



## Planning and Transportation Committee

**Date:** TUESDAY, 6 OCTOBER 2020  
**Time:** 10.30 am  
**Venue:** VIRTUAL PUBLIC MEETING (ACCESSIBLE REMOTELY)

5. **SWAN LANE PIER, 1 SWAN LANE LONDON EC4R 3TN**  
Objectors' images.

**For Decision**  
(Pages 1 - 12)

Item received too late for circulation in conjunction with the Agenda.

**John Barradell**  
**Town Clerk and Chief Executive**

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# OBJECTORS' CONCERNS

19/00116/FULL | Erection of a new pier within the River Thames at Swan Lane

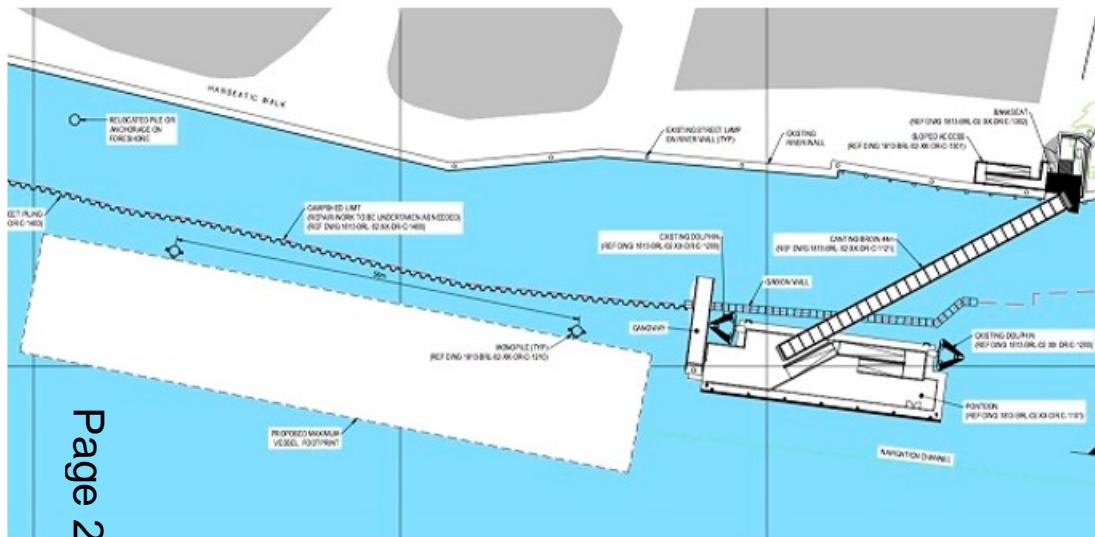


This scheme has 836 objections. Over 2200 have signed the petition against it.

Objectors include Southwark Cathedral, Tower of London, Shakespeare's Globe, River Thames Society, London Wildlife Trust, residents and businesses. It's been called in by the Mayor of London because of strategic concerns that it fails to comply with the London Plan.

**Few** would object to a truly green pier with a gentle footprint on the Thames; a policy-compliant pier with public transport, connectivity, healthy journeys, **viable** light freight, enhanced biodiversity – an **inclusive** pier giving more **public** access to our biggest public realm, the river.

**THIS is not that pier.**



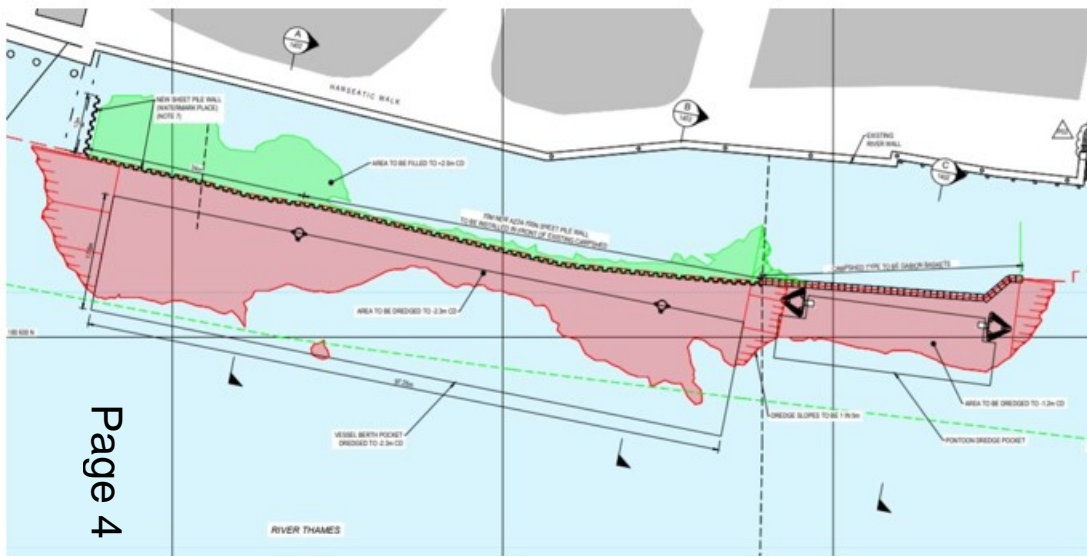
Here's the 282-ft 3-deck *Ocean Diva* at left – dwarfing the pontoon at right.

But our objection's **not** about the boat *per se*: it's about this scheme's **impacts** on the **environment**, the **public realm**, **offices** and **homes**.

And it's about the burden, this scheme would place on the **emergency services**.



The pier is bespoke-designed for its co-funder, the *Ocean Diva*, but in all the CGIs, the pier fades to white where the *Ocean Diva* would be.



