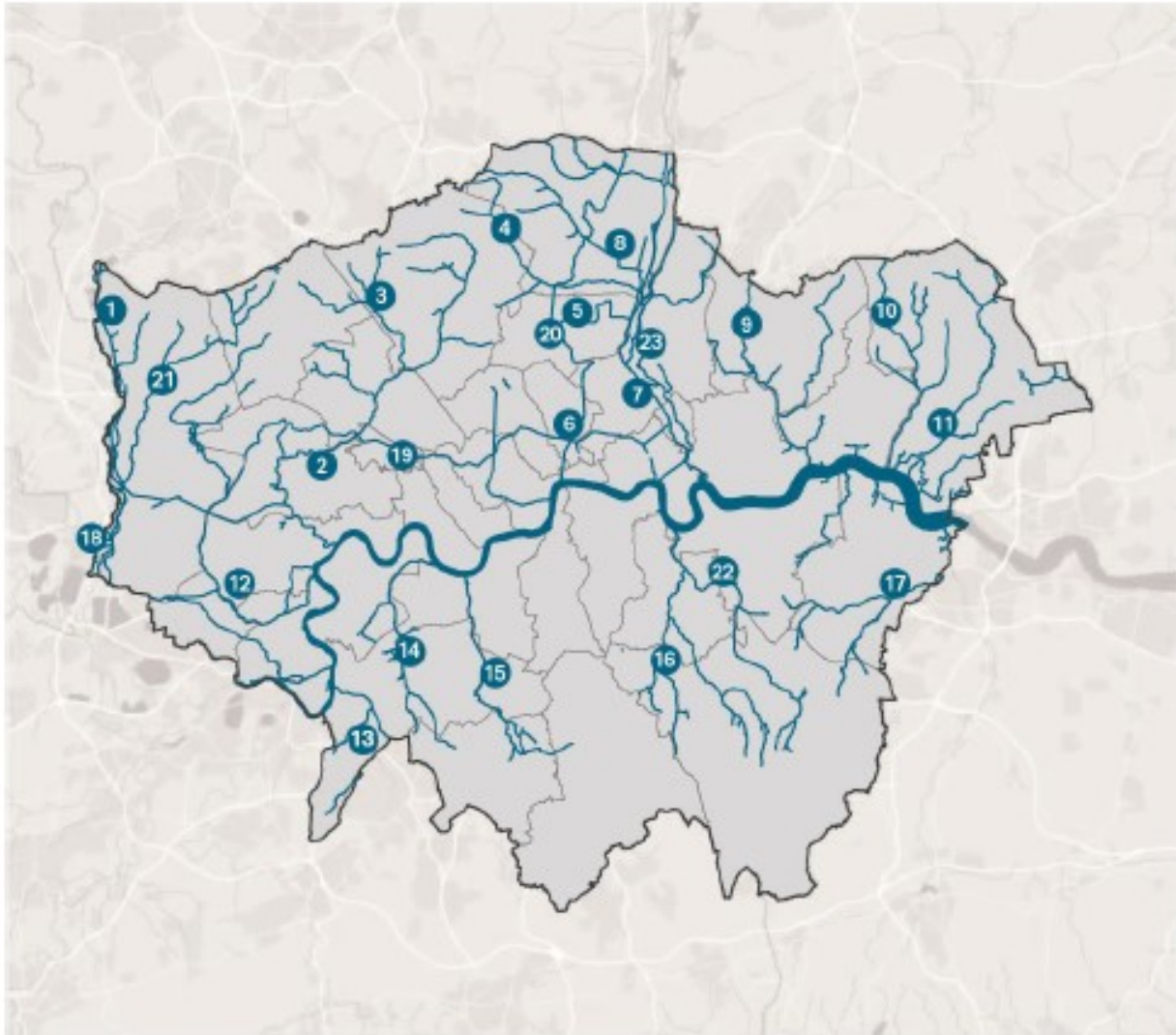


Appendices (1-16)

Appendix 1 London Plan – Publication Version, 2020 - Figure 9.6 - London's Network of Waterways (the Blue Ribbon Network)



