

London Waterways Commission

3 April 2014

Boris Johnson
Mayor of London
City Hall
The Queen's Walk
London SE1 2AA

Further Alterations to the London Plan

I am writing on behalf of the Commission in response to the consultation for the Further Alterations to the London Plan. The consultation was discussed by the Commissioners at their last meeting on the 3rd of February 2014 and the Commissioners both note and welcome all of the following proposals:

- Para 5.55 (supporting Policy 5.12 on Flood Risk Management) promoting the final recommendations of the Thames Estuary 2100 project which addresses flood risk along the tidal Thames and has now been endorsed by Government.
- Para 5.57 (supporting Policy 5.13 on Sustainable Drainage) reflecting the improved understanding of surface water flood risk through the Drain London project, which is also illustrated in the first review of the Regional Flood Risk Appraisal from 2009.
- Para 5.59 (supporting Policy 5.14 on Water Quality) regarding the current stage of the Thames Tideway Tunnel development which also refers to the demonstration of need for the development as set out in Defra's National Policy Statement on Waste Water.
- Para 5.61 and 5.62 (supporting Policy 5.15 on Water Use) regarding water use and supply data providing further details about priority measures to address the growing water supply capacity deficit including demand management, reduction of leakage and additional supply.

However, there are still a number of concerns which Commissioners raised and would like to see addressed in the Further Alterations to the London Plan. These are as follows:

- Any changes should be considered in the light of the emerging new River Basin Management Plan which are currently being developed by the Environment Agency;

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- There are concerns about the potential over-development in Opportunity Areas (e.g. Old Oak Common) and building heights near the waterways (e.g. Wood Wharf), the latter also potentially affecting sailing;
- The Plan must recognise the importance of waterways as linear open space; the Blue Ribbon Network (BRN) is recognised as open space hierarchy;
- Further emphasis on water freight is needed particularly with all the major development sites on London's waterways; this is the perfect time to promote water freight and the potential it has to contribute positively to the transport infrastructure and also the environment. Greater use of water freight would help reduce the number of HGV's on London's roads. This would not only make the streets of London safer for pedestrians and cyclists, it would also help improve air quality and mitigate the effects of major construction projects in London.
- The addition on Royal Docks is welcomed, but there are concerns about maintaining its public use; the future water space in the Royal Docks should be accessible for the general public and waterway users;
- Another concern is the apparent discrepancy between policy aspiration and what happens on the ground;

Kind Regards

Yours sincerely,

Murad Qureshi AM
LONDON ASSEMBLY MEMBER
Chair of London Waterways Commission