

Camden Borough Council
Regeneration and Planning Development
Management
London Borough of Camden
London
WC1H 9JE

Your Ref 2022/2619/P
Our Ref CRTR-PLAN-2022-36630
Thursday 4 August 2022

Dear Edward Hodgson,

Proposal: Replacement of the expired decking of the existing under Part 18 Class A of Schedule 2 of the Town and Country Planning (General Permitted Development Order).

Location: Regent's Canal Bridge, adjacent to Gilbeys Yard, North Euston, London

Waterway: Regent's Canal

Thank you for your consultation.

We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Trust is a statutory consultee in the Development Management process.

Based on the information available our substantive response (as required by the Town & Country Planning (Development Management Procedure) (England) Order 2015 (as amended)) is the following general advice:

Policy A2 (Open Space) of the Camden Local Plan states that the Council will work with partners to preserve and enhance the Regent's Canal. We understand that this policy approach is not limited to preserving and enhancing the heritage value of the canal, given that it forms part of the Open Space rather than Heritage policy of the plan.

The proposals affect a relatively long length of towpath and canal (some 18.3m). At present, the minimum clearance between towpath and underside of the deck is approximately 2.86m. The proposal includes reducing this minimum clearance to approximately 2.64m. This would result in a clearance above towpath level of less than the 2.7m usually required by the Trust (and explained in our [Code of Practice for Works Affecting the Canal & River Trust](#)). The adverse effect on the towpath user's experience is exacerbated by the sheer length of the 'tunnel' and the removal of the historic jack-arches which provide visual relief and heritage interest. These form part of the historic rail structural fabric that locally contributes to the setting of the Regent's Canal conservation area. We do not consider that the scheme, as currently planned, is consistent with the aims of policy A2 of the Local Plan.

The Trust recognises that the scope for the local planning authority to seek amendments to these proposals, as a prior notification scheme, is limited. However, the Trust has not agreed to the proposed works as an affected

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landowner and we are seeking a justification for why the towpath clearance needs to be reduced to a level below the standard usually required.

Please do not hesitate to contact me with any queries you may have.

Yours sincerely,

Steve Craddock MRTPI
Planning Manager

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<https://canalrivertrust.org.uk/specialist-teams/planning-and-design>

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