London's Waterways



Waterways

Note: Not all tributaries shown

Source: OS Open Rivers

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- | | | | |
|----------------------|---------------------|---------------------|--------------------|
| 1. Grand Union Canal | 7. Lee Navigation | 13. Hogsmill River | 19. Paddington Arm |
| 2. River Brent | 8. Salmons Brook | 14. Beverley Brook | 20. New River |
| 3. Silk Stream | 9. River Roding | 15. R. Wandle | 21. River Pinn |
| 4. Pymmes Brook | 10. River Rom | 16. Ravensbourne R. | 22. River Quaggy |
| 5. Moselle Brook | 11. Ingrenbourne R. | 17. River Cray | 23. River Lea |
| 6. Regents Canal | 12. R. Crane | 18. River Colne | |

POLICY 2.18 GREEN INFRASTRUCTURE: THE MULTI FUNCTIONAL NETWORK OF GREEN AND OPEN SPACES

Strategic

- A The Mayor will work with all relevant strategic partners to protect, promote, expand and manage the extent and quality of, and access to, London's network of green infrastructure. This multifunctional network will secure benefits including, but not limited to, biodiversity; natural and historic landscapes; culture; building a sense of place; the economy; sport; recreation; local food production; mitigating and adapting to climate change; water management; and the social benefits that promote individual and community health and well-being.

- B The Mayor will pursue the delivery of green infrastructure by working in partnership with all relevant bodies, including across London's boundaries, as with the Green Arc Partnerships and Lee Valley Regional Park Authority. The Mayor has published supplementary guidance on the All London Green Grid to set out the strategic objectives and priorities for green infrastructure across London.
- C In areas of deficiency for regional and metropolitan parks, opportunities for the creation of green infrastructure to help address this deficiency should be identified and their implementation should be supported, such as in the Wandle Valley Regional Park¹.

¹ EDAW Ltd. London Strategic Parks Project. GLA, 2004

Planning decisions

- D Enhancements to London's green infrastructure should be sought from development and where a proposal falls within a regional or metropolitan park deficiency area (broadly corresponding to the areas identified as "regional park opportunities" on Map 2.8), it should contribute to addressing this need.
- E Development proposals should:
 - a incorporate appropriate elements of green infrastructure that are integrated into the wider network
 - b encourage the linkage of green infrastructure including the Blue Ribbon Network, to the wider public realm to improve accessibility for all and develop new links, utilising green chains, street trees, and other components of urban greening (Policy 5.10).

LDF preparation

- F Boroughs should:
 - a set out a strategic approach to planning positively for the creation, protection, enhancement and management of networks of green infrastructure by producing green infrastructure strategies² that cover all forms of green and open space and the interrelationship between these spaces. These should identify priorities for addressing deficiencies and should set out positive measures for the design and management of all forms of green and open space. Delivery of local biodiversity action plans should be linked to these strategies.
 - b ensure that in and through DPD policies, green infrastructure needs are planned and managed to realise the current and potential value of these to communities and to support delivery of the widest range of linked environmental and social benefits
 - c in London's urban fringe support, through appropriate initiatives, the vision of creating and protecting an extensive and valued recreational landscape of well-connected and accessible countryside around London for both people and wildlife³.

² CLG. National Planning Policy Framework, paragraph 114. Mayor of London/CABE Space. Open Space Strategies Best Practice Guidance. GLA, 2009

³ Land Use Consultants. Bringing the Outdoors Closer to People. Improving the countryside round London: The Green Arc Approach. Green Arc Steering Group, 2004

POLICY 7.24 BLUE RIBBON NETWORK

Strategic

- A The Blue Ribbon Network is a strategically important series of linked spaces. It should contribute to the overall quality and sustainability of London by prioritizing uses of the waterspace and land alongside it safely for water related purposes, in particular for passenger and freight transport. Regard should be paid to the Thames River Basin Management Plan and the emerging marine planning regime and the Marine Policy Statement.

POLICY 7.25 INCREASING THE USE OF THE BLUE RIBBON NETWORK FOR PASSENGERS AND TOURISM

Strategic

- A The Mayor will seek to increase the use of the Blue Ribbon Network for passenger and tourist river services, and supports the principle of additional cruise liner facilities on the Thames.

Planning decisions

- B Development proposals:
- a should protect existing facilities for waterborne passenger and tourist traffic. Applications which remove existing facilities should be refused unless suitable replacement facilities are provided
 - b which provide new facilities for passenger and tourist traffic, especially on the central London stretch of the River Thames will be supported
 - c which provide improved facilities for cruise ships in London will be supported.

LDF preparation

- C Within LDFs boroughs should identify locations that are suitable for passenger, tourist or cruise liner facilities.

POLICY 7.26 INCREASING THE USE OF THE BLUE RIBBON NETWORK FOR FREIGHT TRANSPORT

Strategic

- A The Mayor seeks to increase the use of the Blue Ribbon Network to transport freight.

Planning decisions

- B Development proposals:
- a should protect existing facilities for waterborne freight traffic, in particular safeguarded wharves should only be used for waterborne freight handling use. The redevelopment of safeguarded wharves for other land uses should only be accepted if the wharf is no longer viable or capable of being made viable for waterborne freight handling, (criteria for assessing the viability of wharves are set out in paragraph 7.77). Temporary uses should only be allowed where they do not preclude the wharf being reused for waterborne freight handling uses (see paragraph 7.78). The Mayor will review the designation of safeguarded wharves prior to 2012.
 - b which increase the use of safeguarded wharves for waterborne freight transport, especially on wharves which are currently not handling freight by water, will be supported
 - c adjacent or opposite safeguarded wharves should be designed to minimise the potential for conflicts of use and disturbance
 - d close to navigable waterways should maximize water transport for bulk materials, particularly during demolition and construction phases.

LDF preparation

- C Within LDFs boroughs should identify locations that are suitable for additional waterborne freight.

LDF preparation

- B Within LDFs boroughs should identify the location of waterway facilities and any opportunities for enhancing or extending facilities, especially within opportunity areas and other areas where a particular need has been identified.

network, in particular proposals:

- a that result in the loss of existing facilities for waterborne sport and leisure should be refused, unless suitable replacement facilities are provided
- b should protect and improve existing access points to (including from land into water such as slipways and steps) or alongside the Blue Ribbon Network (including paths). New access infrastructure into and alongside the Blue Ribbon Network will be sought.

Appendix 7

London Plan (2016) - Policy 7.28

POLICY 7.28 RESTORATION OF THE BLUE RIBBON NETWORK

Planning decisions

- A Development proposals should restore and enhance the Blue Ribbon Network by:
- a taking opportunities to open culverts and naturalise river channels
 - b increasing habitat value. Development which reduces biodiversity should be refused
 - c preventing development and structures into the water space unless it serves a water related purpose (see paragraph 7.84).
 - d protecting the value of the foreshore of the Thames and tidal rivers
 - e resisting the impounding of rivers
 - f protecting the open character of the Blue Ribbon Network.

LDF preparation

- B Within LDFs boroughs should identify any parts of the Blue Ribbon Network where particular biodiversity improvements will be sought, having reference to the London River Restoration Action Plan (see paragraph 7.86).

Appendix 8 London Plan (2016) - Policy 7.30

- c encouraging the sensitive use of natural landscaping and materials in and around dock areas
- d promoting their use for water recreation
- e promoting their use for transport

LDF preparation

- C Within LDFs boroughs should identify any local opportunities for increasing the local distinctiveness and use of their parts of the Blue Ribbon Network
- B Development within or alongside London's docks should protect and promote the vitality, attractiveness and historical interest of London's remaining dock areas by:
 - a preventing their partial or complete in-filling (see paragraph 7.103)
 - b promoting their use for mooring visiting cruise ships and other vessels

A

Policy SI 14 Waterways – strategic role

- A Development Plans and development proposals should address the strategic importance of London's network of linked waterways, including the River Thames, and should seek to maximise their multifunctional social, economic and environmental benefits.
- B To ensure coordination and alignment at the interface between terrestrial and marine planning, Development Plans and development proposals should take account of the emerging Marine Spatial Plans prepared by the Marine Management Organisation.
- C Boroughs are encouraged to work together on policies or other appropriate area-based strategies that address cross-boundary waterways issues.
- D To reflect the distinctiveness of areas that specifically relate to the River Thames, relevant Development Plans should designate, and ensure the maintenance of, Thames Policy Areas (TPAs). Setting the boundary of TPAs should be done in consultation with neighbouring boroughs, including those across the river. Boroughs are encouraged to plan for TPAs through joint Thames Strategies.
- E Joint Thames Strategies and other area-based joint waterways strategies should consider:
 - the local character of the river/waterway

- water-based passenger and freight transport nodes
- development sites and regeneration opportunities
- opportunities for environmental/ecological and urban design improvements
- sites of ecological, historic, or archaeological importance
- sites, buildings, structures, landscapes and views of particular sensitivity or importance
- focal points of public activity
- inclusive public access
- strategic cultural value
- recreation and marine infrastructure
- river crossings and other structures
- indicative flood risk and water quality.

Policy SI 15 Water transport

- A** Development proposals should protect and enhance existing passenger transport piers and their capacity. New piers will be supported in line with the Port of London Authority and Transport for London's Pier Strategy. The necessary provision of moorings, waste and sewage facilities for passenger vessels should be provided.
- B** Existing boatyard sites should be protected and development proposals to increase their capacity or range of services should be supported. Alternative use of a boatyard site should only be accepted if the facilities of the site are re-provided at a site with equivalent or enhanced facilities in Greater London. Proposals for a new strategic-scale boatyard site, at an appropriate site within London, will be supported.

- C Development proposals to facilitate an increase in the amount of freight transported on London's waterways should be supported.
- D The Mayor will keep the network of safeguarded wharves under regular review. Boroughs should protect existing locations and identify new locations for additional waterborne freight. There may be opportunities to consolidate wharves as part of strategic land use change, in particular, within Opportunity Areas; these will need to ensure that the existing and potential capacity and operability of the safeguarded wharves is retained and where possible expanded.
- E Safeguarded wharves should only be used for waterborne freight-handling use, including consolidation centres. The redevelopment of safeguarded wharves for other land uses should only be accepted if the wharf is no longer viable or capable of being made viable for waterborne freight-handling (see viability testing criteria). Temporary uses should only be allowed where they do not preclude the wharf being reused for waterborne freight-handling uses.
- F Development proposals which increase the use of safeguarded wharves for waterborne freight transport, especially the reactivation of wharves which are currently not handling freight by water, will be supported.

Policy SI 16 Waterways – use and enjoyment

- A** Development Plans and development proposals should protect and enhance waterway infrastructure.
- B** Development proposals should protect and enhance, where possible, water-related cultural, educational and community facilities and events, and new facilities should be supported and promoted, but should take into consideration the protection and other uses of the waterways.
- C** Development proposals that increase the provision of water sport centres and associated new infrastructure will be supported if a deficit in provision has been identified locally, and if the infrastructure does not negatively impact on navigation or on the protection of the waterway (see Policy SI 17 Protecting and enhancing the London's waterways).
- D** Development proposals adjacent to waterways should protect and enhance, where possible, existing moorings. The provision of new moorings and/or required facilities (such as power, water and waste disposal) should be supported if they are:
- 1) off-line from main navigation routes, in basins or docks, unless there are negative impacts on navigation or on the protection of the waterway (see Policy SI 17 Protecting and enhancing London's waterways)
 - 2) appropriately designed including the provision of wash mitigation, where necessary
 - 3) managed in a way that respects the character of the waterways.
- E** Existing access points to waterways (including slipways and historic steps) and alongside waterways (including paths) should be protected and enhanced.
- F** Development proposals along waterways should protect and enhance inclusive public access to and along the waterway front and explore opportunities for new, extended, improved and inclusive access infrastructure to/from the waterways.

- G Development proposals should improve and expand the Thames Path and the towpaths, improve alignment with the waterway where relevant, enhance them as walking routes, and provide better linkages to the transport network. This will require collaboration with relevant partners including the London boroughs, the PLA and the Canal and River Trust, the Environment Agency and Natural England, as well as landowner, developer and community representatives. These paths will be public and not private spaces.

Policy SI 17 Protecting and enhancing London's waterways

- A** Development Plans should support river restoration and biodiversity improvements.
- B** Development proposals that facilitate river restoration, including opportunities to open culverts, naturalise river channels, protect and improve the foreshore, floodplain, riparian and adjacent terrestrial habitats, water quality as well as heritage value, should be supported. Development proposals to impound and narrow waterways should be refused.
- C** Development proposals should support and improve the protection of the distinct open character and heritage of waterways and their settings.
- D** Development proposals into the waterways, including permanently moored vessels, should generally only be supported for water-related uses or to support enhancements of water-related uses.
- E** Development proposals along London's canal network, docks, other rivers and water space (such as reservoirs, lakes and ponds) should respect their local character, environment and biodiversity and should contribute to their accessibility and active water-related uses. Development Plans should identify opportunities for increasing local distinctiveness and recognise these water spaces as environmental, social and economic assets.
- F** On-shore power at water transport facilities should be considered at wharves and residential moorings to help reduce air pollution.

