

mr xharles manson comments

Page: [Policy SI15 Water transport](#)

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Development proposals canalside (particularly Regents Canal) tend to be over-high, dominating a precious open-air asset and amenity.

A restriction or guideline on canalside development should be specified to prevent darkening and over-domination of Towpaths open to public. I suggest a limit of 4 storeys.

Heritage warehouses should be particularly protected.

Canalside restaurants and cafes should be particularly aware that noise carries very easily and for long distances across water.

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Generally, canalside dwellers are in favour of improvement of facilities.

However, development proposals tend to be over-high, dominating a precious open-air asset and amenity.

A restriction or guideline on canalside development should be specified.

Heritage warehouses should be particularly protected.

Canalside restaurants and cafes should be particularly aware that noise carries very easily and for long distances across water.

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Paragraph G: 'Development proposals along waterways should explore opportunities for new, extended, improved and inclusive access infrastructure..'

I suggest there should be added that any building development along a canal (especially Regents Canal) - on the towpath side or on the other side - should not be over-dominating over the canal.

That means no blocking out light to what is essentially a park amenity nowadays (the Towpath) which is so well-used now. The Towpath is currently a huge success, very valuable to people for physical health, and arguably mental health too - the calm of water, access to fresh air.

In effect, there should be no further '**canyonisation**' along the canal.

I suggest a guideline limit of no development along the canal higher than **4 storeys**.

I would note that in the last 6 months, in 3 separate Borough Councils and 2 courts (High and Planning) over-high development proposals have been prevented from being given permissions to build:

REJECTION OF BANGOR WHARF APPEAL

<http://camdennewjournal.com/article/planning-inspector-spikes-bid-for-private-canalside-flats-at-bangor-wharf>

REJECTION OF REGENT'S WHARF PLAN

<http://islingtontribune.com/article/a-great-result-as-planners-reject-wharf-development>

<http://www.islingtongazette.co.uk/news/politics/stunning-victory-for-common-sense-as-islington-council-reject-outrageous-king-s-cross-office-redevelopment-1-5310215>

HIGH COURT RULING ON HOLBORN STUDIOS

<http://www.hackneygazette.co.uk/news/crime-court/high-court-quashes-hackney-council-s-decision-to-flatten-holborn-studios-in-eagle-wharf-road-1-5277446>

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Section: [9.16.1](#)

Section 9.16.1

Agreed that there should be improved canal and waterway leisure facilities.

However, I would add that there should be a condition that **no development** along the canal should be higher than **4 storeys**, to prevent further **'canyonisation'** .

The recent spate of over-high development proposals along Regents Canal tend to block light, create greater winds, and over-dominate.

Also warehouse heritage buildings along the canals should be especially protected where possible.

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Section: [9.16.3](#)

9.16.3

I suggest a phrase along the lines of 'Attention should be paid to noise carrying easier across water, for the discomfort of people living opposite canalside restaurants and cafes.'

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Section: [SI17](#)

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A restriction or guideline on canalside development should be specified to prevent darkening and over-domination of Towpaths open to public.

Heritage warehouses should be particularly protected.

Canalside restaurants and cafes should be particularly aware that noise carries very easily and for long distances across water.

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Section: [9.17.2](#)

Canalside restaurants and cafes should be particularly aware that noise carries very easily and for long distances across water.

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Section: [9.17.4](#)

Canalside heritage warehouses should be particularly protected where possible.