

Committee:	Date:
Planning Applications Sub Committee	9 September 2025
Subject: Sugar Quay Jetty Use of part of Sugar Quay Jetty for seating and service in association with the restaurant and drinking establishment use (Sui Generis) located on the ground floor of the adjacent Sugar Quay, Lower Thames Street, together with associated works including installation of furniture, and perimeter planters and benches.	Public
Ward: Billingsgate	For Decision
Registered No: 24/01196/FULL	Registered on: 13 November 2024
Conservation Area: N/A	Listed Building: No

Summary

Background and proposal

The application relates to part of the Sugar Quay Jetty, which is located on the River Thames near the City of London's border with Tower Hamlets - it measures approximately 965m². Currently there are no physical barriers to the public to access any part of the jetty, however the central section of the jetty (grey on image 1 below) is private land. The red shaded area on image 1 is accessible to the public.

The proposal seeks to use the central, private, area of the jetty, c.365m, for seating and service associated with the permitted ground floor commercial unit - with proposed customer service hours from 9am to 9pm. The new scheme includes perimeter landscaping with public-facing benches to enhance the public area of the jetty.

Approximately 600m² of the jetty (the perimeter area, shaded red in Image 1 below) would remain unobstructed and open to the general public. The division between the private and public areas of the jetty is not in conflict with the extant planning permission (14/01006/FULMAJ, issued 11 May 2016), which was subject to a Section 106 Deed of Variation (DoV) dated 11 May 2016 (see APPENDIX E).

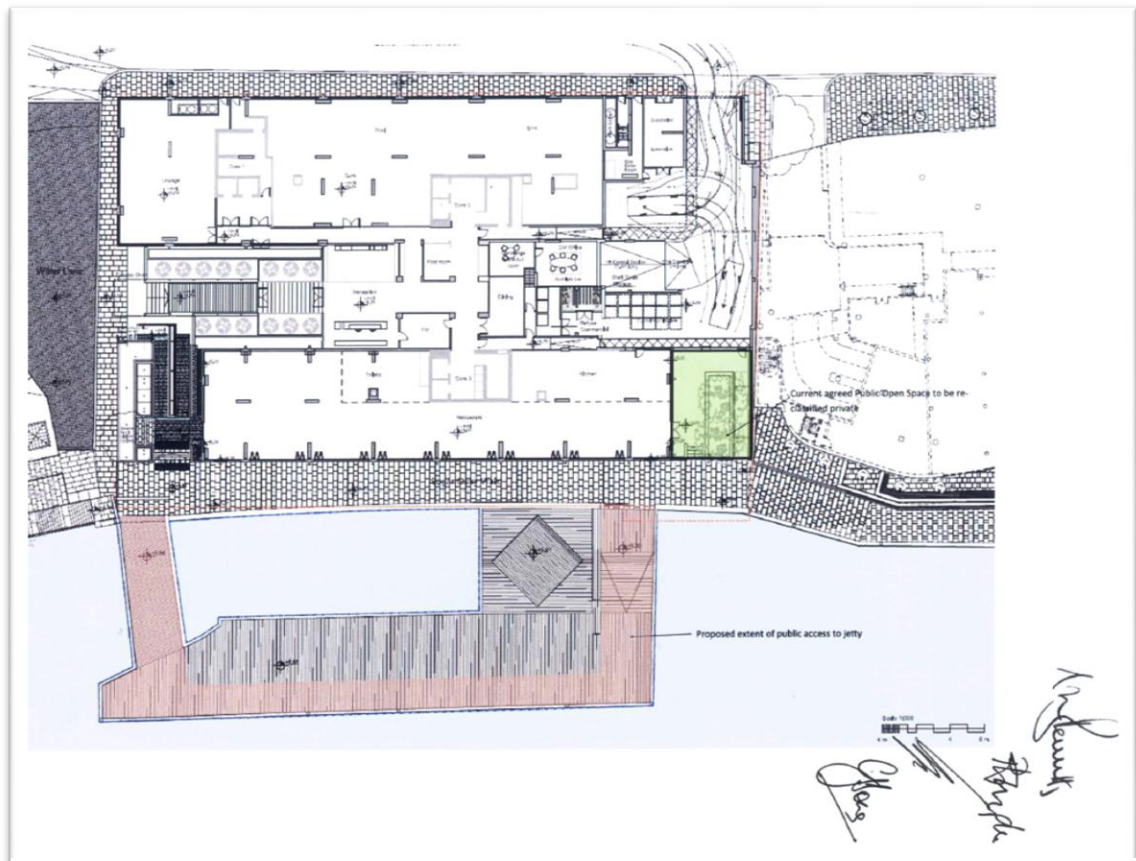


Image 1: Plan extracted from S106 DoV for 14/01006/FULMAJ, dated 11 May 2016

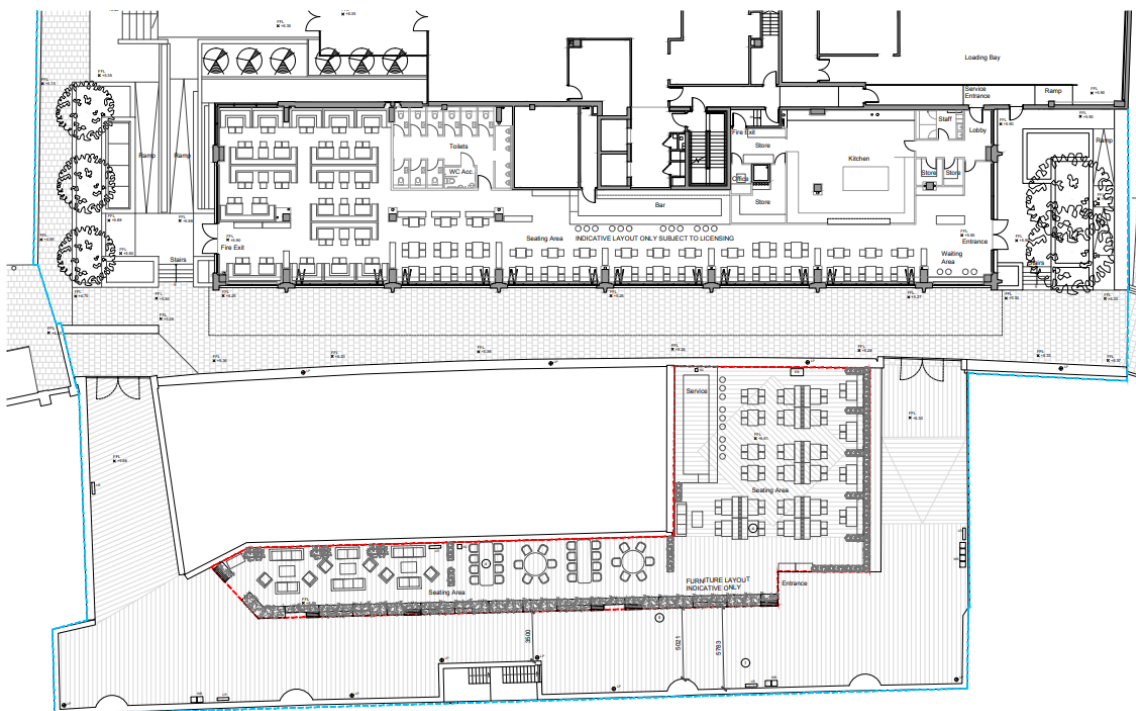


Image 2: Current seating proposal plan

Public access to the jetty was negotiated by officers, and first secured at planning committees in January and February 2016 via the DoV to Planning Permission 14/01006/FULMAJ, issued 11 May 2016), which is the operational permission of Sugar Quay itself. See APPENDIX C, D and E for the relevant committee report, committee minutes and DoV.

The current application site - the proposed seating area on the jetty— lies entirely within the area which was retained as private land under the 2016 planning permission 14/01006/FULMAJ (shown in grey on image 1 above).

As a result of officer negotiations during the assessment of the current application, the seating area (Image 2) has been amended to occupy a smaller area than the retained, 'private' area (Image 1). Further details and explanation of the planning history are provided from paragraph 12 below.

The adjacent Sugar Quay building is primarily residential at above ground level and has been occupied since c.2018. The permitted ground floor commercial unit (formerly A1-A4, now Class E/Sui Generis) remains vacant.

59 objections have been received, primarily from Sugar Quay residents. The broad themes of objection include:

- (a) the potential for noise and disturbance to harm residential amenity from the proposed use,
- (b) perceived loss of 'public space',
- (c) additional congestion and safety concerns relating to the proposed use.

These matters are addressed in detail in the following report.

Amenity impacts

The potential for noise of customers using the seating area to cause a disturbance to nearby residents is one of the main issues raised by objectors. Objectors have commissioned a noise impact assessment (RBA, January 2025) in response to that submitted by the applicant (Quantum Acoustics, November 2024). There are a number of professional disagreements between the two assessments.

Officers acknowledge that the proposed use of the jetty would likely result in additional sources of noise, which has potential to cause a disturbance to the adjacent residents of Sugar Quay.

However, it is noted that the site (and the nearby residential development) is located in the Central Activities Zone (CAZ) and is adjacent to a well-used City Walkway and the busy Thames waterway. Owing to its location, the jetty is already a well-used public space, which has iconic views of Tower Bridge and therefore has an inherent busy character, and high levels of background noise that would be reasonably expected.

To mitigate this, the existing apartments on the upper levels of Sugar Quay were designed and constructed with a high specification of sound attenuation

including triple glazed windows, mechanical ventilation and comfort cooling. Taking the high specification into account, officers are of the view that residents would be able to mitigate against any increased noise levels that would likely result from the proposed use of the jetty.

Notwithstanding, it is acknowledged that the balconies, some of which are directly facing the jetty, and that residents with windows open would benefit from less mitigation. The main impact to consider therefore is that upon residents' enjoyment of their balconies, and internally if windows are open during noisy periods.

In order to address and minimise potential impacts on the amenity of surrounding residents as well as the area generally, conditions are recommended including a customer closing time no later than 9pm, seated service of customers only and max. capacity of 157, and details of an operational management strategy and its approval to be secured by conditions.

Subject to compliance with recommended conditions, officers suggest the impacts would not be so harmful to warrant refusal of the planning application. Although there would be a noticeable impact during the opening hours for some residents using their balconies or with windows open, the customer closing time of 9pm and latest close-down time of 9.30pm would ensure that this would not unreasonably impact any residents during expected quiet hours, and further controls stemming from the operational management plan, and seated service only conditions, would ensure noise levels are controlled by future operators.

Officers therefore do not consider the proposed use would significantly reduce the enjoyment of residents' homes resulting from any noise impacts, which can be suitably managed.

Land use and 'Loss' of open space

The S106 Deed of Variation, associated with 14/01006/FULMAJ dated 11 May 2016 requires the developer to *keep the part of the jetty shaded red on the Jetty Plan* (see Image 1 above):

- a) Unobstructed (save for any objects which may be approved in writing by the City Corporation); and*
- b) Open to the public and free of charge for pedestrian access for recreational purposes at all times of the day and night throughout the year.*

Despite the S106 obligation specifying that only the red shaded area must be unobstructed and open to the public - all of the jetty has been open to the public, as there has never been a delineation of the private area. This has led to the public perception that the entire jetty is "public open space", and that the proposal would result in the loss of part of this.

However, the S106 DoV related to the extant permission is clear that the central area of the jetty was to be retained as private, and officers considered this to be acceptable at the time of the decision, which is evidenced by the committee report and legal agreement associated with 14/01006/FULMAJ dated 11 May 2016.

Therefore, there would be no loss of public open space resulting from the proposal.

Notwithstanding this, in order to offset the sense of openness that would be lost, the proposed landscaping and seating is proposed, to improve the appearance and public usability of the jetty, which is considered to enhance the public space.

Whilst the proposed separated commercial seating area would physically reduce the space that is currently accessible to the public, this is acceptable in the context of previous planning decisions, and because the retained public areas of the jetty would be enhanced by seating and landscaping.

Furthermore, the proposed use of the jetty aligns with local plan policies DM3.5 and DM11.1, Emerging Policies CV5 and S6 as well as London Plan Policies: HC6(6) which requires planning decisions to protect and support evening and night-time cultural venues such as restaurants, pubs, night clubs, theatres, cinemas, and music and other arts venues.

The use is also supported by Policy CS9 of the Local Plan and Strategic Policies S17 and S19 of the Draft City Plan 2040. These policies support the activation of riverside spaces for appropriate commercial, leisure and cultural uses, encourage improvements to the public realm, and promote the vibrancy of the Thames waterfront as part of the City's wider Destination City strategy.

The proposed use would support the aims of Destination City, and is consistent with the location of the site within the CAZ, as well as supporting the evening and night time economy.

The application also supports the aims of Local Plan Policy DM20.3 (Retail uses Elsewhere in the City), as the space would provide enhanced local facilities for the City's workforce, enhance vibrancy, and improve existing active frontages, by increasing the potential for the existing ground floor commercial unit to come into operation.

Congestion and safety

In terms of congestion and safety, the submitted transport assessment confirms that the resultant pedestrian conditions will be acceptable, and that the jetty area could safely be served by staff of the restaurant, subject to further details to be secured as part of the operational management plan.

Summary

The proposed use of the application site for seating and service, in connection with the existing lawful use of the ground floor of Sugar Quay is therefore considered acceptable.

The proposed use is supported in this location, as it would add to the vibrancy of this area, enhance the existing public open space, whilst also providing local food and beverage facilities for the City's workforce and tourists, and support strategic aims including 'Destination City'.

