

FREIGHT AND DEVELOPMENT WORKING GROUP

MEETING NOTE AND ACTIONS

Date	Tuesday 5 December 2017	Time	12:00 – 13:30
Location	Pinnacle House, 23-26 St Dunstan's Hill, London EC3R 8HN		

Invitations	<p>Jorn Peters (JP) Peter Heath (PH) John Oosthuizen (JO) Gareth Fairweather (GF) James Trimmer (JT) Steve Craddock (SC) John Harte (JH) Thomas Parker (TP) Charlotte Wood (CW) Richard Dilks (RD) Tipu Parez (TiP) Neil Caborn (NC) David Payne (DP) James Spikesley (JS) Roger Bailey (RB) John Spencer (JS) Gordon Adams (GA) David Palmer (DPa) Roger Squires (RS) Neil Amos (NA) Gerald Mason (GM) Gareth Maeer (GMa)</p>	<p>GLA Planning Team (Chair) GLA Planning Team Transport for London Transport for London Port of London Authority Canal and River Trust City of London Corporation City of London Corporation Environment Agency London First Cory Energy Cory Energy Minerals Products Association Tideway Tideway GPS Marine Battersea Power Station DC Buro Happold Inland Waterways Association Marine Management Organisation Tate and Lyle Thames Estuary Partnership</p>
Apologies	<p>Keith Astley Alex Veitch Howard Dawber Mark Hunter</p>	<p>Commercial Boat Operator Association Freight Trade Association Canary Wharf Group London Borough Wandsworth</p>

Agenda	Actions
<p>Context and Introduction of the Forum</p> <p>The following issues were raised following a brief presentation by JP:</p> <p>1</p> <ul style="list-style-type: none"> There is a related group, the Water Advisory Group, which the Mayor has also just established, but its remit is focusing on water management, water quality, drainage and flood risk issues. JT advised the PLA would be releasing a draft Air Quality Strategy for a six-week public consultation very soon. 	<p>JT to alert Forum/group once Air Quality Strategy is published.</p>

2	<p>Draft London Plan – including waterways policies</p> <p>The following issues were raised by participants following a brief presentation by JP:</p> <ul style="list-style-type: none">GA asked if more schemes like Cringle Dock (residential over a wharf) would be encouraged. PH responded, yes, the Plan’s policies on the economy would promote co-location and intensification.JS raised a safety concern: Walking along the Thames Path can create conflict with operations. Whilst this is true, it depends on the cargo type. There may be occasions when diversion away from the river is necessary. It would be helpful to identify the circumstances when diversion should apply.GM of Tate & Lyle shared his recent experiences with housing developers and would welcome policy support on the following:<ol style="list-style-type: none">A clear signal that Safeguarded Wharves are not on the market for residential development – to prevent the rise of ‘hope value’Neighbouring industrial users need to be involved in discussions over co-location from the very beginningHe would like to bring consumer products in containers from Tilbury into London, but using road is currently more viable.Concentrating water freight uses, such as aggregates, in one area can create local problems in terms of lorry movements, noise, dust etc. This needs to be considered.In terms of the latter, both JO and GF highlighted that draft policies in both MTS and London Plan would support mitigation measures and also consolidation centres.JT indicated that best practice and technology in terms of mitigation opportunities has moved forward in recent years.JT also referred to Agent of Change principle and that this would apply to new industrial and wharf development as much as it applies to new residential development.JS made the point that river-side processing can greatly enhance wharf viability, and it would be important to reflect this in policy.	<p>Group members to consider commenting on the draft Plan</p> <p>JS/JT and others to put together a list of circumstances Thames Path diversion may be the only feasible option</p>
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3	<p>Terms of Reference and initial Working Group Priorities</p> <p>The Terms had been circulated ahead of the meeting. JP emphasised the need not to duplicate work done elsewhere and the importance of adding value. There was a consensus that the split between freight and development was artificial.</p> <p>In terms of membership</p> <ul style="list-style-type: none"> • SC suggested to add the Mayoral Development Corporations (MDCs) to the list of potential members. JP welcomed this, in particular as interest by local authorities in joining the group has so far been weak. • DP suggested that the ‘additional members’ list was not split between development and freight allowing people to attend depending on their interest. This was agreed, but it was also recognised that the group would need to work effectively. <p>With regards to initial working group priorities the following suggestions were made:</p> <ul style="list-style-type: none"> • RB raised the importance of safety and skills. Following discussion there appeared to be a consensus that these, along with the Thames Path, were over-arching cross cutting themes that applied to all three working groups so would be referred up to the Steering Group for their consideration. • GM highlighted the importance of noise from freight-related development and the potential impacts on the wider area. This would be at least as important as air quality to address. • CW offered to reflect on Thames Estuary 2100 activities related to waterways development. • SC would like a future meeting to look specifically at opportunities for waterways-related place-making within Opportunity Areas. Some other participants supported this suggestion. 	<p>JP to change Terms accordingly</p> <p>SC and others to suggest potentially interested local authority/MDC representatives</p> <p>JP/PH to circulate a list of items to discuss at next few meetings and invite group members to register for them</p>
4	<p>AOB</p> <p>JP provided a handout about the Albert Island Boatyard development proposal for information.</p> <p>GM asked about the Steering Group membership, which is available on the Forum’s website: https://www.london.gov.uk/what-we-do/transport/thames-and-london-waterways-forum The agreed minutes from the working group meetings would be considered by the Steering Group at their next meeting on 11 January 2018, which will feedback to the working groups.</p> <p>The Forum’s website also includes details about the other working groups.</p>	<p>Interested group members to respond directly – contacts provided on the handout</p> <p>JP to share feedback from the Steering Group meeting</p> <p>Group members to see website for further details about the Forum and copies of presentations</p>

5	<p>Next meeting</p> <p>The next meeting will be scheduled for February 2018. It will cover</p> <ul style="list-style-type: none"> • Another discussion on the draft London Plan – to share potential issues being considered by the member organisations • The draft Safeguarded Wharves Review, which will be out for consultation 	<p>JP/PH to identify date and arrange next meeting</p>
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