

## **M86 Written Statement from Just Space 2718**

### ***Waterways***

#### **M86.**

Just Space has been given sight of the Written Statement by the Regents Network (respondent ref. no. 2490) which is a member of the Just Space network, contributing specialist knowledge and experience on all aspects of waterways generally. To avoidance unnecessary repetition, Just Space affirms that it is in alignment with the views expressed by the Regents Network.

Briefly, these are: at the opening of the statement, that Policy SI 14 should have a wider scope to include various additional water spaces; and the content should actually deal with the strategic role of waterways. That more use with import of the term Blue Ribbon Network be made.

For Question a), the draft London Plan only deals with part of the River Thames neglecting other parts and under supporting other waterways. For b) on Policies SI 14 to 17, these are insufficiently detailed and unsupportive, with gaps and a misunderstanding about the SE Marine Plan, particularly when compared with the current London Plan's policies on waterways.

Finally on b) local/neighbourhood planning, the Mayor should set out a strategic framework more clearly and structured, thereby providing the correct context for boroughs and neighbourhood forums to elaborate from.

Just Space has made points in its March 2018 response to public consultations requesting that the prominence and significance of the term 'Blue Ribbon Network' be reinstated to reflect the strategic significance of the interweaving and interconnected extent of waterways throughout London.

**(a) Does the Plan contain justified and effective policies to promote and encourage the use of the River Thames and other waterways for the provision of passenger transport services and the transportation of freight?**

Again, that Policy SI14 should deal with more than the tidal Thames by including the range and diversity of waterways. To this should be added a new observation that the under the GLA Act 1999, the Mayor should have regard to, inter alia, the desirability of promoting and encouraging the use of the Thames, particularly for passenger and freight transportation. This lends substance to the points made previously and above.

**(b) Are all of the requirements of policies SI14 to SI17 necessary to address the strategic priorities of London, or do they extend to detailed matters that would be more appropriately dealt with through local plans or neighbourhood plans?**

Additional points raised by community and waterway organisations across London not

That development around the waterways is often over bearing, over dense/ intense to the detriment of the amenities and biodiversity of the waterways and creating a canyon effect. This destroys the historical context, intrudes on open vistas, significantly reducing daylight to the canal and adjoining property whilst significantly increasing light pollution. Such development also crowds out water- related uses and sites.

Better facilities at moorings should be sought for refuse, water, sanitation and electricity. The proliferation of a near continuous line of moored craft generates issues. Partly in response, LB of Hammersmith & Fulham on 28 February 2018 adopted a Supplementary Planning Document<sup>1</sup> which includes a section on (Thames) Residential Moorings (pp 252-260). The Mayor should require boroughs and, where relevant, neighbourhood forums to publish guidance on waterways appropriate to their locations to assist in securing a proper balance between competing objectives and uses.

River restoration into a more natural state through de-culverting should be actively promoted for its multiplicity of benefits. Net gain should be achieved for both riparian and terrestrial habitats associated with waterway corridors.