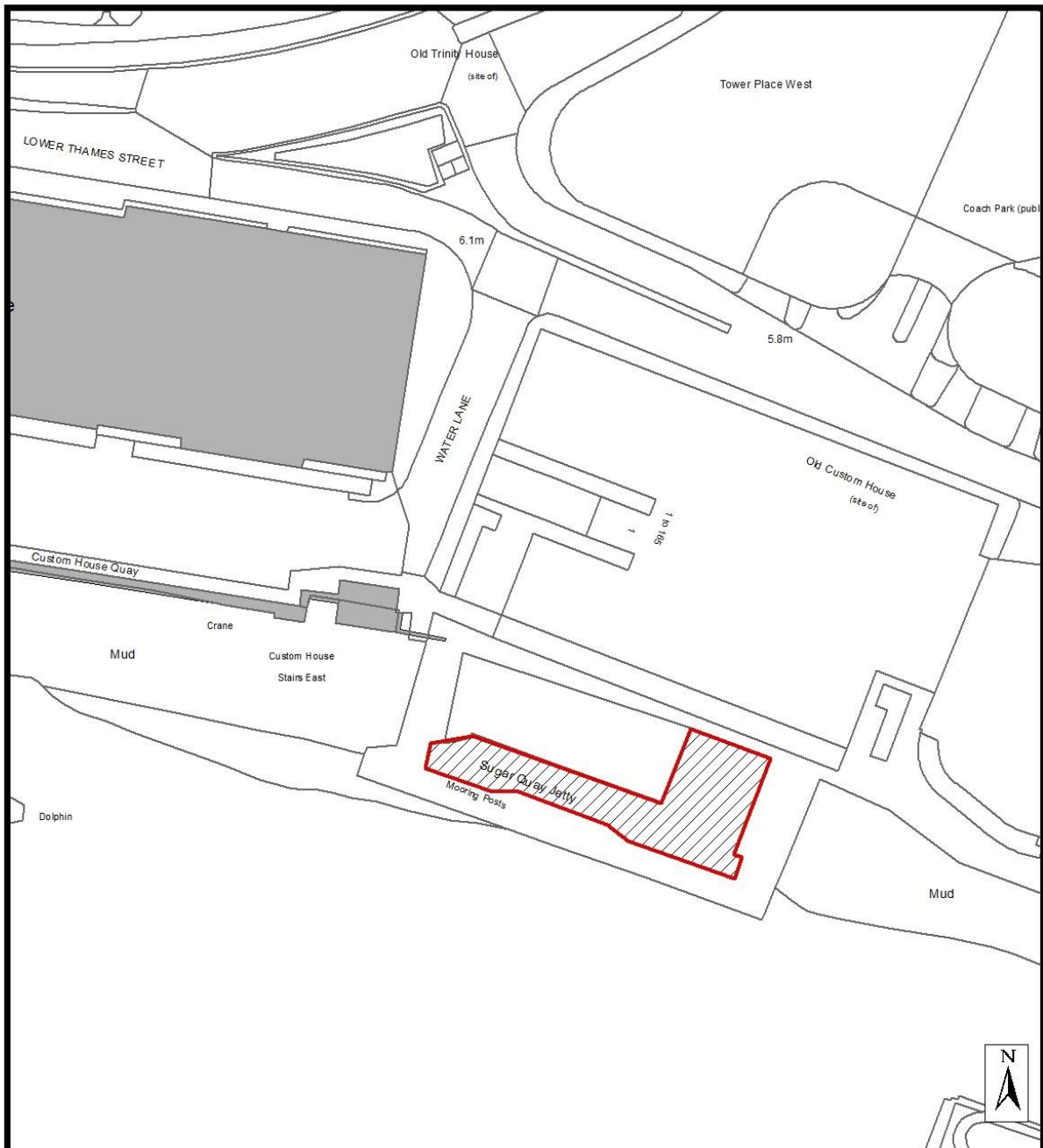
Subject to the recommended conditions, it is not considered that the proposal would result in unreasonable levels of harm to neighbouring residential amenity, nor the local transport network and planning permission is therefore recommended to be granted.

Recommendation

That subject to the recommended conditions as set out under the heading 'Schedule 1', the Planning and Development Director be authorised to issue a decision notice granting planning permission for the above proposal in accordance with the details set out in the attached schedule.

SITE LOCATION PLAN

Site Location Application Plan



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ADDRESS:
Sugar Quay Jetty, Sugar Quay Walk

CASE No.
24/01196/FULL

-  **SITE LOCATION**
-  **LISTED BUILDINGS**
-  **CONSERVATION AREA BOUNDARY**
-  **CITY OF LONDON BOUNDARY**



ENVIRONMENT DEPARTMENT



Photo 1: Sugar Quay Walk and Jetty - taken from western gate to jetty

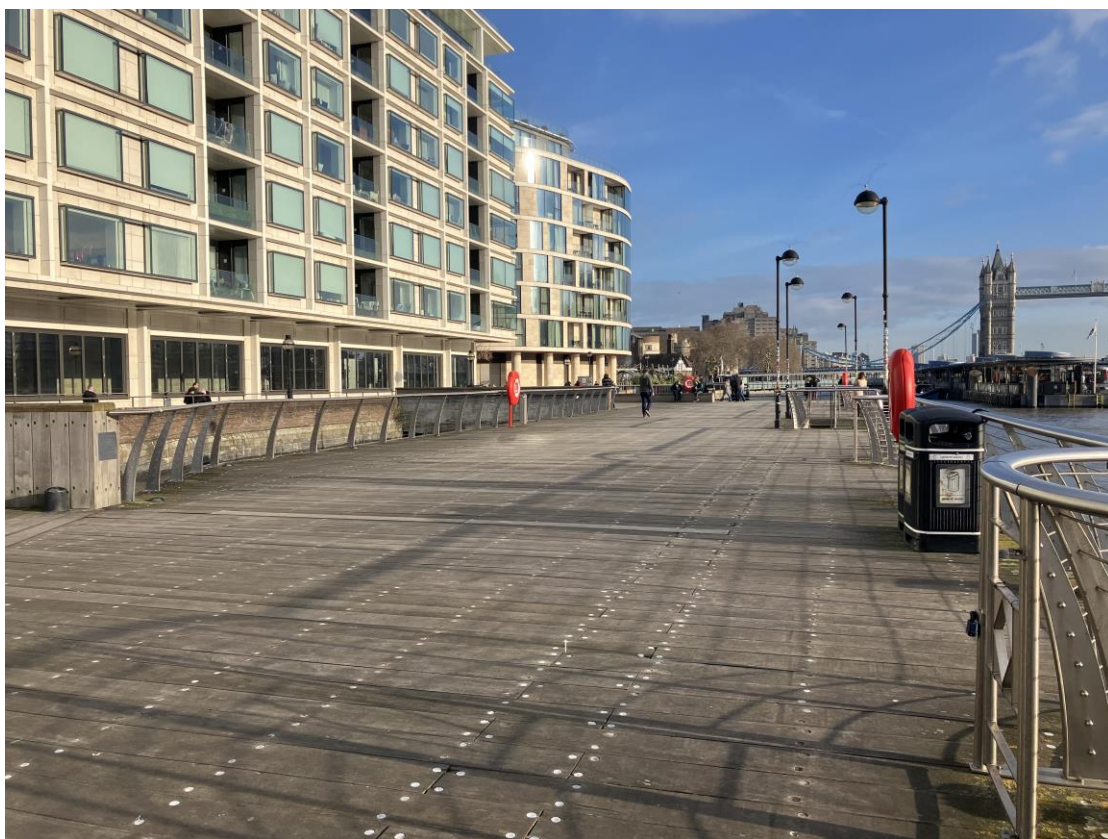


Photo 2: Sugar Quay Jetty, includes proposed seating area

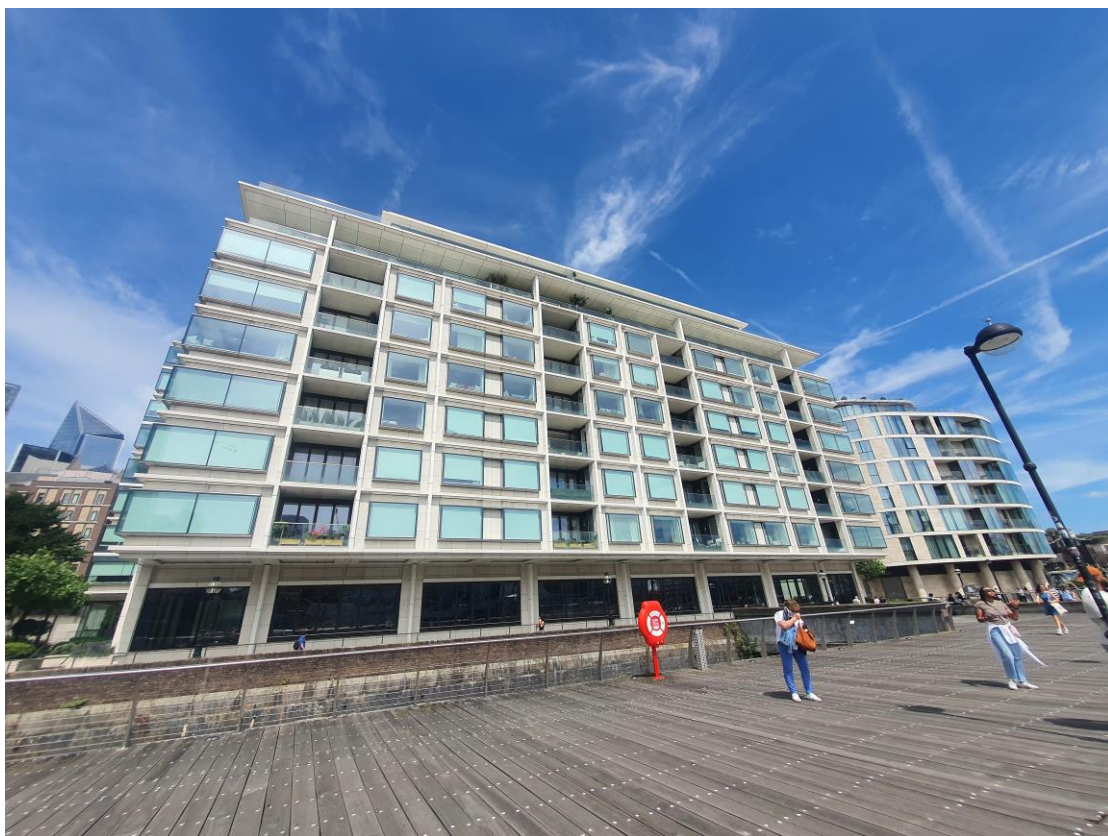


Photo 3: Sugar Quay Apartments front elevation (0.5 zoom)

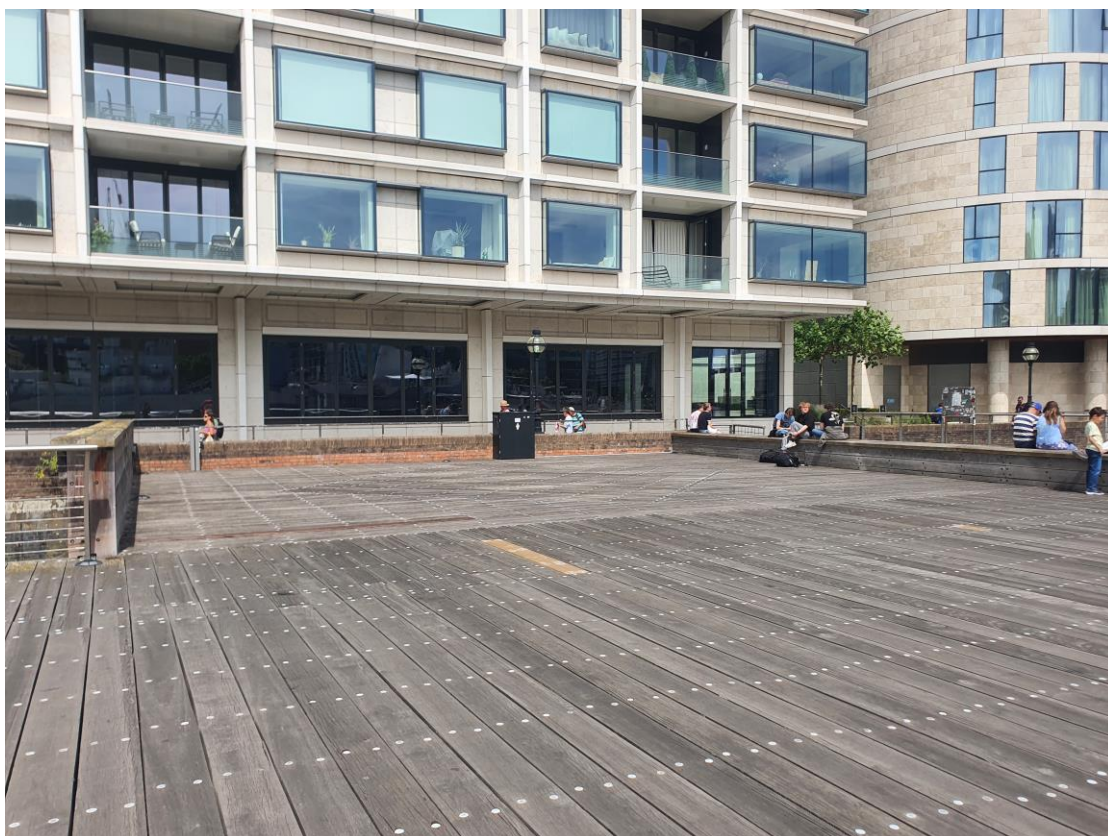


Photo 4: Eastern side of Jetty / front elevation of Sugar Quay Apartments



Photo 5: Sugar Quay Walk - taken from eastern end of Sugar Quay building

Main Report

Site and Surroundings

1. The application site is part of the jetty known as Sugar Quay, and is located to the south-east of the City of London, fronting the River Thames, close to the border with Tower Hamlets.
2. The total area of the jetty is approximately 965sq.m, and its entirety is currently accessible to the public. Access can be controlled using two gated entrances from Sugar Quay Walk, however 24-hour public access to the perimeter walkway of the jetty is guaranteed by a legal agreement in connection with planning permission 14/01006/FULMAJ.
3. There are four mooring posts and a gated stepped access down towards the river. There are several litter and recycling bins as well as life-rings placed around the perimeter of the jetty.
4. The use of the existing building known as Sugar Quay is primarily residential. The commercial unit at ground level remains unoccupied.
5. There are clear views towards Tower Bridge and the Tower of London, as well as across the river to the HMS Belfast and the Southwark skyline from the jetty, which makes it a popular spot for people to dwell. There is a long wooden structure to one end of the jetty, which is used as an informal sitting place.
6. There is a busy pedestrianised walkway between the Sugar Quay building and the jetty, known as Sugar Quay Walk, which is part of the riverside walk, and is designated City Walkway.
7. The surrounding area is characterised by the riverside walk, the Sugar Quay building, and the jetty itself, which has a prominent location on the river bank. Immediately to the east of Sugar Quay is Three Quays Walk, the ground floor of which is in use as a restaurant, and features outdoor seating fronting the river within 'pods'.
8. The border with Tower Hamlets lies approximately 80m to the east of the jetty, and Custom House is to the West.
9. The site is not in a Conservation Area and the property is not listed. The nearest listed buildings is Custom House (Grade I) however the proposal would not impact upon its setting. The site is within the Tower of London World Heritage Site Local setting area.
10. The application site lies above the River Thames, which is designated as a Site of Metropolitan Importance for Nature Conservation (MSINC).

