

“The canal creates a sense of calm and tranquillity for our residents to enjoy,” she says, “while the towpath provides a fantastic opportunity to travel on foot, or cycle, to Camden Lock, Camden Market, Primrose Hill, Regent’s Park and King’s Cross.”



The Regent Canalside

More than half of the 52 apartments have already been sold, including all the one-bedroom units. Prices vary for two and three-bedrooms properties but the cheapest is a smaller three-bedroom unit on sale for £799,999 with Chesterton Humberts.

So why has it taken 200 years for Regent’s Canal to become desirable again? “Like much of the canal system, the coming of the railways in the 1850s and 1860s sparked the slow demise of Regent’s Canal,” says Alex Werner. That decline was hastened by the rapid deindustrialisation of London in the 1970s and 1980s, leaving much of the canal derelict and dangerous. Werner cites the formation of the London Docklands Development Corporation in 1981 as a turning point in the canal’s regeneration.

“Up until then, zoning [the strict regulation of areas to remain either residential or industrial in use] had made parts around the east end of the canal desolate no-go areas,” he says. “But after the LDDC acquired controls to regenerate the closed docks, this freed up a lot of old warehouse buildings to be converted into sought-after waterside accommodation.”

The most famous – and most photographed – section of Regent’s Canal is the part that has changed the least, a quaint area of Paddington called Little Venice. For years the area has been an upmarket enclave, marking the spot where Regent’s Canal and the Grand Union Canal meet.

Today it is characterised by large stucco-fronted period homes and brightly coloured live-on canal barges. Although acquisitions here are few and far between, estate agents Ian Green is marketing a six-bedroom, early-Victorian house for £6.95m on Blomfield Road, right by the water.