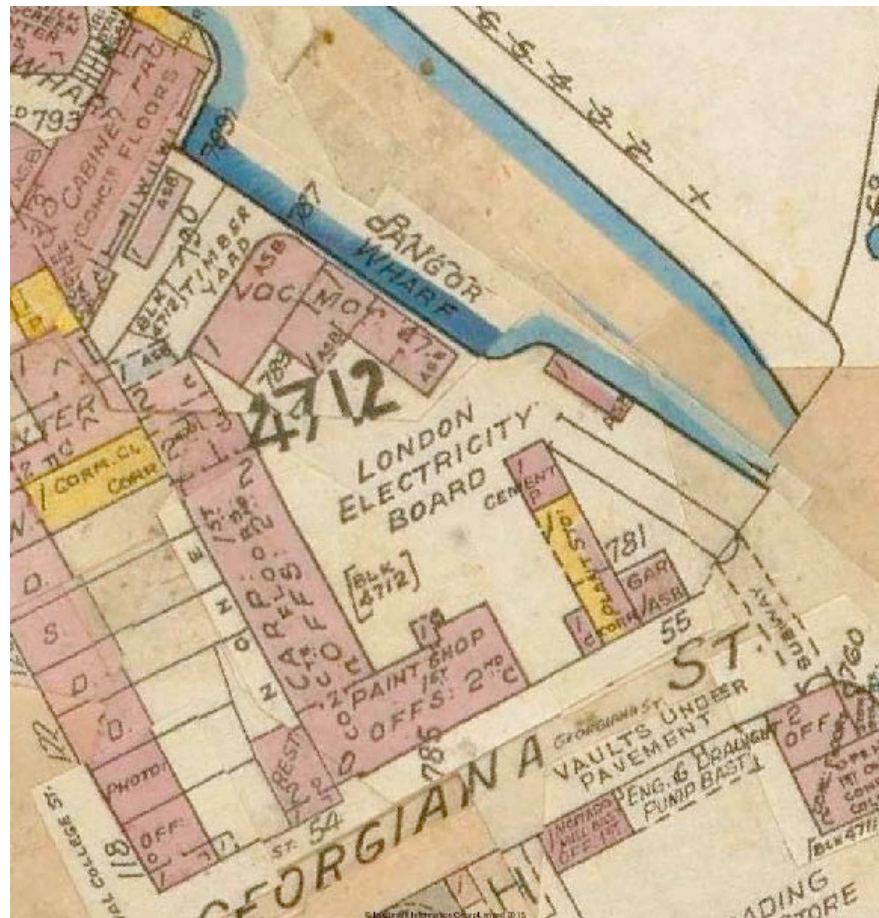


Goad plan, 1960

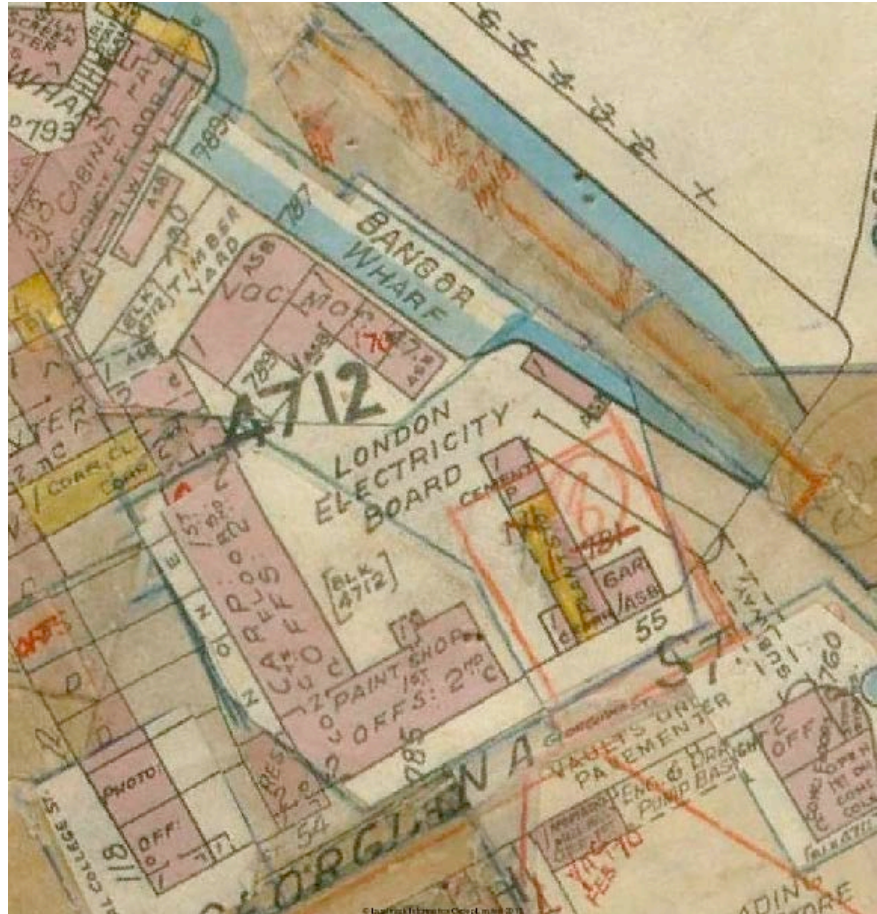




Goad plan, 1963



Goad plan, 1967



Goad plan, 1970

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