These sites represent London's most valuable ecological assets and are afforded a high level of protection in the planning system. While the Sugar Quay jetty is a man-made structure and not part of the riverbed or natural habitat, its location above the Thames means that ecological considerations remain relevant.

11. There are no other designations or constraints relevant to the Site or the proposals.

Relevant Planning History

12. At its meeting on 22 March 2013, the Planning and Transportation Committee granted Planning Permission (**12/01104/FULM, dated 16 September 2013**) subject to a S.106 agreement for:

Demolition of the existing building and construction of a new building of basement, ground and part 9, part 11 storeys plus plant comprising 165 residential units with associated residential facilities and 658sq.m. of retail / cafe and restaurant (A1-A4) use at ground floor, creation of vehicular access point from Lower Thames Street, works of hard and soft landscaping and ancillary works (total area 26,030sq.m. GEA).

13. At its meeting on 12th January 2016, the Planning and Transportation Committee resolved to grant Planning Permission (under Section 73 of the Town and Country Planning Act for application reference **14/01006/FULMAJ, dated 11 May 2016**) for: *Variation of condition 53 (adherence to the approved plans) of planning permission reference no. 12/01104/FULMAJ dated 16th September 2013 to make minor material amendments to the permitted scheme including lowering of the first floor soffit level and repositioning of the two north cores, rationalisation of restaurant deliveries and refuse collection, facade and landscaping improvements, changes to the internal configuration of residential units and associated works.*
14. Members resolved to grant the permission under Section 73 of the Act, subject to a Deed of Variation to the S106 agreement (for 12/01104/FULMAJ, dated 16 September 2013), which required the Committee's approval once it had been negotiated by officers with regard to public access to the jetty.
15. Following the Committee's resolution of the 12th January 2016, the Deed of Variation was subsequently considered at the Committee's meeting on 23rd February 2016. The Committee agreed with officers

recommendation to approve, and resolved that a deed of variation should be entered into with an obligation to provide 24-hour public access to the Sugar Quay jetty. This report includes a plan which shows the extent of the area to be retained for public access under the agreement (in red shading). See Image 1 above.

16. The officers' committee report (see APPENDIX C) for the above states at paragraph 42 with regard to public access of the jetty: *"In order to mitigate the impact of the lower headroom, the applicants have agreed to provide public access to the Sugar Quay jetty which they own. A pedestrian route is proposed around the perimeter of the jetty." At paragraph 43, it states "The public route would be approximately 6m wide between the riverbank and the front of the jetty and 3.5m wide along the frontage to the river. The remainder of the jetty would remain private."*
17. The development, subject to this permission has been completed, and the residential element of the building has been occupied since approximately 2018. The approved retail/restaurant/drinking establishment (previously Use Class A1-A4, now Class E, Sui Generis) at ground floor has remained vacant since completion.
18. The entire jetty has remained open and accessible to the public in the meantime, including the retained 'private area' as no physical barriers have been erected to demarcate the areas.

Proposals

19. Planning permission is sought for the use of part of Sugar Quay Jetty for seating and service in association with the lawful restaurant and/or drinking establishment (including with expanded food provisions) use (Sui Generis) located on the ground floor, together with associated works including installation of furniture, and perimeter planters and benches.
20. The part of the jetty (c. 365m² of a total 965m²) proposed to be used for seating is private land, and this is shown in documents approved under permission 14/01006/FULMAJ. The proposed retained extent of public access is consistent with that permission. The extent of the private area to be delineated is smaller than the area shown on the plan approved by committee in February 2016 (Image 1 above).
21. The customer service hours on the jetty for the restaurant and/or drinking establishment are proposed to be 9am to 9pm.

22. Associated works include installation of raised planters around the perimeter of the proposed commercialised seating area, with integrated benches, and includes recessed areas where wheelchair users could sit.

Consultation

Statutory Consultation

23. Environment Agency: No objections raised. They have provided the following advice to the decision maker: *We strongly recommend the use of flood resistance and resilience measures. Physical barriers, raised electrical fittings, and special construction materials are just some of the ways you can help reduce flood damage.*
24. Port of London Authority: No objections to proposed use. Welcome the maintenance of existing access stairs on the south side of the jetty which would provide opportunities for third party users to benefit from access to the river for river related uses. *They have requested a condition requiring continued investigation into the potential to utilise and promote the site for river related uses.* Officers do not consider this condition to be directly relevant to the current application, so it cannot be included as a condition of development, however an informative will be added drawing the applicants attention to this.
25. Lead Local Flood Authority (LLFA): Initially objected due to a lack of information. Following submission of additional information, the LLFA have withdrawn the objection, and confirmed they have no further comments.

Internal Consultations

26. Environmental Health Officer: Concern has been raised with respect to potential noise and disturbance resulting from patrons and set-up and close-down activities on the jetty. However, a number of conditions have been recommended to mitigate against these, should the application be approved. These are to include restriction on opening hours with a closing time no later than 9pm every night, restriction to allow table service only, no music to be played on the jetty, no promoted events and submission of a detailed operational noise management plan. This is discussed in full in the Amenity Impacts section of the report.

27. Licensing Officer: No objection from a licensing perspective.
28. Waste Division: No objections.

Public and neighbouring Consultations

29. As part of the current application, the City of London Corporation acting as the Local Planning Authority ('LPA') has undertaken consultation with neighbouring residents in line with statutory duties.
30. Neighbour letters were sent to 331 surrounding residential properties; site notices were posted on 12 December 2024 and 02 January 2025, and the application was advertised via a press notice in City AM on 29 April 2025, and in the 'weekly list' of 10 December 2024.
31. Following revised plans being received, an additional consultation was carried out on 14 May 2025 by the City Corporation, notifying all those who had previously been contacted and/or who had responded to the initial consultation.
32. In response to the consultations, 59 objections were received. Copies of all received letters and emails making representations are attached in full and appended to this report. A summary of the representations received, and the consultation responses is set out in the table below. These are summarised into key 'themes' of objection, and officers' response to the comments is provided.
33. Officers are also aware of a petition online which has approximately 1,500 signatories.

Themes (Objection)	Summary of issues raised	Officer Response / comments
Increased noise pollution due to commercial operations	<p><i>Concerns about increased noise levels from customers, staff, and deliveries.</i></p> <p><i>Noise from customers of outdoor seating area, as well as service (i.e. bottles/glasses being transported) is expected to cause disturbance.</i></p> <p><i>Agent of change principle.</i></p> <p><i>Inadequate mitigation proposed by applicant.</i></p>	<p>In consultation with Environmental Health colleagues, controls are recommended as follows:</p> <p>Opening hours controlled (9am-9pm)</p> <p>No music allowed.</p> <p>Table service only.</p> <p>Operational (including noise) Management Plan is</p>

		<p>recommended to be secured by condition.</p> <p>Further control will also be imposed via the licensing regime.</p> <p>Addressed in detail within the amenity impacts section of this report.</p>
Perceived Loss of 'Public Space'	<p><i>The jetty is seen as a valuable public amenity used by residents, tourists, and local workers for relaxation, leisure, and enjoying views.</i></p> <p><i>There is the perception that using this space commercially would diminish public accessibility and enjoyment.</i></p>	<p>Officers have negotiated amendments to the scale of the proposed seating area in pre-application discussion, and further during assessment and the applicant has agreed to reduce the area, in order to increase the retention of 'public' space, and to improve views towards the Tower of London WHS.</p> <p>The 'private' area of the jetty has been in private ownership since public access was originally secured in 2016 for the said area shaded in red. The majority of the walkway is to be retained as public space as part of this proposal.</p> <p>See 'land use' section below.</p>
Transport, congestion	<p><i>Increased footfall and servicing of customers could lead to crowding and congestion in this already busy area.</i></p> <p><i>Reduced footway area on jetty to exacerbate this.</i></p> <p><i>Safety concerns associated with moving food and beverages across Sugar Quay Walk.</i></p>	<p>Submitted transport assessment suggests the use would not result in unacceptable crowding.</p> <p>The public walkway area to be retained on the jetty is of sufficient width to ensure no unreasonable congestion.</p> <p>Safety concerns considered manageable through use of operational management plan condition.</p>
Loss of residential amenity	<p><i>Concerns around loss of privacy to balconies.</i></p> <p><i>Potential for offensive odours.</i></p>	<p>The proposal is not considered to present any additional overlooking opportunities.</p>

		Management plan would detail cleansing regime to ensure use does not lead to offensive odours.
Public Safety	<i>Query raised whether the structure can take the additional loading proposed of tables and chairs etc.</i>	The Port of London Authority do not object to the application.
Conflict with building / jetty lease contracts and river works license	<p><i>It is claimed the proposal would not be allowable under currently lease terms.</i></p> <p><i>It is claimed there is conflict with the River Works License dated 16 August 2019</i></p>	<p>This is a civil, private matter, and is not considered necessary in the officers' assessment.</p> <p>The PLA, who issue river works licenses, have not objected to the proposal. Further, river works licensing is a separate process to planning.</p>

34. A group of residents of Sugar Quay have instructed David Dadds, Barrister, to submit a letter of objection, dated 18th January 2025. The letter concludes with the following statement: *It is respectfully submitted, that the proposals should therefore not be considered acceptable on the grounds of noise nuisance and the loss of residential amenity, given the close proximity of the proposal to the residents' homes.* This is undersigned by 31 residents of 16 addresses within Sugar Quay. This objection is supported by a Noise Assessment Report prepared by RBA Acoustics, dated 20 January 2025.
35. An additional follow up letter, including updates to the RBA Acoustics report was submitted on 28 May 2025, following re-consultation. This reiterated previous concerns and updated the previous noise impact assessment. This is dealt by the officer in the Amenity impact section of the report.
36. The River Residents Group have submitted a letter of objection which they summarise as follows: *On the grounds that it will cause Significant Observed Adverse Effect on the residents of 164 adjacent apartments, who will suffer their quality of life diminished due to a major change in the acoustic character of their area as well as the loss of amenity space that has contributed to their health and well-being for years.* The letter contains a link to a petition "Prevent the Conversion of Public Jetty to Private Commercial Use" with 1,519 signatories This is dealt by the officer in the amenity impacts section of the report.

Policy Context

37. The development plan consists of the London Plan 2021 and the City of London Local Plan 2015. The London Plan and Local Plan policies that are most relevant to the consideration of this application are set out in Appendix B to this report.
38. The City of London (CoL) is preparing a new draft plan, the City Plan 2040, which was published for Regulation 19 consultation on 18 April 2024. It was then submitted to the Secretary of State on 29 August 2024, and has completed the formal hearings of its Examination in Public at the time of writing this report. Emerging policies are considered to be a material consideration with limited weight with an increasing degree of weight as the City Plan progresses towards adoption, in accordance with paragraph 49 of the NPPF. The emerging City Plan 2040 policies that are most relevant to the consideration of this case are set out in Appendix B to this report.
39. Government Guidance is contained in the National Planning Policy Framework (NPPF) December 2024 and the Planning Practice Guidance (PPG) which is amended from time to time.
40. The National Planning Policy Framework (NPPF) states at paragraph 2 that “Planning Law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise”.
41. Paragraph 10 of the NPPF states that “at the heart of the Framework is a presumption in favour of sustainable development. That presumption is set out at paragraph 11. For decision-taking this means:
 - approving development proposals that accord with an up-to-date development plan without delay;
42. Chapter 8 of the NPPF seeks to promote healthy, inclusive, and safe places.
43. Paragraph 92 states that planning decisions should aim to achieve healthy, inclusive, and safe places which promote social interaction, are safe and accessible and enable and support healthy lifestyles.

Considerations in this case

44. The City Corporation, in determining the planning application has the following main statutory duties to perform:
- to have regard to the provisions of the development plan, so far as material to the application and to any other material considerations (Section 70 Town & Country Planning Act 1990);
 - to determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004);
 - In considering the application, account has to be taken of the statutory and policy framework, the documentation accompanying the application, further information and the views of both statutory and non-statutory consultees.
45. The principal considerations in this case are:
- The extent to which the proposals comply with the development plan.
 - The extent to which the proposals comply with the NPPF.
 - The acceptability of the proposed use of 'the site'.
 - The impact of the proposed development on the amenity of residential occupiers with regards noise, disturbance, overlooking and general amenity.
 - Transport impacts of the proposed development.
 - Whether the scheme is accessible and inclusive.
 - The impact of the development in design and heritage terms including special architectural and historic interest and heritage significance.
 - Duties under the Public Sector Equality Act (section 149 of the Equality Act 2010) and the Human Rights Act 1988.
46. There are policies in the Development Plan which support the proposals and others which do not. It is necessary to assess all the policies and proposals in the plan and come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.

Land Use

Policy

47. The site lies within the London CAZ, as well as the Thames and the Riverside Area (CS9 of Local Plan 2015), The Thames Policy Area, and the Pool of London Key area of change (S17 and S19 of emerging City Plan 2040.)

