



Dear Jennifer,

Please register my objection to planning application 2017/5497/P ([2-6 St Pancras Way](#)).

You will find my name (and the group I represent, Camden Green Party) in the community involvement statement because I attended some exhibitions and a public meeting at the council offices. However, despite registering my details and comments at these events I did not receive any notifications that the application had been submitted.

I have discussed the plans with Camden Green Party officers and we share the concerns of nearby residents and canal users who object to the height and scale of the proposed buildings. The buildings will enclose the canal to the extent that it will no longer serve as a tranquil open space where Londoners can escape from urban noise and chaos.

In fact, the applicant's own elevation drawings show how out of step the proposed buildings are compared with the heights of the existing buildings along the Regents Canal to the north and also considerably larger than the current buildings on the development site that were there (with consent) when the applicants purchased the site.

The scale and appearance of the proposed buildings is out of character with Camden Town which is predominantly low level with the characteristic terrace housing and commercial properties. The development should fit in with the local architectural 'grain', and work together with the current tens of thousands of other residents and occupiers in the locality.

The proposed buildings would be inappropriately enclosing the canal, resulting in loss of sky and open space. This could be resolved if all the buildings were reduced in height and set well back from the canal edge, preferably much more than the width of the towpath opposite, which is one of the narrowest along this section of the canal and is somewhat restrictive. Lowering the height and setting back the buildings would help to retain the open character of the Regents Canal as required in the London Plan policies which categorise London's Blue Ribbon Network as 'open space' with the same consideration and protection as a park (LP Policy 2.18, Table 7.2).

It should be noted that sections of the existing Ted Baker brown building are set back and do not oppress the canal scene, especially at the south end.

We are also concerned about the lack of access points between the canal and the surrounding roads. This development is an ideal opportunity to open up the offside of the canal to allow deliveries from canal boats to road vehicles (for example cargo bikes, electric vans) for onward transfer to the congestion zone. But the drawings suggest that the whole waterside will be used as a pedestrian precinct.

In the applicant's Transport Statement there is a muddled note about waste collection (Para 7.38): "Waste will be collected on-street from the proposed footway loading bay or from the kerbside of St Pancras Way (for Plots A and B), and from the service yard for Plot

C. Alternatively, refuse vehicles can wait kerbside adjacent on Granary Street to collect waste rather than entering the service yard. It is envisaged that the preferred approach will be confirmed and agreed by the relevant waste contractor/s."

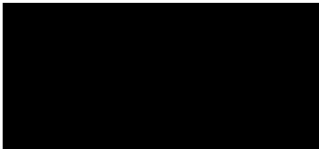
Redevelopment presents an excellent opportunity for using the canal to transfer waste to nearby waterside recycling plants. There is a direct route by canal from Camden Town to the Waste Centre at Edmonton, and to where Camden's waste vehicles travel each day through London's overburdened streets. Again this is a missed opportunity for reducing unnecessary road traffic.

The emerging North London Waste Plan promotes the use of the canals for waste disposal, and some of the details of a water freight network are developing. Even if the water freight transport is not yet up and running, provision should be made by the applicant for a wharf facility at the new development to handle the waste. The freight boats may well be operating by the time the development is planned and built. This is confirmed in the Transport for London response to the application, stating that a condition should be made "encouraging servicing of the development by canal boat during both site clearance and construction, and once the building is occupied".

We are concerned that the plans as they stand could be recreating the equivalent of another 'ugly brown building' for the future.

Best wishes

Dee Searle  
Co-Chair  
Camden Green Party



*"We cannot solve our problems with the same thinking we used when we created them" - Albert Einstein*