

## **Appendix 5**

### **City of London Local Plan Review**

#### **Pool of London Workshop, 20 April 2018**

##### **Introduction**

As part of the Local Plan Review process a Pool of London public workshop was held on Friday 20<sup>th</sup> April 2018. A list of attendees is included in Appendix 1.

##### **Presentations**

At the workshop City planners set out the aims and context for the workshop on the Pool of London:

- **City of London: The City's Local Plan and the Pool of London**  
The City of London Development Plans Team explained the Local Plan Review and planning policy context up to 2036. Key issues for the Pool of London were discussed, including identifying the Pool of London as a Key Area of Change.

Several key stakeholders presented their broad ideas:

- **Port of London Authority (PLA)**  
The PLA explained the Thames Vision, their six key goals which included reducing road freight, the protection and promotion of safeguarded wharves, biodiversity, sport and recreation and how the numbers of passenger trips on the river is set to double to 20 million by 2035.
- **Historic Royal Palaces (HRP)**  
HRP set out their vision for the area, addressing the need to improve access routes to and from the Tower of London some of which are currently clear or attractive. They expressed a desire to link the World Heritage Site with the Riverside Walk and wider City to aid visitors who often struggle to locate the entrance to the Tower.
- **Northern & Shell**  
A proposed vision was presented for the Pool of London, outlining its historical development, existing context and future opportunities, including promoting active frontages for the riverside buildings.
- **City Rivergate**  
The presentation set out the challenges, conflicts and opportunities including proposals for a 'high-line' walkway on Lower Thames Street and a boardwalk along the riverfront.

##### **Round Table Discussions**

Following the presentations, round table discussions took place looking at use of the river, land use, public realm and connectivity. Key points raised were:

### **Use of the river**

- The PLA had carried out a risk assessment, which revealed the Pool of London area (along with King's Reach) to be the most congested sections of the Thames in central London. Approximately 30 cruise ships a year sail up to central London and provision could be made for smaller cruise ships to berth in the Pool of London.
- Additional pier capacity is needed as Tower Pier is heavily used and operating at or over capacity.
- The area by Tower Pier is used by cruise ships for embarking and disembarking which results in congestion around the entrance to the Tower of London which adversely affects pedestrian flows in the vicinity. However, to enlarge Tower Pier would be difficult so other sites should be considered by the creation of another pier. Funding from TfL for improvements to Tower Pier would be limited and would need to be sought elsewhere, e.g., through developer contributions.
- A significant constraint is that the river is shallower along the Northbank than it is near HMS Belfast on the Southbank. Mitigation in the form of dredging would be required to accommodate larger cruise ships.
- There is potential to provide a permanent mooring for HMS President near London Bridge. HMS President is one of three surviving Royal Navy Warships from the First World War and a significant heritage asset. The vessel has been temporarily relocated to Chatham Dockyard and the owners are searching for a new mooring in central London due to the Thames Tideway Tunnel works at Blackfriars Bridge foreshore adjacent to its former mooring.
- The Thames foreshore is widely used and has significant archaeological interest south of Lower Thames Street, which needs to be considered in conjunction with any plans for additional use of the river. There is a history of sequence of waterfronts built out into the river from Roman period on.
- This area of the City is within a Flood Risk Zone. There is a need to raise the river wall (by 0.5m by 2065 and 1m by 2100) to prevent high-tide floods.
- Any changes should consider the importance of biodiversity of the Thames and scope to improve habitats.

### **Land uses along the riverfront**

- The need for significant investment to refurbish/redevelop office buildings on the riverside presents an opportunity to reconsider their form, layout and land uses and avoid blank facades. Proposals should take account of protected views.
- There was a difference of opinion within the groups on potential uses; some people considered that properties along the riverfront are only suitable for commercial and leisure uses and that residential should not be part of the mix; however, others felt there is scope for some residential.
- There was broad support and aspiration for the provision of active frontages at ground floor level, including retail and leisure uses, bars and restaurants, culture and heritage and that the Northbank becomes a destination in its own right.

Cultural uses had played a key role in the regeneration of the Southbank and the groups were in favour of cultural uses and facilities in the Pool of London to attract more visitors.

- There is limited footfall along this stretch of the riverside and in order to attract retail/cultural uses additional infrastructure would be needed through development proposals. There was a recognition that there was future scope to bring more visitors by river to Tower of London/Tower Bridge/Monument.
- The area includes some outstanding heritage assets, which are not currently being used in ways which fully reflect their significance therefore an opportunity to explore new uses. Both the Custom House (soon to be vacated) and Old Billingsgate Market were recognised as key landmarks and potential attractions, so any potential uses would need to reflect their historic status.