48. Paragraph 3.4.2 of the Draft plan state there is an opportunity to increase vibrancy and vitality in this area through greater use of the riverside walk, more leisure, retail and cultural public uses at ground level and the provision of publicly accessible spaces. The area will be regenerated through the redevelopment or refurbishment of appropriate riverside sites. The public realm and accessibility will be significantly improved, contributing to an improvement in air quality. A higher quality pedestrian route will be created between London Bridge and the Tower of London creating a continuous attractive riverside walkway free of motorised traffic. Easier pedestrian access across Lower Thames Street will encourage more City workers, residents and visitors to enjoy the riverside.
49. Policy CS9 seeks to ensure that the City capitalises on its unique riverside location by: Ensuring that buildings and spaces on or near the riverside contribute to sustainable economic growth and further the aims of the Riverside Walk Enhancement Strategy, particularly through:
- protecting public access and river views along the riverside walk;
 - improving access to the river and riverside walk from the rest of the City and the Thames bridges;
 - improving the vibrancy of the riverside by encouraging a mix of appropriate commercial uses whilst preserving privacy, security and amenity for residents, businesses and other stakeholders; and
 - improving opportunities for biodiversity, in line with the City of London Habitat Action Plan for the Thames foreshore.
50. Policy CV5 of the emerging City Plan 2040: Evening and Night-Time Economy supports the growth of the evening and night-time economy in appropriate locations and requires proposals to demonstrate how impacts on residential amenity will be mitigated.
51. Strategic Policy S6 of the emerging City Plan 2040: Culture, Visitors and the Night-Time Economy promotes cultural and leisure uses that contribute to Destination City and encourages activation of public spaces and riverside locations for social and cultural uses.
52. Policy DM10.4 sets out the need to resist the loss of routes and spaces that enhance the city's function, character and historic interest.
53. DM16.2 - point 5 states public access across private land will be encouraged where it enhances the connectivity, legibility and capacity of the City's street network. Spaces should be designed so that signage is not necessary, and it is clear to the public that access is allowed.

Assessment

54. The lawful use of the ground floor of the existing building, granted under planning permission 14/01006/FULMAJ, dated 11 May 2016, is any of the following (as defined by the operational permission under the Use Classes Order 1987, which was in force at the time): shops (A1); financial, professional or other service (A2); restaurants and cafes (A3); and drinking establishments (A4). These use classes have been replaced by amendments to the Town and Country Planning (Use Classes) Order 2020 in recent years, which have established Class E covering a broad range of uses including retail, restaurants and cafes, offices, and other uses. Drinking establishments (including those with expanded food provision) are now classed as a Sui Generis use.
55. The City of London is within the Central Activities Zone (CAZ) as defined by the London Plan (2021), where the majority of London's night-time activities are concentrated.
56. The majority of the existing building at Sugar Quay is in residential use. The ground floor has a lawful use encompassing A1-A4 Use Classes, however it has never been operational. Notwithstanding, the lawful use of the ground floor is considered to be a use within the former Use Classes A1 to A4 (retail, restaurants and drinking establishments).
57. The current application is for the change of use of part of Sugar Quay Jetty, to restaurant and/or drinking establishment (including with expanded food provision), in connection with the lawful ground floor use. This would be classed as a Sui Generis use. The proposal is therefore an extension to an existing lawful use.
58. The section of the jetty that is the subject of the current application is private land, however it has been open to the public for a number of years with no barrier to demarcate the private and public areas of the jetty.
59. It must be noted that variation of condition application 14/01006/FULMAJ secured the original public access to the privately owned jetty in 2016. The report to the Planning Committee for its meeting held on the 23 February 2016 stated:

'the public route would be approximately 6m wide between the riverbank and front of the jetty and 3.5m wide along the frontage to the river. The remainder of the jetty would remain private.'

Public access to the jetty offers a significant enhancement to the use of the riverside. The jetty has previously been in private ownership and

inaccessible to the public. Providing public access to this jetty represents a significant public realm benefit of in this key area of London, which mitigates the impact of the lower soffit on the sense of the openness of the Riverside Walk.'

60. The Committee resolved to grant the application subject to the above being secured as a Section 106 obligation. The S.106 agreement dated 11 May 2016.
61. Hence, from the previous decision it is clear that public access to the jetty was secured by the City as a significant public benefit, and this was considered necessary in order to mitigate against identified harm to the sense of openness of the riverside walk that would result from the amended development. The use of the jetty as a public space was a key design consideration in allowing the amendments proposed by the variation of condition application 14/01006/FULMAJ dated 11 May 2016, and therefore this must be retained as part of any future development.
62. The part of the jetty proposed to be used for seating under the current application is shown as private in documents approved under permission 14/01006/FULMAJ dated 11 May 2016. The proposed extent of public access to be retained is consistent with this permission, and with the legal agreement. It was made clear in this decision that part of the jetty would remain in private use, and that any future use would likely require planning permission. See Image 1 above, indicating as red shaded area the space secured for "public access", and therefore the non-red shaded / grey area to be retained as "private".
63. Officers therefore raise no objection to the land use principle of using the retained 'private' section of the jetty as a private external seating area in connection with the restaurant or drinking establishment (including with expanded food provision) at ground level of Sugar Quay. This is also subject to licensing. It is apparent from previously approved documents relating to 14/01006/FULMAJ, that part of the jetty was intended to be for private use, with a public right of way to be retained around the perimeter of the jetty.
64. It is noted that an operator for the ground floor use is not specified in the application, and therefore the exact nature of the proposed use is to be determined. The use applied for is Sui Generis, drinking establishment (including with expanded food provision) and/or restaurant, for outdoor seating in connection with the ground floor of Sugar Quay. As proposed, the jetty would not be able to operate independently as a drinking establishment or restaurant, and it would only be in connection with the use of the ground floor of the main building only.

65. The proposed use of the site is supported as it aligns with local plan policies DM3.5 and DM11.1, Emerging Policies CV5 and S6 as well as London Plan Policies: HC6(6) which requires planning decisions to protect and support evening and night-time cultural venues such as restaurants, pubs, night clubs, theatres, cinemas, and music and other arts venues.
66. The use is also supported by Policy CS9 of the Local Plan and Strategic Policies S17 and S19 of the Draft City Plan 2040. These policies support the activation of riverside spaces for appropriate commercial, leisure and cultural uses, encourage improvements to the public realm, and promote the vibrancy of the Thames waterfront as part of the City's wider Destination City strategy.
67. The proposed use would support the aims of Destination City, and is consistent with the site designation within the CAZ, as well as supporting the evening and night-time economy.
68. The application also supports the aims of Policy DM20.3: Retail uses elsewhere in the City, as the space would provide enhanced local facilities for the City's workforce, enhance vibrancy, and improve existing active frontages, by increasing the potential for the existing ground floor commercial unit to come into operation.

Land Use Summary

69. The proposed use of The Jetty represents an extension of the existing lawful ground floor use and aligns with both historic planning permissions and current policy frameworks. The retention of public access to the designated areas of the jetty ensures that the public realm benefits secured under the original Section 106 agreement are maintained. Furthermore, the proposal supports strategic objectives outlined in the London Plan, the Local Plan, and the emerging City Plan 2040, particularly in enhancing the vibrancy of the Thames waterfront and contributing to culture, and the evening economy. Subject to further operational details to be secured by conditions, the application is supported as a positive step towards activating riverside space in line with the strategic policy objectives.
70. The proposed use is therefore acceptable in principle, subject to the following matters.

Design and Heritage

Policy

71. Policy DM10.1 of the adopted local plan (2015) requires all development to be of a high design quality, respect the character of the surrounding area and to enhance the public realm. DM10.4 supports use of natural materials, soft landscaping and enhancements to improve visual amenity in public realm works. Policy DE3 (Public Realm) of the Draft City Plan 2040 echoes this.

Extent of Public Walkway

72. The public walkway would be retained, consistent with previous (extant) planning permission, as discussed in the previous Land Use section of this report.
73. The proposed perimeter planters would form a continuous boundary, which includes integrated seating facing the river. This would enhance the public route and prevent spillover from the private commercial use.

Design and Landscaping

74. The proposed design features durable, powder-coated metal planters in dark bronze, paired with integrated, grey-stained timber-slat benches matching the jetty's existing materiality. The timber-slat seating design facilitates water drainage to minimize weathering.
75. Planters would vary in height, with taller ones at the back for privacy and lower ones at the front. The proposed design features a clean, calm aesthetic and a material palette that is deemed appropriate and harmonious with the jetty's riverside setting. Material samples are recommended be reviewed as a condition to ensure durability, suitability, and the maintenance of the timber slat seating.
76. The proposed SuDS rain garden planters collect rainwater via downpipes, using a soil/compost mix to retain water for planting. The planting selection must account for wind tolerance, climate resilience, and the jetty's high-exposure conditions while enhancing biodiversity. A sample palette, guided by RHS recommendations for pollinator-friendly, drought-resistant, and wind-tolerant species, is essential to ensure the viability of the planters, and a landscaping planting and maintenance regime is recommended to be secured by condition.
77. The proposed layout of the seating area is indicative only, and will be determined by a future end user and with details secured via condition.

Fire Safety

- 78. Policy D12 of the London Plan requires all development proposals to achieve the highest standards of fire safety. Policy D5 of the London Plan requires development to be designed to incorporate safe and dignified emergency evacuation for all building users.
- 79. The proposal is not considered to be at significant risk or vulnerable to fire.

Access

- 80. The proposal would retain route accessibility, allowing two wheelchairs to pass, ensuring the jetty remains inclusive for a diverse range of users, including families, tourists, and the elderly, while maintaining space for public enjoyment.
- 81. Following advice from officers, an amended plan has been submitted, showing how public seating would include a recess where someone in a wheelchair could sit without projecting out into the access route. The seating should also incorporate some armrests for support, and final details of the seating are to be secured by condition.
- 82. The planting maintenance schedule should also include provisions to ensure that plants don't grow out and extend into the seating area so that people who have sensory information processing differences won't experience unwelcome touch and this would be secured by condition.
- 83. As the proposed seating area is indicative at this stage, as an end user has not been determined, it is considered reasonable to require an inclusive access management plan to be secured by condition. This should include details of the layout of tables and chairs, and details of accessible toilets to ensure the commercial use is inclusive for a range of users.

Design Conclusions

- 84. The proposal positively contributes to the site's usability, aligning with the aims of several City of London Local Plan (2015) policies, including DM10.4, DM16.2, CS9, DM19.1, DM19.2, DM10.8. It enhances the public realm by maintaining public accessibility and providing public

seating and added biodiversity. No objection is raised on design grounds, subject to conditions controlling the detailed finishes, accessibility features and landscaping.

Amenity

85. The NPPF (2024) paragraph 198 requires planning policies and decisions to ensure that new development is appropriate for its location, taking into account the likely effects (including cumulative effects) of pollution on health, living conditions, and the natural environment. It emphasizes mitigating and reducing to a minimum potential adverse impacts resulting from noise from new development and avoiding noise that gives rise to significant adverse impacts on health and quality of life.
86. London Plan (2021) policies D13 (Agent of Change) and D14 (Noise) require development to limit and mitigate noise impacts, placing the responsibility for mitigating noise impacts on new developments.
87. Local Plan (2015) Policy DM3.5 (Night-time entertainment) and Draft City Plan (2040) Policy CV5 (Evening and Night-Time Economy) set out that any proposals for new night-time entertainment and related uses will only be permitted where there is no unacceptable impact on the amenity of residents or on environmental amenity, considering the potential for noise, disturbance, and odours from the operation of the premises, customers arriving and leaving the premises, and the servicing of the premises.
88. Local Plan (2015) Policies CS21 (Housing) and DM21.3 (Residential Environment) and Draft City Plan (2040) policies S3 and HS3 require the amenity of existing residents in identified residential areas to be protected.
89. Local Plan (2015) Policy DM15.7 and Draft City Plan (2040) Policy HL3 require noise pollution to be considered.
90. The site, located adjacent to a busy pedestrian walkway and the busy Thames waterway in The City, is a well-used public space, with iconic views of Tower Bridge. The site lies within the Central Activities Zone (CAZ) of London and therefore has an inherent busy character and a certain level of foot traffic and the noise that comes with it.
91. It must be noted the ground floor of Sugar Quay already benefits from a lawful use as a restaurant or a drinking establishment (including with

expanded food provision), although this commercial unit has not operated since completion.

92. This application is not for a new drinking establishment (including with expanded food provision), rather for an extension of the existing lawful commercial use, to provide outside space for customers upon the private area of the site (not impacting the area shaded red for public access on Image 1).
93. Residents and objectors are concerned about the potential disturbance due to noise pollution.
94. Concerns have been raised by residents and Environmental Health officers regarding the potential for noise disturbance. The jetty is located approximately 6 linear metres from residential balconies, and the proposed use would introduce a new, at times potentially continuous, source of outdoor noise in proximity to sensitive receptors during the proposed opening hours.

Noise Impact Assessments

95. A noise impact assessment has been submitted by the applicant (Quantum Acoustics, 11 November 2024). It states operational noise sources requiring consideration in this case include: Noise associated with customer comings and goings; Noise associated with customers dining; and noise associated with servicing activities.
96. The report identifies the closest sensitive receptors as the apartments on the upper levels of the Sugay Quay building, residents from which a majority of the written objections have been received.
97. The report sets out that these apartments are already exposed to relatively high environmental noise levels; they have been constructed with a high specification of soundproofing and mechanical cooling to mitigate against this; and that the surrounding Riverside area is vibrant and characterised noise results from the existing informal public use of the walkway and jetty.
98. Measurements were taken on three occasions in July 2024, revealing a vibrant atmosphere with significant pedestrian activity and various noise sources. Existing ambient noise levels were identified as being high between 17:00 and 22:00 (59--73 dB).
99. The highest noise levels measured were during the public use of the pier for an aerobic fitness session accompanied by amplified music.

100. The World Health Organisation's "Guidelines for Community Noise" provides the following guidance in relation to potential annoyance in external areas: "During the daytime, few people are seriously annoyed by activities with LAeq levels below 55dB; or moderately annoyed with LAeq levels below 50dB".
101. As the baseline levels are already above the WHO threshold, the report states the most appropriate metric to use to quantify the impact is the potential change in existing noise levels. It refers to the IEMA's "Guidelines for Environmental Noise Impact Assessment".

