



Canal &
River Trust

Keeping people, nature & history connected

30 March 2016

Camden Borough Council
Planning Services
Town Hall
Argyle Street
Camden
London
WC1H 8ND

Our Ref BWYS-PLAN-2016-19582-1
Your Ref 2016/1117/P

Dear Mr McClue,

The Town & Country Planning Act 1990 (as amended)

Planning & Compulsory Purchase Act 2004

Application No: 2016/1117/P

Proposal: Demolition of all buildings 7 new buildings of 1-6 stys in height to include 46 residential (C3) units (18x1, 19x2 & 9x3 bed) 33 would be market units & 13 affordable, new office (B1a) floorspace (604 sq.m) with associated works to highways & landscaping.

Location: Bangor Wharf, Georgiana Street, London, NW1 0QS

Waterway: Regent's Canal

Thank you for your consultation dated 02 March 2016 in respect of the above.

The Canal & River Trust is a statutory consultee under the Town and Country Planning (Development Management Procedure) (England) Order 2015. The Trust is a company limited by guarantee and registered as a charity. It is separate from government but still the recipient of a significant amount of government funding.

The Trust has a range of charitable objects including:

- To hold in trust or own and to operate and manage inland waterways for public benefit, use and enjoyment;
- To protect and conserve objects and buildings of heritage interest;
- To further the conservation, protection and improvement of the natural environment of inland waterways; and
- To promote sustainable development in the vicinity of any inland waterways for the benefit of the public.

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Patron: H.R.H. The Prince of Wales. Canal & River Trust is a company limited by guarantee registered in England & Wales under number 7807276; and a charity registered with the Charity Commission under number 1146792.

After due consideration of the application details, the Canal & River Trust has the following **comments** to make:

Principle of Development

The Trust has no objection to the principle of development here, which will bring some animation to a currently empty site, that turns its back on the canal. We note that the daylight and sunlight study concludes that the canal will still receive acceptable daylight levels.

Lighting and Ecology

Minimal lighting should be installed near the canal, and any lighting near the canal should be bat friendly, avoiding spillage onto the canal. It is recommended that bat friendly lighting is used throughout the development to encourage local bat populations.

There are possibly existing water bird nests in the remaining inlet of the former dock, and we would request that consideration be given to re-providing reedbeds or nesting opportunities here, as part of the landscape strategy.

Waterway Wall

We support the retention of the shape of the wharf as part of the development, which respects its former existence. We understand that part (or all) of the wall will need to be rebuilt, due to it being in a poor state of repair. This will be undertaken with the involvement of the Trust's third party works engineer, and I have included conditions, below, regarding the waterway wall, and a risk assessment and method statement.

We expect the wall to be reconstructed along the same line as the existing waterway wall. If a different alignment is proposed then an agreement will need to be reached with the Canal & River Trust.

The Ground Investigation Report states that: 'The development will also include construction of a new canal wall, either in the form of bored piles with a concrete capping beam or a traditional concrete retaining wall.' If the wall contains historic brick and ragstone then we would request it be rebuilt using original materials.

Surface Water Drainage and Potential Contamination

There is some contamination of the soil identified, and therefore any remaining drainage pipes leading to the Regent's Canal could act as pollution pathways (e.g. for contaminants mobilised during construction activities). The report does not appear to consider the Canal as a potential receptor of any soil contaminants.

We therefore require as a condition before work commences, that the developer follows the recommendation made in the Ground Investigation Report, to conduct a further investigation to ascertain the positions and location of the existing drainage outfalls and to establish whether there is any surface water discharging into the Regent's Canal. However, this may not be required if the developer is building a new canal wall, but we would like clarification on this, and any new discharges proposed, which will require the Trust's agreement.

The report states that: 'Additional site investigation work is proposed following demolition works to confirm the boundary wall conditions and check for contamination beneath the footprint of the existing buildings. This work will be undertaken in due course and the findings issued as an addendum to this report.' We would like to receive a copy of this, once completed.

Heritage matters

We would suggest that the development could introduce some kind of interpretation, such as signs or interpretation panels, about the history of the site and what Bangor Wharf was once used for, including showing the position of the former dock, between this and the adjacent site.

Boater Water and Refuse Point

We understand that the developer may be considering a new water point and refuse facilities on the canalside of the site, for use by passing boats. We would support this, which would provide useful facilities for visiting boats, and also add animation to the canalside. We would like to see further details of mooring ring locations, etc, as part of the landscaping strategy. There may also need to be some removal of debris in the canal alongside the development, to allow enough depth for approaching boats (we have referred to this in the waterway wall condition).