Yet absent the *Ocean Diva*, there'd be **no need** for **THIS** ... a dredge of 2200 cubic metres (**pink area**) to make a private underwater harbour ('berth pocket') for the *Diva*.

Even the applicants admit this sediment's too toxic to dispose of at sea.

There's no compensatory biodiversity enhancement, as required by the London Plan.





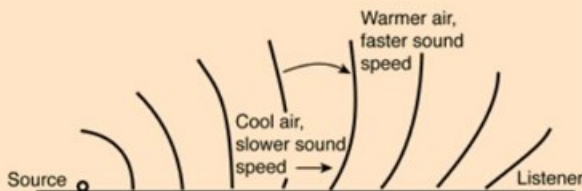
Light and noise pollution would become the problem of hundreds of long-term riverside residents – including children – trying to live, work and sleep, **well within earshot and sight** of the scheme.

As an Agent of Change, this scheme offers insufficient mitigation to protect resident and office amenity.

**Inaccurately**, the applicants claim that noise from the *Ocean Diva* would be reduced over water. The science shows it's **amplified**.

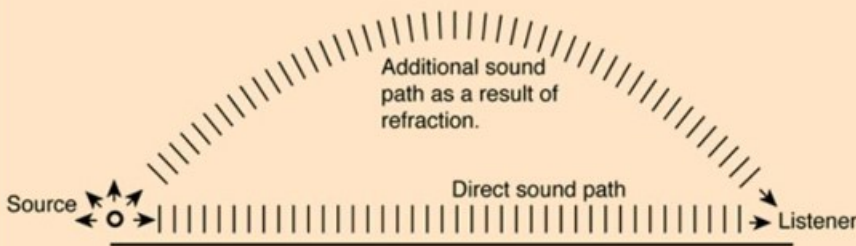
## Refraction of Sound

If the air above the earth is warmer than that at the surface, sound will be bent back downward toward the surface by [refraction](#).



Sound propagates in all directions from a point source. Normally, only that which is initially directed toward the listener can be heard, but refraction can bend sound downward.

Normally, only the direct sound is received. But refraction can add some additional sound, effectively amplifying the sound. Natural amplifiers can occur over cool lakes.



The Thames has the known effect of magnifying noise, which can be louder on the shore than it is on the party-boats themselves. Jackie Seroka of the LPHA explained on July 1<sup>st</sup> 2019, *'Unfortunately ... particularly at low water or when there is little or no wind, the noise becomes louder the further away it gets from the source due to geometric spreading and surrounding high buildings can also contribute by causing the noise to canyon between the buildings.'*





Londoners have a right to decent air quality.

ULEZ does not cover the river. But marine emissions still spread to nearby offices, schools and homes.

So do light and noise pollution.



Office workers enjoy fresh air and views on Riverside Walk.

But it's a narrow space with no parking, no cycle racks, no drinking fountain and no public toilet.

Add 1000 or even 200 *Ocean Diva* partygoers and this public realm would become impassable and intolerable.

The City of London police have raised concerns about noise, disorder and safety risks.



None of the CGIs show this pier doing **the one thing** it's specifically designed to do: embark and disembark up to *Ocean Diva* 1500 passengers.

The applicants say 150 can queue on this small pontoon and 200 on this canting brow. They show nine.



Queueing on Riverside Walk is inevitable.

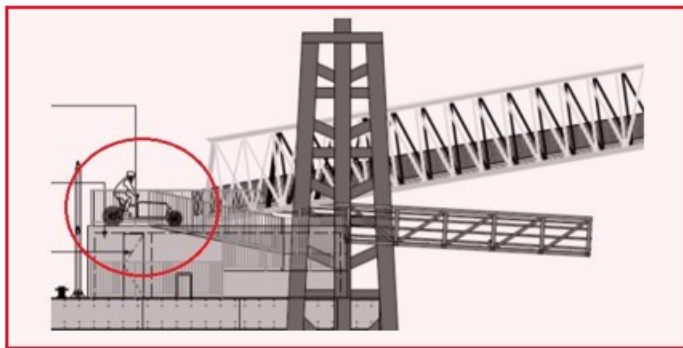
The City of London police have said, *'the area is not equipped to deal with the large numbers of people leaving the main party boat, regardless of the projected dispersal arrangements.'*



Proposed building seen from the middle of London Bridge

This scheme fails to take into account that Seal House at 1 Swan Lane is empty pending redevelopment. Seal House's loading bay is also on Swan Lane. Once this 11-storey building is fully occupied with a retail outlet on Riverside Walk, congestion in Swan Lane will intensify greatly.





The applicants claim freight is a ‘cornerstone’ of their scheme.

But cargo bikes and couriers with sacks couldn’t safely share the narrow brow with hundreds of partygoers. So freight’s been marginalized to a single small daily delivery.

This scheme would take some vans off the City’s roads each year. But the number would be vastly overshadowed by the traffic generated by *Ocean Diva* passenger taxis.

**PANEL VANS TAKEN OFF** CITY ROADS annually by freight offer: **1,970**

According to Freight Management Framework July 2020, with the current single delivery a day projected.

**TAXIS/UBERS ADDED TO** CITY ROADS annually by *OCEAN DIVA*: **135,050**

The applicants claim that, for a 1000-guest event, just 260 taxis and PHVs would collect passengers (TS 7.5.11) and that 110 (TS 7.5.10) would deliver passengers for embarkation. HALVING even these low figures for an average event of 500 people, we get 185 taxis/PHVs per event. At two events a day (EMP), 365 days a year, this conservative estimate brings 135,050 taxis to Swan Lane a year.)

This scheme is a **lost opportunity** for a sustainable, truly river-related mixed-use pier with a meaningful freight service.