Table 9.3: Proposed Assessment of Noise Change Significance

Impact Descriptor	Change in sound level	Effect
Major	Greater than 10dB LAeq change in sound level	Significant Adverse Effect
Moderate	A 5 to 9.9 dB LAeq change in sound level.	
Minor	A 3 to 4.9db LAeq change in sound level	Adverse Effect
Negligible	Less than 2.9dB LAeq change in sound level	
None	No change in sound level	No Adverse Effect

102. The report states that noise generated by customers is expected to be characterized by a "babble" of conversation, influenced by various factors such as number of customers, crowd density and vocal effort.
103. The report sets out a number of assumptions that have been used in the assessment to calculate the predicted increase in noise levels that would result from the proposed use of the jetty (see extracted table 9.4 below).
104. The report states that these results are a worst case scenario based on assumptions that: (a) all seats shown on the plan would be occupied throughout the opening hours; (b) the lowest ambient sound level measured during each period has been used; (c) the ground level commercial use is not operational, and therefore the noise levels do not include any potential use of this unit (which can lawfully be used as a restaurant or drinking establishment but has never operated); and (d) sound levels have been propagated to a worst case assessment location (other receptor locations will be further away from the proposed seating areas and will therefore experience lower noise levels).

Table 9.4: Assessment of Noise Change Significance

Time	Predicted Worst Seating Area Sound Level, $L_{Aeq,1hour}$	Worst Case Ambient Sound Level, $L_{Aeq,1hour}$	Resultant Sound Level, $L_{Aeq,1hour}$	Sound Level Change (dB)
17.00 – 18.00	57	60	61.8	+1.8
18.00 – 19.00	57	61	62.5	+1.5
19.00 – 20.00	57	60	61.8	+1.8
20.00 – 21.00	57	60	61.8	+1.8
21.00 – 22.00	57	59	61.1	+2.1

105. The largest predicted increase in noise level vs the baseline, of 2.1dB, would be between 9:00 PM and 10:00 PM. Thus the report recommends closure of the seating area at 9:00 PM in order to ensure residents are not unreasonably disturbed, and officers have recommended this be a condition of development, should permission be granted.
106. The predicted noise increases would be classified as negligible (less than 2.9) in the IEMA's guidance (table above). The report concludes that the noise associated with the use of the seating area would not give rise to any significant change in the magnitude of noise characterising the site, in the context of existing ambient noise levels and that a consideration of noise change is assessed to be of "marginal" significance only, and that the proposed use would be acceptable in the context of the relevant national and local planning policies and guidance.
107. The document suggests mitigating conditions, such as limiting the maximum number of external patrons, operational hours and an Operational / Noise Management plan.
108. Following publication of the application significant concern has been raised by neighbouring residents, including a group of objecting residents who have submitted an alternative noise impact assessment (RBA, 20 January 2025). This report provides a commentary on the Quantum Acoustics report, and sets out the results of their own baseline surveys, which were carried out in January 2025.
109. RBA's (the objectors') assessment uses different methodologies, and the differences are broadly summarised below.

Issue	QA Position	RBA Position	Officer Comment
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Baseline noise	Higher (July, jetty edge)	Lower (January, balcony)	Seasonal and locational differences
Vocal effort	Normal to raised	Raised	QA tested both and conclude negligible impact
Reflection correction	Not applied	Applied (-3 dB)	Methodological differences
Predicted cumulative noise	Similar	Similar	Agreed between parties

110. The results of RBAs existing background surveys, and the predicted noise increases are set out in the table below. It is noted that the existing background noise levels observed by RBA in the surveys are considerably lower than the applicant's report and the predictive noise levels (resulting from proposal) are higher.

111. The results suggest increases of between 6.5dB and 10dB over the five hour period, which would be substantial and clearly noticeable to residents.

Time Period	Predicted Receive Level (dBA L_{eq})	Existing Background Noise Level (dBA L_{eq})	Cumulative Level dBA	Noise Level Increase (dBA)	Noise Change Significance	Subjective Response
17:00 - 18:00	60	54.6	61.1	6.5	Substantial	Clearly Noticeable
18:00 - 19:00	60	53.5	60.9	7.4	Substantial	Clearly Noticeable
19:00 - 20:00	60	53.3	60.8	7.6	Substantial	Clearly Noticeable
20:00 - 21:00	60	52.4	60.7	8.3	Substantial	Clearly Noticeable
21:00 - 22:00	60	50.5	60.5	10.0	Very Substantial	Twice as Loud

112. The applicant has submitted a technical note (Quantum Acoustics, 25 April 2025) in response to the RBA report, and other consultation comments received. This seeks to provide responses to the matters set out in these representation, in particular technical matters of differing professional opinion noted within the RBA Noise Assessment. This is a long and technical document, which directly responds to each of the points made by RBA in their January Noise Impact Assessment.

113. RBA have subsequently followed up with an Acoustic Technical Note (RBA, 22 May 2025) in response. This summarises the key areas of disagreement between the RBA and Quantum Acoustics as they see them.
114. There is professional disagreement between the applicant's acoustic consultant, and the consultant employed by a group of objectors.
115. Essentially, RBA have recorded lower background noise levels compared to the applicant (Quantum Acoustics), and this could be accounted for by methodology.
116. Officers have no reason to dispute the results of either noise assessment that has been submitted, and do not rely on either, nor give additional weight to one over the other in our assessment.

Officer Assessment

117. Officers acknowledge that the proposal would result in a perceptible change in the acoustic environment, particularly affecting residents' use of balconies and open windows during warmer months. While the residential units were designed with high acoustic performance, this does not eliminate the potential for disturbance from outdoor activity.
118. Environmental health officers have been consulted, and have raised concerns with respect to potential noise and disturbance resulting from customers using the seating area and operational activities such as set up and shutting down, which could cause noise from trolleys transporting crockery and bottles etc. as well as the service throughout the opening hours.
119. They have advised that no noise-generating activity should occur outside of the proposed customer operating hours (9am-9pm), and that robust management measures will be required to prevent disturbance.
120. In response, the applicant has submitted a draft Operational Management Plan (OMP), which outlines procedures to minimise noise and disruption. These include:
 - Restricting customer opening hours to 09:00-21:00, with all guests vacated by 21:00.
 - Ensuring set-up and close-down activities are managed quietly, including use of rubber-coated chains and enclosed trolleys.
 - Bulk transfer of glassware and waste to internal stores after 21:00 to avoid noise from bottle sorting on the jetty.
 - Constant staff presence and additional security Thursday-Sunday.

- Community liaison and signage to manage guest behaviour.
121. While these measures are welcomed, Environmental Health officers remain concerned about the feasibility of silent close-down and the cumulative impact of daily outdoor use unless suitable planning conditions are secured. Officers consider that the draft OMP provides a reasonable framework, but its effectiveness will depend on strict adherence and ongoing review. This is recommended to be secured by condition.
 122. The City licensing team has been consulted and have raised no in-principle concerns, and the Licensing Department are able to periodically review licences.
 123. While the site is located in a busy, high-activity area within the Central Activities Zone, and the residential units were designed with high acoustic performance, this does not negate the fact that the proposal would result in a degree of impact to residential amenity.
 124. However, officers consider that this impact would not be unacceptable when weighed against the wider planning benefits of the scheme, including activation of a long-vacant commercial unit, enhancement of the public realm, and alignment with strategic policy objectives including enhancing the riverside area, support for the evening and night-time economy and Destination City.
 125. To mitigate the impacts, officers recommend a suite of conditions, including: A 9pm closing time and 9.30pm end to close-down activities, seated-only service, with maximum capacity of 157 customers, No music or promoted events, A detailed Operational and Noise Management Plan (OMP), to be approved prior to use and subject to review, and restrictions on servicing and trolley use. These measures are considered necessary and proportionate to ensure that the impact remains within acceptable bounds.
 126. While the proposal would result in some impact to residential amenity, officers consider that this impact would not be unacceptable when weighed against the wider planning benefits. Subject to the imposition of robust conditions, the proposal is considered to comply with relevant policies, including CS20, DM15.7, DM21.3 of the Local Plan and HL3, S3 and HS3 of the Draft City Plan 2040.

Transport, delivery and servicing

Policy

127. NPPF Paragraphs 109-118 relate to promoting sustainable transport. Paragraph 113 states that Development should only be refused on highways grounds if: There would be an **unacceptable impact on highway safety**; or the **residual cumulative impacts on the road network would be severe**, taking into account all tested reasonable future scenarios and mitigation.
128. Strategic Policy CS16 of the Local Plan 2015 is relevant to transportation, it promotes improvements to the public transport capacity and the conditions of walking and cycling, Policy DM16.1 requires assessment to be submitted with applications for developments likely to have an effect on transport, Policy DM16.2 is relevant to pedestrian movements, Policy DM16.3 is relevant to cycle parking, Policy DM16.4 encourages active travel and Policy DM16.5 is relevant to parking and servicing standards.

Public Transport

129. The site has the highest level of public transport provision with a public transport accessibility level (PTAL) of 6b which is the highest score.

Trip Generation, pedestrian flows and safety

130. The submitted 'Highways and Transport Technical Note' (Odyssey, November 2024) includes a section on pedestrian surveys. An initial survey was conducted on the 16th of March 2024 of two-way flow at two points along Sugar Quay Walk, followed by an additional survey in July 2024 carried out at four additional points. The results of the surveys and findings of the report follow.
131. The Pedestrian Comfort Levels (PCL) are used to assess the level of crowding on a public highway.
132. The TfL's guidance sets out PCL's suitability for different area types in the peak hour and Average Maximum Activity (AMA) levels. For tourist attraction the peak and AMA is considered comfortable for levels A and B+; Acceptable for B; At Risk for B- ; Unacceptable/ Uncomfortable for levels starting from C+ to E. For level C+ and below proposals are considered unacceptable, requiring changes to allow widening of the areas where the pedestrian movements are taking place. It is noted that in this case there is no scope for widening the footway of Sugar Quay Walk.

133. The emerging City Plan 2040 states Transport Assessments submitted in support of planning applications should assess the level of pedestrian comfort and should provide a clear justification if any pavements in the vicinity of the development would fail to achieve a B+ rating.
134. The transport assessment (including addendum, April 2025) states that the proposed development would result in 174 server trips per hour across Sugar Quay Walk (348 two way), expected to be split evenly across any hour.
135. This level of trips equates to 3 waiter trips across Sugar Quay Walk for every minute, of which one trip every six minutes would be a staff member pushing a large trolley with dishes/ cutlery, and 1 customer trip every 13 seconds or 4-5 customers per minute. The total trips resulting from this proposal is 8 trips per minute.
136. The submitted PCL assessment concludes that Sugar Quay Walk would not be subject to significant congestion as a result of the development proposals, with a suitable amount of free space remaining for pedestrians to travel past the site without impacting on their speed and comfort level. The minimum PCL achieved would be B+, which is considered to be acceptable.

Safety

137. NPPF Paragraph 113 states development should be refused if there would be an unacceptable impact on highway safety.
138. In terms of safety, officers consider the size and type of trolley to be used by servers to transport food, drinks, and crockery etc. should be controlled to ensure pedestrian safety along Sugar Quay Walk. The transport officer has recommended a condition requiring details of this to be submitted and approved in writing by officers. The applicant has stated that the trolley has not yet been specified, however the specified system should: Be waist height or below to ensure that the server pushing the trolley is able to maintain clear visibility along the route; Have large rubber wheels to ensure that noise from the trolley is minimised along the route, and the wheels should have a brake function for when the trolley is stationary and when the trolley is using the ramp.
139. A visibility splay drawing has been submitted, which shows the achievable visibility for pedestrians exiting the building and crossing Sugar Quay Walk would be 40m to the west and 58m to the east. In addition, considering that pedestrians generally walk at 1.2m/ second

(UK Data Service), a visibility splay of 40m would provide crossing pedestrians 33 seconds to find a gap, and adjust their course from the farthest away pedestrian. Given that the width of Sugar Quay Walk is only 3m, or a journey of circa. four seconds, this level of inter-visibility and time is considered sufficient to avoid conflicts with restaurant servers.

140. Furthermore, the operational management plan condition would require details of staff training with respect to ensuring pedestrian safety when crossing the walkway. It is noted that any new gates would be required to open inwards to the private area, and not outwards to the public area.
141. In light of the above, and subject to compliance with the recommended conditions, officers consider there would not be an unacceptable impact on safety of pedestrians.

Servicing

142. Under the current City's Transport Strategy and its proposals and the emerging City Plan 2040, Strategic Policy S9, Transport and Servicing, section 4, states that 'The City's transport infrastructure will be maintained and improved, by minimising road danger, congestion, and reducing vehicle emissions. Deliveries, servicing, including refuse and recycling vehicle trips, should be made outside of peak hours: 7:00 - 10:00, 12:00 - 14:00 and 16:00 - 19:00. For proposals near residential areas, further restrictions do apply, on evenings and early morning hours.
143. There is a loading area for the building accessed from Lower Thames Street which would be used by the commercial unit. This is confirmed in the approved servicing management plan under 14/01006/FULMAJ. This servicing management plan remains in place for the commercial unit, including its proposed use of the jetty. It is considered the existing loading bay is suitable, and therefore no additional servicing management plan condition is required.
144. Servicing is currently not allowed between the hours of 23:00 on one day and 07:00 on the following day from Monday to Saturday and between 23:00 on Saturday and 07:00 on the following Monday and on Bank Holidays as a condition of 14/01006/FULMAJ.

