

Camden's Local Development Framework Site Allocations Development Plan Document

Section B – Representation information

If you wish to provide more than one representation, please complete an individual copy of Section B for each separate comment you wish to make. You only need to fill in Section A once.

1. Which site does your representation relate to?

Section 6, Site 39: Bangor Wharf

2. Which section of the site allocation does your representation relate to?

All

3. Do you consider the document to be:

Sound	No
Legally compliant	Yes

4. If you consider the document to be **unsound** please indicate which test of soundness it does not meet:

Justified	<input type="checkbox"/>
Effective	No
Consistent with national policy	<input type="checkbox"/>

5. Please explain why you consider the document is not legally compliant or is unsound. Please be as precise as possible. If you wish to support the legal compliance or soundness of the document, please also use this box to set out your comments. If needed please continue on a separate sheet of paper.

It is inevitable that at certain points in planning there will be conflict between policies. Camden has given high priority to housing, and set out plans to do so in the main Development Areas. However, the mid stretch of Regents Canal lies within Camden Road neighbourhood – streets easily accessed from Camden Road station/cycle point – and several Conservation Areas. Camden Road and its environs is not in a main development area for Camden, and fits the development Policy CS4 of ‘more limited change’, ‘providing an appropriate mix of uses, including community facilities, and securing regeneration benefits’. We propose that Grays Inn Bridge become a new focus for local people and visitors, using the open space and heritage of the canal to best advantage.

Enough housing

There has been much development of housing locally. In the last 30 years, several blocks of four storey housing have been built on the north side of the canal. Elm Village, low-rise with gardens and car parking, has been substantially developed on the former Agar lands of Elm Lodge, and more recently, several long six-storey blocks (some student accommodation) have been built on the south east bank of the canal, looming over St Pancras Way. This has not been accompanied by any form of local balancing of retail or community provision, while the arrival of Sainsburys at Camden Town has seen closure of the smaller LMM stores and the Post Office in Royal College Street.

A community facility

The Bangor Wharf site could be a ‘community facility’ (eg gardens, exhibition space, creative workshops) to enhance the significant historical and leisure aspect of this location midway walking/cycling between Camden Market and Kings Cross, adjacent to creative industries and shops of Royal College Street, and accessible by pedestrians from the transport interchange of Camden Road.

On the north side of the canal, the Constitution pub and Camden Garden Centre would complement

Bangor Wharf development (including at weekends), while the north side of the canal now also has a strip of protected land that enhances biodiversity.

6. Please set out what change(s) you consider necessary to make the document legally compliant or sound, having regard to the option you have identified in question 4 where this relates to soundness. You will need to say why this change will make the document legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

Redevelopment of the site to provide a community facility with open public access, including employment in local creative trades.

Development will be expected to:

- provide flexible employment space for creative industries
- maximise the potential of the site as a community facility, eg garden, exhibition of the canalside, etc
- provide a point of beauty and linkage midway along the canal between Camden Town and Kings Cross
- contain an active frontage to Georgiana Street, Grays Inn Road Bridge and the canal towpath on north side
- be of a form and scale which is appropriate to the Regents Canal Conservation Area, responding to the open character of this part of the canal and to surrounding listed buildings.

Historic setting

Regent's Canal, built in the 1820s, works its way diagonally across mid Camden, through Camden Town Market, and goes on down to the major new developments at Kings Cross. Planning for Bangor Wharf should give attention to the likelihood increasing use of the tow path for tourists and improving the surrounding economy and community of Camden Road.

Regents Canal Conservation Area lies adjacent to other Conservation Areas: Jeffrey's , Rochester and Camden Broadway at Camden Road, and Camden Town to the west. Regents Canal is concerned with green space and amenity, while the surrounding areas have been concerned with employment in light industry and the creative and professional sectors.

St Pancras Way has seen substantial – indeed major – recent housing development along a thin slither of land adjacent to Regents Canal. While the Elm Village development from the early 1980s on the northern bank of Regents Canal is set back from the tow path, and of low build with green vegetation, the new housing developments on the south side (replacing the industrial premises on former Star Wharf and Knowles Wharf) are built directly to the waterside. The 'wharf' character is lost, there is no useful access, and the building themselves – six storeys – block light out and have a dark, daunting character from the tow path walk. (Equally, their 'space maximising' on the St Pancras Way side is only relieved by a scrap of green grass on the light industry site opposite.)

Bangor Wharf currently retains some original features. The canal-side was recessed, forming a docking area for probably several smaller buildings, and it retains some of its fronting road to the bridge. Notably also, there are steps from the towpath up to the bridge on the *opposite* bank, so that the site could be readily accessed by users of the towpath. To the northwest, the site is

bordered by a light-industrial development of some architectural quality, relatively low build and open character.

The Gray Inn / St Pancras Way bridge forms an interesting feature on the tow-path walk. The road (currently one-way for cars, and one\two way for bicycles) curves down the gradient from Camden Road Station. – which (as can be seen from the stucco imprint on its top pediment) was originally Camden Town (rail) Station. The station was first built on St Pancras Way in 1850, with goods yards where the Camden Garden Centre now is, and then rebuilt on Camden Road in 1870. Presumably there was greater interdependency, in the nineteenth century, between the railway station and the canal at this point. On the north side of St Pancras Way, the Constitution Pub is beautifully set, and has capacity for catering. Behind, Camden Garden Centre is a valued and successful business.

Please note your representation should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested change, as there will not normally be a subsequent opportunity to introduce further significant issues or evidence beyond this stage.

After this stage, further submissions will be only at the request of the Inspector, based on the matters and issues he/she identifies for examination

7. If your representation is seeking a change, do you consider it necessary to participate at the oral part of the examination?

Yes, I wish to participate at the oral examination

8. If you consider it necessary to participate at the oral part of the examination, please outline why you consider this to be necessary:

The viewpoint of local communities of this site has not heretofore been engaged significantly. We are developing Localism proposals for a Neighbourhood Forum, and discussion of this site would be a welcome opportunity to engage in fresh thinking and place-shaping.

Please note the Inspector will determine the most appropriate procedure to adopt for hearing those who have indicated that they wish to participate at the oral part of the examination.

Date: