



Canal &  
River Trust

30<sup>th</sup> March 2017

Mr Jonathan McClue  
Camden Borough Council  
2nd Floor  
5 Pancras Square  
C/o Town Hall  
Judd Street  
London  
WC1H 9JE

**Our Ref** CRTR-PLAN-2017-21963  
**Your Ref** 2017/1230/P

Dear Mr McClue,

**Proposal:** Demolition of all buildings on-site and new buildings of 1 - 6 storeys in height to include 40 residential (C3) units (16 x 1 bed, 15 x 2 bed and 9 x 3 bed) of which 34 would be market units and 6 affordable, 813 metres squared (GEA) office floorspace (B1), 55 metres squared (GEA) storage and distribution floorspace (B8) and associated works to highways and landscaping.

**Location:** Bangor Wharf, Georgiana Street, London

**Waterway:** Regent's Canal

Thank you for your consultation.

The Canal & River Trust (the Trust) is the guardian of 2,000 miles of historic waterways across England and Wales. We are among the largest charities in the UK. Our vision is that "living waterways transform places and enrich lives". We are a statutory consultee in the development management process.

The Trust has reviewed the application. This is our substantive response under the Town and Country Planning (Development Management Procedure) (England) Order 2015.

On the basis of the information available our advice is that suitably worded **conditions and a legal agreement are necessary** to address these matters. Our advice and comments are detailed below:

#### Principle of Development

The Trust has no objection to the principle of development here, which will bring some animation and access to the canal side, given that the existing site turns its back on the canal.

#### Overshadowing

Canal & River Trust Peel's Wharf Lichfield Street Fazeley Tamworth B78 3QZ

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We note that the Daylight and Sunlight Report concludes that the development will remain fully compliant with the overshadowing guidance given within the BRE report, although drawing number 501 in the application report appears to show loss of light to stretches of waterspace close to the bridge and to the north of the site. The northern block has increased in height from the previous application, which increases the likelihood and effect of overshadowing, since the site lies on the southern side of the canal. A clear sunlight/ shading diagram would be useful for further analysis in respect of ecological implications. There is likely to be some impact on biodiversity from overshadowing, and we have suggested, below, a s106 contribution towards local landscaping enhancements, which would help mitigate this.

### Landscaping

The landscape proposals are largely appropriate, with high quality materials proposed. The 'feature willow' on the canal frontage needs careful consideration, as this could cause additional damage to the waterway wall due to the way roots of this species seek waterbodies. In such close proximity to the rear of the wall, we would suggest a less invasive type of tree, such as a species of *Betula*, *Pyrus* or *Malus* or an *Acer campestre*, which can be kept well pruned. However, it is likely to be appropriate for tree planting to be moved further back into the site, with an appropriate root barrier installed. We would request consultation on future landscaping details submitted, and have suggested a condition, below.

### Ecology and Lighting

The Ecological Appraisal highlights the potential for bats within this site. And also for further investigation by means of emergence surveys (between May-August), which we would also advise. There were previously floating habitat islands within the wharf layby, providing habitat for local water fowl, which we believe were installed by London Wildlife Trust. We do not want to reduce habitat within the canal corridor, and consideration should therefore be given to introducing some reed beds in the layby, where this would not interfere with the proposed mooring, to enhance biodiversity and visual interest. These would need to be maintained by the site's management. Caution must be taken in carrying out these works, as water fowl use this area for nesting.

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.

### Surface Water Discharge

The existing & proposed surface water discharge is to a combined sewer, and there appears to be no existing or proposed discharge into the Regents Canal. If this is later considered by the applicant, they should be aware that an agreement with the Trust would be required, and I have therefore suggested an informative, below.

### Waterway Wall

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

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rebuilt using original materials. The works will need to 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 also 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.

#### Heritage Matters

There is little in the design to interpret or demarcate the original basin to the north of the site, alongside Eagle Wharf, although the original bellmouth to the basin opening is still visible. 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 basin.

#### Mooring Point and Water Tap

We note the reference in the design and access statement that a residential mooring 'may be facilitated' in the lay-by, supported by a water tap. While we support the provision of a residential mooring that would animate the waterspace, this would require provision of more services than just a water tap (e.g. an electricity bollard and refuse facilities). A new mooring would require an agreement with the Trust for lease of the waterspace.

We would also support the provision of visiting boater facilities, such as water, elsan, and refuse disposal, 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 also referred to this in the waterway wall condition suggested below).

#### 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 landscaped waterside 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, in accordance with Policy 7.26 the London Plan.

#### 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. The development will also increase overshadowing of the waterspace and potentially have some impact on the ecology of the

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canal. The development will therefore put additional pressure on the towpath and canal environment, and we would 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. The Camden Town Unlimited Business Partnership, which the Trust is on the Board of, is carrying out a project to improve the Regent's Canal as an important asset to the local area and its community. The project is in the initial stages of scoping improvements, and the requested contribution would go towards local enhancements, including planting and landscaping, that are identified in this process, which would benefit the future residents of the proposed development and the wider ecology of the canal corridor.

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*

#### Landscaping

*Prior to the occupation of the development hereby permitted 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 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 first occupation of the development, and shall be maintained thereafter.*

*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 occupation 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 and shall be maintained thereafter.*

*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. Details shall include treatment of the wall to improve its appearance, and removal of submerged waterway wall material from the canal. 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.*

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### 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.*

### 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 mooring, 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](mailto:jonathan.young@canalrivertrust.org.uk)) regarding this.”*

*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, Liz Murdoch, for further information ([liz.murdoch@canalrivertrust.org.uk](mailto:liz.murdoch@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,

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