Disabled Motor Vehicle Parking

145. Policy T6 of the London Plan, sets out car parking standards and strategic direction to facilitate new developments with appropriate levels of parking. Appropriate disabled persons parking for Blue Badge holders should be provided as set out in the Policy T6.5 for Non-residential elements of the development. The levels of provisions are set out in Table 10.6, to ensure that all non-residential parts of a development should provide access to at least one, on or off-street disabled persons parking bay.
146. Policy DM 16.5 of the Local Plan requires designated Blue Badge holders parking must be provided within developments in conformity with London Plan.
147. The emerging City Plan 2040, Strategic Policy S9, Transport and Servicing, section 4, states that 'The City's transport infrastructure will be maintained and improved, by minimising road danger and congestion, and reducing vehicle emissions by: a) Not providing any additional on-street car and motorcycle parking; b) Identifying opportunities to use on-street parking restrictions to discourage private vehicle use; c) Designing and managing streets in accordance with the City of London street hierarchy.
148. There is no requirement for additional disabled car parking in this case, as the proposal is ancillary to the existing development with a planning permission.
149. Nevertheless, on-street disabled car parking bays nearby can be used by occupiers and visitors of this development, with restrictions for Red and Blue Badge Holders limited to a maximum stay of 4 hours, Mondays to Fridays inclusive.
150. Providing an allocated space on-site has not been possible for disabled motor vehicle parking. It is acknowledged that local disabled bay parking is available on the local highway as mentioned in the submitted Transport Assessment. The nearest disabled parking bay is located less than 50 metres from the site entrance which is limited to a maximum stay of 4 Hours on Mondays to Fridays inclusive, with no restricted hours of weekends.
151. Due to the proximity of the nearest disabled parking bay it is considered that adequate provision is in place to allow access for disabled motor vehicles users.

Cycle Parking

152. London Plan Policy T5 (Cycling) requires cycle parking be provided at least in accordance with the minimum requirements set out within the plan. Policy T5 (Cycling) requires cycle parking to be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards and that developments should cater for larger cycles, including adapted cycles for disabled people.
153. The London Plan, Policy T5 Cycling indicates that development proposals should remove barriers to cycling and create a healthy environment in which people choose to cycle
154. Policy DM 16.3 of the Local Plan, requires applicants to provide on-site cycle parking spaces in accordance with the London Plan standards and exceed the standards when feasible.
155. This proposal does not include additional cycle parking, nor other facilities associated with cycling, because the existing cycle parking facilities at Sugar Quay are expected to be used. The applicant is advised to promote the cycle parking for visitors and employees of the restaurant.
156. The transport officer has confirmed this to be acceptable.

Management of Construction Impacts on the Public Highway in the local area

157. The London Plan, Policy T7 on deliveries, servicing and construction, indicates that developments must address their impacts during the construction phase and following the occupation after the site is operational.
158. Policy D16.1 of the Local Plan supporting paragraph 3.16.11 and the emerging City Plan 2040 Policy VT1 state that Construction Logistics Plans (CLP) will be required for all major developments, or refurbishments and for any developments that would have a significant impact on the transport network during construction.
159. Very limited construction activities are expected to take place, since only the borders, benches and landscaping are proposed be installed. The transport officer has therefore confirmed there is no requirement for a condition requiring a construction management plan to be submitted.

Transport Impact Conclusions

160. The proposals are acceptable in transport terms, subject to compliance with the recommended conditions.

Ecology

Policy

161. London Plan Policy G6 (Biodiversity and Access to Nature) requires development proposals to:
- Avoid significant harm to biodiversity.
 - Follow the mitigation hierarchy (avoid, mitigate, compensate).
 - Secure net biodiversity gain where possible.
 - Protect and enhance Sites of Importance for Nature Conservation (SINCs), including SMINCs.
162. The City Plan 2040 reinforces this through:
- Strategic Policy S17 (Thames Policy Area), which promotes biodiversity enhancement along the riverside.
 - Policy HL3 (Noise and Light Pollution), which seeks to minimise disturbance to wildlife from artificial lighting and operational noise.
 - Policy DE3 (Public Realm), which encourages greening and ecological enhancement in public spaces.
163. The application site lies above the River Thames, which is designated as a Site of Metropolitan Importance for Nature Conservation (MSINC). These sites represent London's most valuable ecological assets and are afforded a high level of protection in the planning system. While the Sugar Quay jetty is a man-made structure and not part of the riverbed or natural habitat, its location above the Thames means that ecological considerations remain relevant.

Officer assessment

164. The proposed use of the jetty for outdoor seating does not involve physical development of the riverbed or permanent structures. The jetty is already hard-surfaced and in active use. The proposal includes planters and soft landscaping, which would contribute positively to biodiversity and urban greening. No works are proposed that would directly affect the aquatic habitat or interfere with the river's ecological function.
165. The appeals were considered at Public Inquiry between the 25 January and 17 January 2022 under appeal references

APP/K5030/W/21/3281630 and APP/K5030/Y/21/3281258. Both appeals were dismissed by the Planning Inspector in the appeal decision dated 30 June 2022.

166. It is noted that the application descriptions as set out above were amended through the appeal process and that the Georgian Group were a Rule 6(6) Party during the appeal.
167. Nonetheless, the applicant has submitted a Preliminary Ecological Appraisal (PEAR - Greengage, April 2024) and Biodiversity Net Gain (BNG) Assessment (Greengage, April 2024).
168. The PEAR concludes no evidence of protected species (e.g. bats, water vole, otter, reptiles) was found on the jetty, and the site is considered to have low ecological potential. It recommends the development incorporate biodiversity enhancements such as: Pollinator-friendly planting; SuDS-compatible planters; Nesting boxes or habitat features where feasible; Implementation of lighting controls to minimise disturbance to nocturnal species, and to ensure any works comply with relevant wildlife legislation (e.g. Wildlife and Countryside Act 1981).
169. The BNG Assessment calculated the baseline habitat value of the site as 0.00 habitat units, due to its classification as “other developed land” with no ecological function. Due to this, the site does not trigger a mandatory BNG requirement under the Environment Act 2021, which applies to developments that result in habitat loss or degradation.
170. Although the site does not trigger a statutory requirement for Biodiversity Net Gain due to its zero baseline habitat value, the applicant has voluntarily submitted a BNG assessment.
171. The BNG assessment calculates the proposed enhancements would result in a net gain of 0.03 habitat units, primarily through the introduction of SuDS-compatible planters and pollinator-friendly planting.
172. The adjacent watercourse was assessed but not directly impacted by the proposal, and no riparian or aquatic habitat encroachment was identified in the PEAR.
173. The design and access statement outlines several landscape and ecological enhancements including:
 - Planting and Soft Landscaping: Integrated planters with an emphasis on pollinator-friendly, wind tolerant species and climate-resilient planting.

- SuDS-Compatible Rain Garden Planters, designed to collect rainwater from downpipes, incorporate soil/compost mix for water retention and plant support, excess water filtered through geotextile membranes and released at a controlled rate.
174. These measures are considered beneficial and align with strategic policy objectives for urban greening and biodiversity enhancement.
175. A condition is recommended to be imposed requiring a planting and maintenance schedule, to ensure ecological benefits are sustained. Lighting must be designed to minimise spill into the river and avoid disruption to nocturnal species, in line with Policy HL3, and details of this are recommended to be secured by condition.
176. Subject to these measures, the proposal is considered to be compatible with the MSINC designation and is compliant with London Plan Policy G6 and policies OS3 and OS4 of the City Plan 2040.

Planning Obligations and Community Infrastructure Levy

177. The development constitutes a change of use and does not propose an uplift in floor area greater than 100sqm. As a result, the development would not be liable for CIL and would not require a legal agreement under Section 106 of the Town and Country Planning Act 1990.
178. No legal agreement is required for this planning application.

Public Sector Equalities Duty

179. When considering the proposed development, the Public Sector Equality Duty requires the City of London Corporation to consider how the determination of the application will affect people who are protected under the Equality Act 2010, including having due regard to the effects of the proposed development and any potential disadvantages suffered by people because of their protected characteristics.
180. Under the Act, a public authority must, in the exercise of its functions, have due regard to the need to:-
- eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under this Act;

- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
181. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
182. Public authorities also need to have due regard to the need to eliminate unlawful discrimination against someone because of their marriage or civil partnership status.
183. This application has been assessed against the Equality Act 2010 and any equality impacts identified. It is the view of officers that a decision to grant planning permission, subject to the recommended conditions, would not disadvantage those who are protected under the Equality Act 2010.
184. In this case the proposal would reduce barriers to access for disabled people through the provision of a range of seating options for different users within the public realm and private seating area. Officers consider that this would advance equality of opportunity.
185. In relation to policy GG1 of the London Plan, the proposals are considered to support and promote the creation of an inclusive London where all Londoners, regardless of their age, disability, gender, gender identity, marital status, religion, race, sexual orientation, social class, or whether they are pregnant or have children, can share in its prosperity, culture and community, minimising the barriers, challenges and inequalities they face.

Human Rights Act 1998

186. It is unlawful for the City, as a public authority, to act in a way which is incompatible with a Convention right (being the rights set out in the European Convention on Human Rights (“ECHR”).
187. Officers have given consideration towards the interference with the right to respect for one’s private and family life (Article 8 of the ECHR) or peaceful enjoyment of one’s possessions (Article 1 of Protocol 1), including by causing harm to the amenity of those living in nearby

residential properties. Officers have assessed the level of harm that would result to residential amenity to be acceptable, and therefore do not consider the proposal would result in an infringement of the ECHR as a result of the proposal.

188. Therefore, it is the view of officers that there would be no infringement of Article 8 or Article 1 of Protocol 1 of the ECHR as a result of refusal of planning permission.

Conclusions

189. The proposal has been assessed in accordance with the relevant statutory duties and having regard to the development plan and other relevant policies and guidance including SPDs and SPGs, the NPPF, the emerging Local Plan, the London Plan and considering all other material considerations.
190. The proposed use of the application site for seating and service, in connection with the existing drinking establishment (including with expanded food provision) use is considered acceptable. It would add to the vibrancy of this area and may help to bring a vacant commercial unit, in an attractive riverfront location into commercial usage. The proposal would provide local facilities for the City's workforce and tourists, enhance vibrancy of the riverside area and support the aims of Destination City.
191. In order to address concerns raised in respect of potential impacts on the amenity of surrounding residents as well as the area generally, conditions are recommended including a closing time no later than 9pm, seated table service of customers only, and details of an operational and noise management strategies to be secured by conditions.
192. Having assessed the impact of the proposal and recognising the weight to be given to any potential harm, it is considered that the proposals would achieve a use which would be compatible with the local area, and contribute positively to the vibrancy and activity of this part of the riverside. Subject to the recommended conditions the proposed use of the jetty in connection with the drinking establishment (including with expanded food provision) would result in acceptable impacts to the amenity of residents and the surrounding area.
193. It is therefore recommended that planning permission is granted for the proposed use and the associated landscaping works.

Background Papers:

- Outline Operational Management Plan (Daniel Watney, 28 July 2025)
- Design and Access Statement Addendum 2 (Sketch, May 2025)
- Highways and Transport Technical Note Addendum (Odyssey, April 2025)
- Noise Impact Assessment Technical Note (Quantum Acoustics, 25 April 2025)
- Applicant Response to Public Comments (Daniel Watney, 22 April 2025)
- Flood Risk Assessment Addendum 1 (Odyssey, January 2025)
- BNG Assessment (Greengage, April 2024)
- Preliminary Ecological Appraisal (Greengage, April 2024)
- Flood Risk Assessment (Odyssey, April 2024)
- Noise Impact Assessment (Quantum Acoustics, 11 November 2024)
- Design and Access Statement (Sketch, May 2024)
- Highways and Transport Technical Note (Odyssey, November 2024)

Submitted Plans / Drawings

Received 9 May 2025

- A(GA)-100 Rev.PL2 Existing Ground Floor Plan
- A(GA)-100 Rev.PL3 Proposed Jetty Plan

Received 13 November 2024

- A(94)-700 Rev.PL1 Proposed Design Planters
- A(GA)-400 Rev.PL1 Proposed South Elevation
- A(GA)-401 Rev.PL1 Proposed East Elevation
- A(SRV)-400 Rev.PL1 Existing South Elevation
- A(SRV)-401 Rev.PL1 Existing East Elevation
- A(OS)-001 Rev.PL1 Location Plan

APPENDIX A: Representations

Representations / Consultation Responses:

Memo - Lead Local Flood Authority dated 12 May 2025

Memo - Lead Local Flood Authority dated 19 December 2024

Memo - Environmental Health Officer dated 26 March 2025

Email - Food Team Manager dated 21 March 2025

Email - Licensing Officer dated 13 March 2025

Letter - Environment Agency dated 23 December 2024

Email - Port of London Authority dated 20 December 2024

Email - Waste Division dated 13 December 2024

Objection Letter - Dadds LLP Solicitors, on behalf of sugar quay residents, dated 27 May 2025

Objection Letter - Dadds LLP Solicitors, on behalf of sugar quay residents, dated 18 January 2025

Noise Impact Assessment (RBA) dated 20 January 2025

Objection Letter: River Residents Group, dated 14 January 2025

Public Representations:

14/12/2024 - 08:38 Mr Gokhan Saygi

13/12/2024 - 08:49 Mr Iain Reitze

19/12/2024 - 01:12 Dr Prasanna Sundaralingham

20/12/2024 - 19:02 Mr James Li

22/12/2024 - 17:26 Miss Antonia Osgood

28/12/2024 - 09:29 Mr Alastair Macaulay

28/12/2024 - 23:10 Ms Fiona Hazell

30/12/2024 - 16:30 Patrick Goldrick

30/12/2024 - 21:28 Mrs Ting Qin

30/12/2024 - 21:39 Mrs Ting Qin
02/01/2025 - 14:06 Mr PAT GOLDRICK
02/01/2025 - 14:10 Mrs Ros Goldrick
02/01/2025 - 20:58 Miss Evie Watson
03/01/2025 - 09:05 Jon Goldrick
03/01/2025 - 11:44 Mrs Joanna Watson
03/01/2025 - 17:42 Miss Sophie Hill
03/01/2025 - 21:42 Mr Wayne Watson
03/01/2025 - 21:48 Mr Kyle Watson
04/01/2025 - 08:48 Stella Sutcliffe
06/01/2025 - 13:50 Mr Mikael Olsson
06/01/2025 - 14:19 Mrs Sonja Katarina Olsson
06/01/2025 - 15:21 Mr james Maguire
06/01/2025 - 20:51 Mr Scott Hayward
06/01/2025 - 21:15 Miss Sarah Bruton
06/01/2025 - 23:05 Mr Daniel Burke
07/01/2025 - 19:47 Mr Damian Finnegan
08/01/2025 - 11:44 Ms Troo Heath-Crew
08/01/2025 - 14:55 Mr Gokhan Saygi
08/01/2025 - 18:40 Mr Peter Egner
10/01/2025 - 17:04 Miss liana zhao
11/01/2025 - 08:02 Mr Julian Keller
11/01/2025 - 12:20 Mr Iain Reitze
11/01/2025 - 12:37 Jackie Alexander
11/01/2025 - 13:08 Miss Jeanette Growney
11/01/2025 - 13:14 Lord Jeff Williams
11/01/2025 - 13:15 Mrs Julie Williams
11/01/2025 - 13:21 Mr Jason Robins
11/01/2025 - 14:11 Mrs Susan Catterall

11/01/2025 - 15:31 Mr John Catterall
11/01/2025 - 20:21 Danielle Pointing
14/01/2025 - 12:25 River Residents Group
21/01/2025 - 16:49 Dadds LLP
22/01/2025 - ??:?? Mr Francisco Baeza
31/01/2025 - 14:03 Mr Paul Snow
31/01/2025 - 14:31 Mr David Linnell
19/02/2025 - 21:22 Mrs Alicia Williams
10/03/2025 - 19:28 Mr Roger Mchardy
14/03/2025 - 15:32 Miss Victoria Jenkins
14/03/2025 - 15:32 Miss Victoria Jenkins
23/05/2025 - 23:48 Stella L
27/05/2025 - 16:12 Dadds LLP
30/05/2025 - 19:37 Miss Amerjit Grewal
30/05/2025 - 20:35 Mrs Judith Golova
31/05/2025 - 05:21 Mr Ben Lawn
03/06/2025 - 10:43 Mr ROBERT DEELEY
03/06/2025 - 11:39 Ms Martha Grekos
03/06/2025 - 11:42 Ms Martha Grekos
03/06/2025 - 16:12 River Residents Group
03/06/2025 - 19:12 Martha Grekos
04/06/2025 - 06:53 Fiona Lin
06/06/2025 - 17:59 Mr Keith Mansfield
13/06/2025 - 14:14 Dr Marie Shaylor

APPENDIX B: Relevant Policies

Relevant London Plan Policies

Policy GG1 (Building strong and inclusive communities) encourages early and inclusive engagement with stakeholders, including local communities, in the development of proposals, seeking to ensure positive changes to the physical environment and provide access to good quality community spaces, services, amenities and infrastructure. In addition, it supports London continuing to generate a wide range of economic and other opportunities promoting fairness, inclusivity and equality.

Policy SD4 The Central Activities Zone (CAZ)

Policy D4 states that "design and access statements submitted with development proposals should demonstrate that the proposal meets the design requirements of the London Plan."

Policy D11 Safety, security and resilience to emergency

Policy D13 (Agent of Change) places the responsibility of mitigating noise impacts upon the proposed new development.

Policy D14 (Noise) seeks to avoid significant adverse noise impacts on health and quality of life, and mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development.

Policy HC1 (Heritage conservation and growth) requires development proposals "should demonstrate a clear understanding of the historic environment and the heritage values of sites or areas and their relationship with their surroundings."

Policy HC6 Supporting the night-time economy seeks to promote the night-time economy, where appropriate, particularly in the Central Activities Zone; to diversify the range of night-time activities, including extending the opening hours of existing daytime facilities such as shops, cafés, libraries, galleries and museums; to address the cumulative impact of high concentrations of licensed premises on anti-social behaviour, noise pollution, health and wellbeing and other issues for residents and nearby uses, and seek ways to diversify and manage these areas; and to protect and support evening and night-time cultural venues such as pubs, night clubs, theatres, cinemas, music and other arts venues.

Policy G4 Open space

Policy T2 Healthy Streets

Policy T3 Transport capacity, connectivity and safeguarding

Policy T4 Assessing and mitigating transport impacts

Policy T5 Cycling

Relevant GLA Supplementary Planning Guidance (SPGs)

- Accessible London: Achieving an Inclusive Environment SPG (October 2014);
- Social Infrastructure (May 2015);
- Culture and Night-Time Economy SPG (November 2017);
- London Environment Strategy (May 2018);
- Cultural Strategy (2018);
- Central Activities Zone (March 2016).
- Mayor's Transport Strategy (2018)

Relevant City Corporation Guidance and Supplementary Planning Documents (SPDs)

- Planning for Sustainability November 2023
- Lighting SPD, October 2023
- Relevant City Corporation Guidance and Supplementary Planning Documents (SPDs)
- Planning for Sustainability November 2023
- Lighting SPD, October 2023

Relevant Local Plan Policies

CS3 Security and Safety

To ensure that the City is secure from crime, disorder and terrorism, has safety systems of transport and is designed and managed to satisfactorily accommodate large numbers of people, thereby increasing public and corporate confidence in the City's role as the world's leading international financial and business centre.

DM3.2 Security measures

To ensure that security measures are included in new developments, applied to existing buildings and their curtilage, by requiring:

- a) building-related security measures, including those related to the servicing of the building, to be located within the development's boundaries;
- b) measures to be integrated with those of adjacent buildings and the public realm;

- c) that security is considered at the concept design or early developed design phases of all development proposals to avoid the need to retrofit measures that impact on the public realm;
- d) developers to seek recommendations from the City of London Police Architectural Liaison Officer at the design stage. New development should meet Secured by Design principles;
- e) the provision of service management plans for all large development, demonstrating that vehicles seeking access to the building can do so without waiting on the public highway;
- f) an assessment of the environmental impact of security measures, particularly addressing visual impact and impact on pedestrian flows.

DM3.3 Crowded places

On all major developments, applicants will be required to satisfy principles and standards that address the issues of crowded places and counter-terrorism, by:

- a) conducting a full risk assessment;
- b) keeping access points to the development to a minimum;
- c) ensuring that public realm and pedestrian permeability associated with a building or site is not adversely impacted, and that design considers the application of Hostile Vehicle Mitigation measures at an early stage;
- d) ensuring early consultation with the City of London Police on risk mitigation measures;
- e) providing necessary measures that relate to the appropriate level of crowding in a site, place or wider area.

DM3.5 Night-time entertainment

1) Proposals for new night-time entertainment and related uses and the extension of existing premises will only be permitted where it can be demonstrated that, either individually or cumulatively, there is no unacceptable impact on:

- a) the amenity of residents and other noise-sensitive uses;
- b) environmental amenity, taking account of the potential for noise, disturbance and odours arising from the operation of the premises, customers arriving at and leaving the premises and the servicing of the premises.

2) Applicants will be required to submit Management Statements detailing how these issues will be addressed during the operation of the premises.

CS9 Thames and Riverside

To ensure that the City capitalises on its unique riverside location, sustaining the river's functional uses in transport, navigation and recreation, whilst minimising risks to the City's communities from flooding, by:

1. Designating the Thames Policy Area and preparing and keeping under review an area appraisal which identifies the attributes of the area and gives guidance on development within this area.
2. Ensuring that buildings and spaces on or near the riverside contribute to sustainable economic growth and further the aims of the Riverside Walk

Enhancement Strategy, particularly through:

- (i) protecting public access and river views along the riverside walk and securing completion of the riverside walk at Queenhithe;
 - (ii) improving access to the river and riverside walk from the rest of the City and the Thames bridges;
 - (iii) improving the vibrancy of the riverside by encouraging a mix of appropriate commercial uses and promoting office-led commercial development, whilst preserving privacy, security and amenity for residents, businesses and other stakeholders;
 - (iv) improving opportunities for biodiversity, in line with the City of London Habitat Action Plan for the Thames foreshore.
3. Supporting and safeguarding sites for the construction of the Thames Tideway Tunnel, including connection of the Fleet combined sewer outflow, resulting in reduced storm water discharges into the River Thames and improved water quality.
 4. Promoting the functional uses of the River Thames and its environs for transport, navigation and recreation, particularly through:
 - (i) retaining Walbrook Wharf for waterborne freight traffic;
 - (ii) encouraging the use of the River Thames for the transport of construction and deconstruction materials and waste;
 - (iii) retaining Blackfriars Pier, and access to Tower Pier, and encouraging the reinstatement of Swan Lane Pier and the use of these facilities for river transport. Applications to remove these facilities will be refused unless suitable replacement facilities of an equivalent or higher standard are provided;
 - (iv) maintaining London Bridge, Tower Bridge, Blackfriars Bridge, Southwark Bridge and the Millennium Bridge;
 - (v) refusing development on or over the River, except for structures which specifically require a waterside location for river-related uses;

- (vi) resisting the permanent mooring of vessels; if moored vessels are exceptionally permitted they must be of national importance, have a special connection with the City and the River Thames, be used for a river related purpose and not have a detrimental impact on navigation, river regime or environment;
- (vii) maintaining access points to the River Thames foreshore, from both land and water, for public or private use as appropriate, subject to health and safety and environmental safeguards

DM10.4 Environmental enhancement

The City Corporation will work in partnership with developers, Transport for London and other organisations to design and implement schemes for the enhancement of highways, the public realm and other spaces. Enhancement schemes should be of a high standard of design, sustainability, surface treatment and landscaping, having regard to:

- a) the predominant use of the space, surrounding buildings and adjacent spaces;
- b) connections between spaces and the provision of pleasant walking routes;
- c) the use of natural materials, avoiding an excessive range and harmonising with the surroundings of the scheme and materials used throughout the City;
- d) the inclusion of trees and soft landscaping and the promotion of biodiversity, where feasible linking up existing green spaces and routes to provide green corridors;
- e) the City's heritage, retaining and identifying features that contribute positively to the character and appearance of the City;
- f) sustainable drainage, where feasible, co-ordinating the design with adjacent buildings in order to implement rainwater recycling;
- g) the need to provide accessible and inclusive design, ensuring that streets and walkways remain uncluttered;
- h) the need for pedestrian priority and enhanced permeability, minimising the conflict between pedestrians and cyclists;
- i) the need to resist the loss of routes and spaces that enhance the City's function, character and historic interest;
- j) the use of high quality street furniture to enhance and delineate the public realm;
- k) lighting which should be sensitively co-ordinated with the design of the scheme.

DM10.8 Access and inclusive design

To achieve an environment that meets the highest standards of accessibility and inclusive design in all developments (both new and refurbished), open spaces and streets, ensuring that the City of London is:

- a) inclusive and safe for of all who wish to use it, regardless of disability, age, gender, ethnicity, faith or economic circumstance;*
- b) convenient and welcoming with no disabling barriers, ensuring that everyone can experience independence without undue effort, separation or special treatment;*
- c) responsive to the needs of all users who visit, work or live in the City, whilst recognising that one solution might not work for all.*

CS11 Visitor, arts and culture

To maintain and enhance the City's contribution to London's world-class cultural status and to enable the City's communities to access a range of arts, heritage and cultural experiences, in accordance with the City Corporation's Destination Strategy.

DM11.1 Protection of Visitor, Arts and Cultural facilities

- 1) To resist the loss of existing visitor, arts and cultural facilities unless:
 - a) replacement facilities are provided on-site or within the vicinity which meet the needs of the City's communities; or
 - b) they can be delivered from other facilities without leading to or increasing any shortfall in provision, and it has been demonstrated that there is no demand for another similar use on the site; or
 - c) it has been demonstrated that there is no realistic prospect of the premises being used for a similar purpose in the foreseeable future.
- 2) Proposals resulting in the loss of visitor, arts and cultural facilities must be accompanied by evidence of the lack of need for those facilities. Loss of facilities will only be permitted where it has been demonstrated that the existing floorspace has been actively marketed as a visitor, arts or cultural facility at reasonable terms.

CS15 Creation of sustainable development

To enable City businesses and residents to make sustainable choices in their daily activities creating a more sustainable City, adapted to the changing climate.

DM15.7 Noise and light pollution

- 1. Developers will be required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect

neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces.

2. Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.
3. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development.
4. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.
5. Internal and external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance for nature conservation.

CS16 Public transport, streets and walkways

To build on the City's strategic central London position and good transport infrastructure to further improve the sustainability and efficiency of travel in, to, from and through the City.

DM16.1 Transport impacts of development

1. Development proposals that are likely to have effects on transport must be accompanied by an assessment of the transport implications during both construction and operation, in particular addressing impacts on:
 - a) road dangers;
 - b) pedestrian environment and movement;
 - c) cycling infrastructure provision;
 - d) public transport;
 - e) the street network.
2. Transport Assessments and Travel Plans should be used to demonstrate adherence to the City Corporation's transportation standards.

DM16.2 Pedestrian movement

Public access across private land will be encouraged where it enhances the connectivity, legibility and capacity of the City's street network. Spaces should be designed so that signage is not necessary and it is clear to the public that access is allowed.

DM16.3 Cycle parking

1. On-site cycle parking must be provided in accordance with the local standards set out in Table 16.2 or, for other land uses, with the standards of the London Plan. Applicants will be encouraged to exceed the standards set out in Table 16.2.
2. On-street cycle parking in suitable locations will be encouraged to meet the needs of cyclists.

DM16.8 River Transport

1. *River piers, steps and stairs to the foreshore, the Walbrook Wharf safeguarded site, and other river-based transport infrastructure will be safeguarded and improvements will be supported.*
2. *Development adjacent to or over the River Thames must be supported by a Transport Assessment and a Construction Logistics Plan addressing the potential for the use of the river for the movement of construction materials and waste.*

CS18 Flood risk

To ensure that the City remains at low risk from all types of flooding.

DM18.1 Development in Flood Risk Area

1. Where development is proposed within the City Flood Risk Area evidence must be presented to demonstrate that:
 - a) the site is suitable for the intended use (see table 18.1), in accordance with Environment Agency and Lead Local Flood Authority advice;
 - b) the benefits of the development outweigh the flood risk to future occupants;
 - c) the development will be safe for occupants and visitors and will not compromise the safety of other premises or increase the risk of flooding elsewhere.
2. Development proposals, including change of use, must be accompanied by a site-specific flood risk assessment for:
 - a) all sites within the City Flood Risk Area as shown on the Policies Map; and
 - b) all major development elsewhere in the City.
3. Site specific flood risk assessments must address the risk of flooding from all sources and take account of the City of London Strategic Flood Risk Assessment. Necessary mitigation measures must be designed into and integrated with the development and may be required to provide protection from flooding for properties beyond the site boundaries, where feasible and viable.