Waterborne Freight

We are aware that there is local interest in maintaining vehicular access to the canal here, for potential transfer of waterborne freight to road. We would support this, if feasible, and note that the proposed Fire Brigade access could allow some limited transfer of materials from boats, subject to the agreement of the site management.

We are also recommending a condition, below, for a feasibility study into movement of materials by water during the demolition and construction phases.

Offsite Works

The development will bring more people to the area who will want to make use of the Regent's Canal towpath as both a convenient walking and cycling link, and also as a valuable amenity resource, given the relatively limited open space within the proposed development. This will put additional pressure on the towpath and canal environment, and we would therefore request a contribution towards improvement works to help mitigate this impact. For a development of this size we would expect a contribution of £25,000.

If the Council is minded to grant planning permission, it is requested that the following conditions and informatives be attached to the decision notice:

Conditions

Risk assessment

*Prior to the commencement of development hereby permitted, a Risk Assessment and Method Statement outlining all works to be carried out in and adjacent to the water must be submitted and approved in writing by the local planning authority in consultation with the Canal & River Trust.
Reason: To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the waterway.*

Landscaping

Notwithstanding the details submitted for the canalside landscaping, no development shall take place on site until full details of the proposed landscaping scheme along the canal edge have been agreed in consultation with the Canal & River Trust, and submitted to and approved in writing by the Local Planning Authority. The landscaping scheme should include reference to plant species types, surface treatments, fences and walls, mooring rings, water tap, refuse facilities, nesting provision or reedbeds, and signage and information boards, together with the means of on-going

maintenance. The approved landscaping scheme shall be implemented by the first planting season after the development commences.

Reason: To mitigate the impact of the proposed development by improving the canalside and its boundary treatment. Earthworks and associated landscaping also have the potential to impact on the integrity of the waterway and it is necessary to assess this and determine future maintenance responsibilities for any planting.

Lighting

Prior to the commencement of the development hereby permitted, full details of any proposed lighting and CCTV scheme shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The approved lighting and CCTV scheme should be implemented prior to first occupation of the development.

Reason: In the interest of crime prevention, ecology, visual amenity and the waterway setting.

Waterway Wall

Prior to the commencement of the development hereby approved a survey of the condition of the waterway wall, and a method statement and schedule of the repairs (or rebuild) identified shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Canal & River Trust. Details shall include treatment of the wall to improve its appearance, and removal of submerged waterway wall material from the river. The works identified shall be carried out in accordance with the method statement and repairs schedule by a date to be agreed in the repairs schedule.

Reason: In the interest of the structural integrity of the waterway wall, waterway heritage, navigational safety and visual amenity.

Surface Water Drainage

If surface water run-off and ground water is proposed to drain into the waterway, details shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the Canal & River Trust prior to the commencement of development, and thereafter implemented in accordance with the agreed details unless otherwise agreed in writing.

Reason: To determine the potential for pollution of the waterway and likely volume of water.

Potential contamination of the waterway and ground water from wind blow, seepage or spillage at the site, and high volumes of water should be avoided to safeguard the waterway environment and integrity of the waterway infrastructure.

Waterborne Freight

Prior to the commencement of the development hereby permitted, a feasibility study shall be carried out to assess the potential for moving freight by water during the construction cycle (waste and bulk materials) and following occupation of the development (waste and recyclables). The use of waterborne transport shall be maximised during the construction of the development unless the above assessment demonstrates that such use of the waterways is not physically or economically feasible.

Reason: To encourage the use of the waterways for transporting waste and bulk materials in accordance with the London Plan.

Informatives

"The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-and-our-code-of-practice>)."

"The applicant/developer is advised that any encroachment, oversail of or access onto the canal requires written consent from the Canal & River Trust, and they should contact the

*Canal & River Trust's Estates Surveyor, Jonathan Young
(jonathan.young@canalrivertrust.org.uk) regarding the required access agreement."*

*The applicant/developer is advised that any surface water discharge into waterspace belonging to the Canal & River Trust will require written consent, and they should contact the Canal & River Trust's Utilities team, Nick Pogson for further information
(nick.pogson@canalrivertrust.org.uk).*

In addition, in order for the Canal & River Trust to monitor our role as a statutory consultee, please send me a copy of the decision notice and the requirements of any planning obligation.

Should you have any queries please feel free to contact me.

Yours sincerely,

Claire McLean
Area Planner - London

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