### **Public realm, movement and connectivity**

- The riverside needs to be connected back to the rest of the City. It was noted that the riverside buildings are south facing and that more advantage could be taken of this, for instance by promoting outdoor terraces and cafes with seating. However, one of the challenges is that many of the buildings along the riverfront are of large bulk and massing, which restricts permeability and that land ownership is fragmented.
- Radical solutions are needed to deal with Lower Thames Street. TfL recognises that something needs to be done to tackle congestion, safety and poor air quality. There is scope to improve access to buildings/more roadway servicing and improvements along the Cycle superhighway along Lower Thames Street.
- There is scope to improve north/south pedestrian flows across Lower Thames Street linking to streets to the north such as Fish Street Hill. There is a need to improve visibility to the river. The potential to introduce upper level walkways was suggested, noting their use in the London Wall Place development.
- There was support for the provision of new public spaces and more greenery to make an attractive and welcoming public realm rather than hard landscaping which is currently prevalent in this area. Concerns were raised about potential cost and the need for developer contributions. Facilities for pedestrians and cyclists were also supported, together with improved wayfinding.
- The difficulties of connectivity were recognised including both pedestrians and the servicing of riverside sites. A collaborative approach to vehicle deliveries and servicing was seen as a desirable objective.
- Better pedestrian routes are required to other parts of the City, especially Eastcheap, Monument, Billingsgate Bath House, Leadenhall Market, Eastern City Cluster and links to Guildhall, St Paul's and Culture Mile to draw people into the Square Mile.
- There is a need to recognise the nearby attractions of the Tower of London, Tower Bridge and St Katherine's Dock and improve links between them and the City to encourage visitors from these areas.
- Visitors expect to be able to walk along the riverside, but there are access issues in places. For example, removal of car park and railings at front of Custom House would open up this part of the Riverwalk and could be landscaped.

Removal of the car park at Adelaide House near the London Bridge steps would open up this western end of the Pool of London.

- The link between Monument and St Magnus House has huge potential although it is not obvious how to get to the river due to the severance of Lower Thames Street.
- The riverside walk should be pursued as it is a key area in this historic part of London. The potential for a consistent Riverwalk with the opportunity for further viewing platforms was mentioned.
- Infrastructure improvements were felt to be key to the successful regeneration of the Pool of London. It was noted that 4G and Wi-Fi was very limited in this area, but that the arrival of 5G in 2020 would likely solve this. The proposed boardwalk project would need to be delivered upfront to help create a sense of 'destination'. However, funding a project such as the boardwalk would be challenging as well as delivery given the fragmented ownerships. Proposals to deliver a decked pedestrian route over Lower Thames Street would not be straightforward in this area.

### **Next Steps**

The Chairman of the City Corporation's Planning & Transportation Committee thanked attendees for their input. Comments made would be used to help officers and the Committee develop new planning policy for the Pool of London as part of the Local Plan Review.

An invitation was extended to attendees to present further ideas and policy proposals to the Local Plans Reference Sub-Committee to assist in their consideration of new planning policies for the Pool of London.

## Appendix 1

A list of attendees shown below:

### Stakeholders:

<u>Name:</u>	<u>Company:</u>
Michael Atkins	Port of London Authority
Stuart Baillie	GL Hearn (City Rivergate)
Tim Beckett	Historic Royal Palaces
Tim Brennan	Historic England
Anthony Brogan	Montagu Evans
Tom Campbell	Environment Agency
Guy Brocklebank	Thames Traditional Rowing Association
Katharine Fletcher	Historic England
Gareth Fox	Montagu Evans
Andy Goodchild	Wolff Architects (City Rivergate)
Heather Hilburn	Historic Royal Palaces
Bob Hill	Historic Royal Palaces
Jonathan Marginson	DP9 (Northern & Shell)
Aleksandra Milentjevic	London Borough of Tower Hamlets
Ganesh Nadarajah	City Rivergate
Lee Polisano	PLP Architects (Northern & Shell)
Adam Pyrke	Cushman & Wakefield
Tina Qiu	PLP Architects (Northern & Shell)
Stuart Turner	Trinity House
Zoe Turner	Trinity House
Simon Wainwright	JPW Real Estate (City Rivergate)

**City of London Members:**

<b><u>Name:</u></b>	<b><u>Company:</u></b>
Christopher Hayward (Chairman)	City of London
Randall Anderson	City of London
Mark Bostock	City of London
Deputy Keith Bottomley	City of London
Marianne Fredericks	City of London
Susan Pearson	City of London

**City of London Officers:**

<b><u>Name:</u></b>	<b><u>Company:</u></b>
Paul Beckett	City of London
David Bianco	City of London
Melanie Charalambous	City of London
Therese Finn	City of London
Annie Hampson	City of London
John Harte	City of London
David Horkan	City of London
Simon McGinn	City of London
Tom Parker	City of London
Adrian Roche	City of London
Peter Shadbolt	City of London
Kathryn Stubbs	City of London