4. Where development is within the City Flood Risk Area, the most vulnerable uses must be located in those parts of the development which are at least risk. Safe access and egress routes must be identified.
5. For minor development outside the City Flood Risk Area, an appropriate flood risk statement may be included in the Design and Access Statement.
6. Flood resistant and resilient designs which reduce the impact of flooding and enable efficient recovery and business continuity will be encouraged.

CS19 Open Spaces and Recreation

To encourage healthy lifestyles for all the City's communities through improved access to open space and facilities, increasing the amount and quality of open spaces and green infrastructure, while enhancing biodiversity.

DM19.2 Biodiversity and Urban Greening

Developments should promote biodiversity and contribute to urban greening by incorporating:

- *green roofs and walls, soft landscaping and trees;*
- *features for wildlife, such as nesting boxes and beehives;*
- *a planting mix which encourages biodiversity;*
- *planting which will be resilient to a range of climate conditions;*
- *maintenance of habitats within Sites of Importance for Nature Conservation.*

CS20 Improve retail facilities

To improve the quantity and quality of retailing and the retail environment, promoting the development of the five Principal Shopping Centres and the linkages between them.

DM20.3 Retail uses Elsewhere in the City

To resist the loss of isolated and small groups of retail units outside the PSCs and Retail Links that form an active retail frontage, particularly A1 units near residential areas, unless it is demonstrated that they are no longer needed.

CS21 Housing

To protect existing housing and amenity and provide additional housing in the City, concentrated in or near identified residential areas, to meet

the City's needs, securing suitable, accessible and affordable housing and supported housing.

DM21.3 Residential environment

1. The amenity of existing residents within identified residential areas will be protected by:
 - a) resisting other uses which would cause undue noise disturbance, fumes and smells and vehicle or pedestrian movements likely to cause disturbance;
 - b) requiring new development near existing dwellings to demonstrate adequate mitigation measures to address detrimental impact.
2. Noise-generating uses should be sited away from residential uses, where possible. Where residential and other uses are located within the same development or area, adequate noise mitigation measures must be provided and, where required, planning conditions will be imposed to protect residential amenity.
3. All development proposals should be designed to avoid overlooking and seek to protect the privacy, day lighting and sun lighting levels to adjacent residential accommodation.
4. All new residential development proposals must demonstrate how potential adverse noise impacts on and between dwellings will be mitigated by housing layout, design and materials.
5. The cumulative impact of individual developments on the amenity of existing residents will be considered.

Relevant Emerging City Plan 2040 Policies

S1: Healthy and inclusive City
HL1 Inclusive buildings and spaces
HL3 Noise
S2 Safe and secure City
SA3: Designing in Security
HS3 Residential Environments
SA3: Designing in security
S5: Retail and active frontages

RE2: Active frontages

S6 Culture and Visitors

CV1: Protection of Existing Visitor, Arts and Cultural Facilities

CV2: Provision of Arts Culture and Leisure Facilities

CV3: Provision of visitor facilities

CV5 Evening and Night time economy

S2: Design

DE1: Sustainable design

DE2: Design Quality

DE8: Lighting

S9 Transport and servicing

VT1: The impacts of development on transport

VT4: River Transport

S10: Active Travel and Healthy Streets

AT1: Pedestrian movement, permeability and wayfinding

S11: Historic environment

HE3: Setting of the Tower of London World Heritage Site

S14: Open Spaces and Green Infrastructure

OS1: Protection and provision of open spaces

OS2: Urban Greening

OS3: Biodiversity

S15: Climate Resilience and Flood Risk

CR2: Flood Risk

S17: Thames Policy Area

S19: Pool of London

APPENDIX C: Committee Report for 14/01006/FULMAJ dated 23 February 2016

APPENDIX D: Public Minutes from P&T Committee meeting 23 February 2016

**APPENDIX E: S106 Deed of Variation related to 14/01006/FULMAJ, dated 11
May 2016**

SCHEDULE 1

APPLICATION: **24/01196/FULL**

Sugar Quay

Use of part of Sugar Quay Jetty for seating and service in association with the restaurant and drinking establishment use (Sui Generis) located on the ground floor of the adjacent Sugar Quay, Lower Thames Street, together with associated works including installation of furniture, and perimeter planters and benches.

CONDITIONS

1.	<p><u>Time Limit</u></p> <p>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</p> <p>REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.</p>
2.	<p><u>Materials details</u></p> <p>Before any works thereby affected are begun, details and samples of all materials, including the powder-coated metal planters and timber-slat benches, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include finishes, colours, and measures to ensure maintenance.</p> <p>REASON: To ensure that the Local Planning Authority may be satisfied with the materials' durability, suitability, and integration with the jetty's setting, in accordance with policy DM10.4 of the Local Plan.</p>
3.	<p><u>Detailed Planting Schedule</u></p> <p>Prior to the commencement of relevant works, a detailed planting schedule should be provided covering:</p> <ul style="list-style-type: none">i) Names of plants (English and/or Latin Names)ii) Number of plantsiii) Maintenance of plants <p>REASON: To enhance biodiversity, ensure climate resilience, and ensure accessibility, in accordance with policies DM19.1 and DM19.2 of the Local Plan.</p>
4.	<p><u>Inclusive Access Management Plan</u></p> <p>Prior to commencement of any relevant works, an inclusive access management plan shall be submitted to the Local Planning Authority which shall provide specific details on how the development will be</p>

	<p>operated and managed to ensure that the highest reasonable standard of inclusive accessibility is provided. This management plan shall include details of access for customers with specific access requirements including neurodivergence, and details of accessible toilet facilities. It should contain detailed layout plans of the seating area, including seating spaces for a wide range of customers with different access requirements, passing places and turning circles. The agreed scheme shall be implemented before the commencement of the use hereby permitted and retained as such for the lifetime of the development.</p> <p>REASON: To ensure reasonable adjustments are carried out in pursuit of an accessible and inclusive facility in accordance with Policy DM10.8 and Policy D5 of the London Plan.</p>
5.	<p><u>Inclusive and accessible public seating details</u> Details of inclusive accessibility features for the public seating, including armrests for support, shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development.</p> <p>REASON: To ensure inclusivity and accessibility for all users, in accordance with policies DM10.8 of the Local Plan.</p>
6.	<p><u>Lighting Strategy</u> Prior to the commencement of the relevant works, a full Lighting Strategy shall be submitted to and approved in writing by the Local Planning Authority, which should include full details of all luminaires, both decorative, functional or ambient (including associated infrastructure), alongside details of the impact of lighting on the public realm, including intensity, uniformity, colour, timings and associated management measures to reduce the impact on light pollution and residential amenity. Detail should be provided for all external, semi-external and public-facing lighting, and how this has been designed to reduce glare and light trespass, including to the River Thames. All works pursuant to this consent shall be carried out in accordance with the approved details and lighting strategy.</p> <p>REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development, to ensure a satisfactory external appearance and to protect nocturnal wildlife, in accordance with the following policies of the Local Plan: DM10.1, DM15.7, DM19.2 and policy DE2 and OS3 of the Emerging City Plan 2040.</p>
7.	<p><u>Operational and Noise Management Strategy</u> Details of an operational Management Strategy demonstrating how the amenity of nearby residents would be protected during the operations on the jetty shall be submitted to and approved in writing</p>

	<p>by the Local Planning Authority prior to the first commencement of the use of the jetty hereby permitted. The Strategy should detail:</p> <ol style="list-style-type: none"> 1. How the operator proposes to discourage noise, disturbance and anti-social behaviour during the opening hours of the Jetty; 2. A scheme relating to the efficient and quiet dispersal of patrons leaving seating area after 21:00; 3. Details of signage reminding customers to be respectful of neighbours; 4. Details of staff training to discourage noisy behaviour from customers and set-up and close-down operations, and to ensure the Riverside Walk is not obstructed by the commercial operations. 5. Details and specification of the proposed trolleys to be used to transport items from the main restaurant area to the jetty, including dimensions and type of wheels to be used to minimise noise. 6. Details of the proposed storage of food and drinks in the storage/bar area on the jetty. 7. Details of set-up and close down, including storage of tables, chairs and any other movable (non-fixed) items. To include details of timings, and how it will be ensured noise producing activities are minimised outside of the customer opening hours. 8. Details of how the area will be secured against passersby when closed. 9. Details of cleansing regime, including staff training to ensure noise is minimised. 10. Details of a neighbour liaison as a resident contact; 11. Details of recording incidents and complaints and a policy for investigation of such complains; 12. The circumstances and time periods, which trigger the need for a review of the visitor management plan. <p>The commercial area of the jetty searing area shall thereafter be operated at all times in accordance with the approved Management Statement (or any amended Management Statement that may be approved by the Local Planning Authority) for the life of the use.</p> <p>REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM3.5, DM15.7, DM21.3.</p>
8.	<p><u>Plant Noise</u></p> <p>(a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation.</p> <p>(b) Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the</p>

	<p>design requirements shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>(c) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.</p> <p>REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.</p>
9.	<p><u>Mechanical Plant Mounting</u></p> <p>Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.</p> <p>REASON: In order to protect the amenities of commercial occupiers in the building in accordance following policy of the Local Plan: DM15.7.</p>
10	<p><u>Use only in connection with Sugar Quay Commercial unit</u></p> <p>The use of the jetty hereby approved must only be in connection with the operation of the ground floor commercial unit at Sugar Quay, and must not operate as a standalone commercial entity.</p> <p>REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.</p>
11	<p><u>Seated Customers Only</u></p> <p>The use of the jetty hereby approved must only be as a seated venue with table service only. The bar area must only be used by waiter-service for seated guests on the jetty.</p> <p>REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.</p>
12	<p><u>Maximum capacity</u></p> <p>The maximum capacity of the jetty shall not exceed that indicated on plan no. A(GA)-100 Rev.PL3 - <i>Proposed Jetty Plan</i> - hereby approved (157 seated customers), unless otherwise confirmed in writing by the local planning authority.</p> <p>REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.</p>

13	<p><u>Jetty Opening Hours</u></p> <p>The commercial use of the Jetty area hereby permitted shall not be open to customers between the hours of (21:00) on one day and (09:00) on the following day.</p> <p>There shall be no set-up or close-down activity or operations on the Jetty other than between (08:30) and (21:30).</p> <p>REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.</p>
14	<p><u>No Music</u></p> <p>No live or recorded music shall be played by on the Jetty as part of the use hereby approved.</p> <p>REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.</p>
15	<p><u>No Promoted Events</u></p> <p>There shall be no promoted events on the premises. A promoted event for this purpose, is an event involving music and dancing where the musical entertainment is provided by a disc jockey or disc jockeys, one or some of whom are not employees of the premises licence holder and the event is promoted to the general public.</p> <p>REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.</p>
16	<p><u>Approved Plans</u></p> <p>The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission:</p> <p>A(GA)-100 Rev.PL3 Proposed Jetty Plan A(94)-700 Rev.PL1 Proposed Design Planters A(GA)-400 Rev.PL1 Proposed South Elevation A(GA)-401 Rev.PL1 Proposed East Elevation</p> <p>REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.</p>

INFORMATIVES

- 1 In dealing with this application the City has implemented the requirements of the National Planning Policy Framework to work with the applicant in a positive and proactive manner based on seeking solutions to problems arising in dealing with planning applications in the following ways:

detailed advice in the form of statutory policies in the Local Plan, Supplementary Planning documents, and other written guidance has been made available;

a full pre application advice service has been offered;

where appropriate the City has been available to provide guidance on how outstanding planning concerns may be addressed.

- 2 This permission must in no way be deemed to be an approval for the display of advertisement matter indicated on the drawing(s) which must form the subject of a separate application under the Advertisement Regulations.

- 3 Access for people with disabilities is a material consideration in the determination of planning applications. The City of London Corporation has published design standards giving advice on access for people with disabilities and setting out the minimum standards it expects to see adopted in the City buildings. These can be obtained from the City's Access Adviser, Chief Planning Officer and District Surveyor. Further advice on improving access for people with disabilities can be obtained from the City's Access Adviser. Your attention is drawn to the Disability Discrimination provisions of the Equality Act 2010 to ensure that disabled people are not significantly disadvantaged. Service providers, etc., should make "reasonable adjustments" to facilitate access to their premises and the City asks all applicants for planning permission to ensure that physical barriers to access premises are minimised in any works carried out.

- 4 The Port of London Authority advise that the developer continues to investigate the potential to use the jetty for river related activities as part of the development.

- 5 The Mayoral Community Levy 2 Levy is set at the following differential rates within the central activity zone:

Office £185 sqm

Retail £165 sqm

Hotel £140 sqm

All other uses £80 per sqm

These rates are applied to "chargeable development" over 100sqm (GIA) or developments where a new dwelling is created.

The City of London Community Infrastructure Levy is set at a rate of £75 per sqm for offices, £150 per sqm for Riverside Residential, £95 per sqm for Rest of City Residential and £75 for all other uses.

The CIL will be recorded on the Register of Local Land Charges as a legal charge when planning permission is granted. The Mayoral CIL will be passed to Transport for London to help fund Crossrail and Crossrail 2. The City CIL will be used to meet the infrastructure needs of the City.

Relevant persons, persons liable to pay and interested parties will be sent a "Liability Notice" that will provide full details of the charges and to whom they have been charged or apportioned. Where a liable party is not identified the owners of the land will be liable to pay the levy. Please submit to the City's Planning Obligations Officer an "Assumption of Liability" Notice (available from the Planning Portal website: <https://www.planningportal.co.uk/planning/policy-and-legislation/CIL/download-the-forms>)

Prior to commencement of a "chargeable development" the developer is required to submit a "Notice of Commencement" to the City's Planning Obligations Officer. This Notice is available on the Planning Portal website. Failure to provide such information on the due date may incur both surcharges and penalty interest.