Policy EM3: Blue Ribbon Network

The Council will continue to promote and contribute to the positive enhancement of the strategic river and canal corridors and the associated wildlife and habitats through the Biodiversity Action Plan and the Thames River Basin Management Plan, and developer contributions where appropriate.

The Council will work with the Environment Agency and other interested bodies to continue to enhance the local character, visual amenity, ecology, transportation, leisure opportunities and sustainable access to rivers and canals.

The Council will collaborate with adjacent local authorities to ensure that Hillingdon's river and canal corridors complement and link with cross boundary corridors.

Implementation of Policy EM3- how we will achieve this

The Council will implement Policy EM3 by:

- Working with the Environment Agency, British Waterways, Natural England, English Heritage and other partners to develop a strategy for the Grand Union Canal and other blue ribbon networks where they are not currently in place.
- Working with partners to achieve environmental and habitat improvements in the Colne Valley Regional Park.
- Work with community partnership groups and Canal and River Trust (formerly British Waterways) to improve facilities and enhance nature along the Grand Union Canal.
- Conserving and enhancing biodiversity, paying particular regard to priority species and habitats identified in Hillingdon's Biodiversity Action Plan.
- Improving access to and the quality of Hillingdon's river and canal corridors, thereby providing a healthier lifestyle accessible to all.

Monitoring of Policy EM3- how we will measure success

- Monitoring of the above Policy EM3 will be through the Annual Monitoring Report with a specific link to:
 - E2 (Core) Change in areas of biodiversity importance - i) Preserve the area of wildlife habitats; and ii) Minimise loss of designated areas to development (or any other targets set by Government).
- NI 189 - Flood risk management indicator.
- Number of new and improved access points to the river and canal network.
- Promote biodiversity benchmarking.

Policy DMEI 6: Development in Green Edge Locations

New development adjacent to the Green Belt, Metropolitan Open Land, Green Chains, Sites of Importance for Nature Conservation, Nature Reserves, countryside, green spaces or the Blue Ribbon Network should incorporate proposals to assimilate development into the surrounding area by the use of extensive peripheral landscaping to site boundaries.

Policy DMEI 7: Biodiversity Protection and Enhancement

A) The design and layout of new development should retain and enhance any existing features of biodiversity or geological value within the site. Where loss of a significant existing feature of biodiversity is unavoidable, replacement features of equivalent biodiversity value should be provided on-site. Where development is constrained and cannot provide high quality biodiversity enhancements on-site, then appropriate contributions will be sought to deliver off-site improvements through a legal agreement.

B) If development is proposed on or near to a site considered to have features of ecological or geological value, applicants must submit appropriate surveys and assessments to demonstrate that the proposed development will not have unacceptable effects. The development must provide a positive contribution to the protection and enhancement of the site or feature of ecological value.

C) All development alongside, or that benefits from a frontage on to a main river or the Grand Union Canal will be expected to contribute to additional biodiversity improvements.

D) Proposals that result in significant harm to biodiversity which cannot be avoided, mitigated, or, as a last resort, compensated for, will normally be refused.

Policy DMEI 8: Waterside Development

A) Development on sites that adjoin or include a watercourse should:

- i) have regard to the relevant provisions of the Thames River Basin Management Plan and any other relevant Catchment Management Plans;**
- ii) not extend within 8 metres of the top of the bank of a main river or 5 metres either side of an ordinary watercourse or an appropriate width as may be agreed by the Council;**
- iii) where feasible, secure the implementation of environmental enhancements to open sections of river or watercourse; and**
- iv) where feasible, implement a scheme for restoring culverted sections of river or watercourses which must include an adequate buffer for flooding and maintenance purposes.**

B) Where on-site environmental enhancements or deculverting are financially viable but not feasible, the Council will seek a financial contribution towards relevant projects for the enhancement or deculverting of other sections of rivers or watercourses.

C) Existing wharves and their access will be protected for continued use.

D) Proposals that would adversely affect the infrastructure of main rivers and ordinary watercourses, or which fail to secure feasible enhancements or deculverting, will be resisted.

E) Development located in or adjacent to watercourses should enhance the waterside environment and biodiversity by demonstrating a high design quality which respects the historic significance of the canal and character of the waterway and provides access and improved amenity to the waterfront.

F) All development alongside or that benefits from a frontage on the Grand Union Canal will be expected to contribute to the improvement of the Canal.