

Application No:	Consultees Name:	Consultees Addr:	Received:	Comment:	Response:
2016/0289/C	Margaret Seymour	36 Eastfields Braunston Daventry NN11 7JN	21/02/2016 15:58:02	OBJNOT	<ul style="list-style-type: none"> • The proposed location for the bridge is much too close to St Pancras Lock. • The proposed bridge passes over the lower lock landings on both sides of the canal. These are waiting areas of minimum length 21.5 metres and furnished with bollards where boats are secured while the crew prepare the lock for use. Boats will also often pause at the lock landing for crew to re-board. It is typical to experience a delay of 10 minutes or more before this lock is available for use. Locating a bridge, from which damaging objects or substances may easily be dropped or thrown, immediately above a place where boats are regularly stationary is not an ideal arrangement and is my greatest concern about the scheme. • The lock landing immediately below St Pancras Lock is sometimes used as a short term mooring by CRT workboats when they will spend days rather than minutes in the "firing line" from the users of the bridge. • Having a boat roof professionally repainted can easily cost £2k and damage to a person caused by a flying object could be considerably more expensive. Who will be liable? • The headroom under the bridge, especially on the offside, does not appear to be over-generous; unfortunately no headroom figure is provided. The CRT statement covers headroom for cruising and does not specify the minimum required headroom for a mooring where it may be necessary to stand well back from the canal edge to achieve leverage on the ropes while pulling the boat in to the bank. • When approaching from below the lock, the bridge may impede the boater's view of waterway traffic above the lock. • The bridge will block even more of the once fantastic open skies around St. Pancras Lock, an area where, until recently, it was normal to see the stars at night. • The bridge will seriously impact the view from below the lock of the relocated gas holders. Having gone to such immense trouble to re-imagine their once iconic appearance in the new landscape, this is quite illogical. • The design and location of the access ramp may encourage unauthorised access to the adjacent private car park, the security of which is paramount. The ramp must be placed further away from the boundary. • Moving the ramp away from the boundary will provide space for sufficient defensive planting (500mm is not nearly enough) and allow retention/replacement of the mature tree line along the whole perimeter. This amendment will also preserve the view of a green parkland from the grounds of the historic, listed Waterpoint above and make it less visually intrusive to the existing local scene of traditional brickwork and greenery.

Application No: **Consultees Name:** **Consultees Addr:** **Received:** **Comment:** **Response:**

- It is vital that the fencing of the lock landing/workboat mooring area is sufficiently secure to prevent casual access from the Camley Street Natural Park to the lockside.
- The visual representation shows the waterway walls, on both sides of the Regents Canal, as tidy re-pointed brickwork but I did not see any waterway wall refurbishment specified in the documentation.

Do not think that my home address affects my right to comment as I visit and boat in the area regularly and have done so since 1988.
