

Item No.
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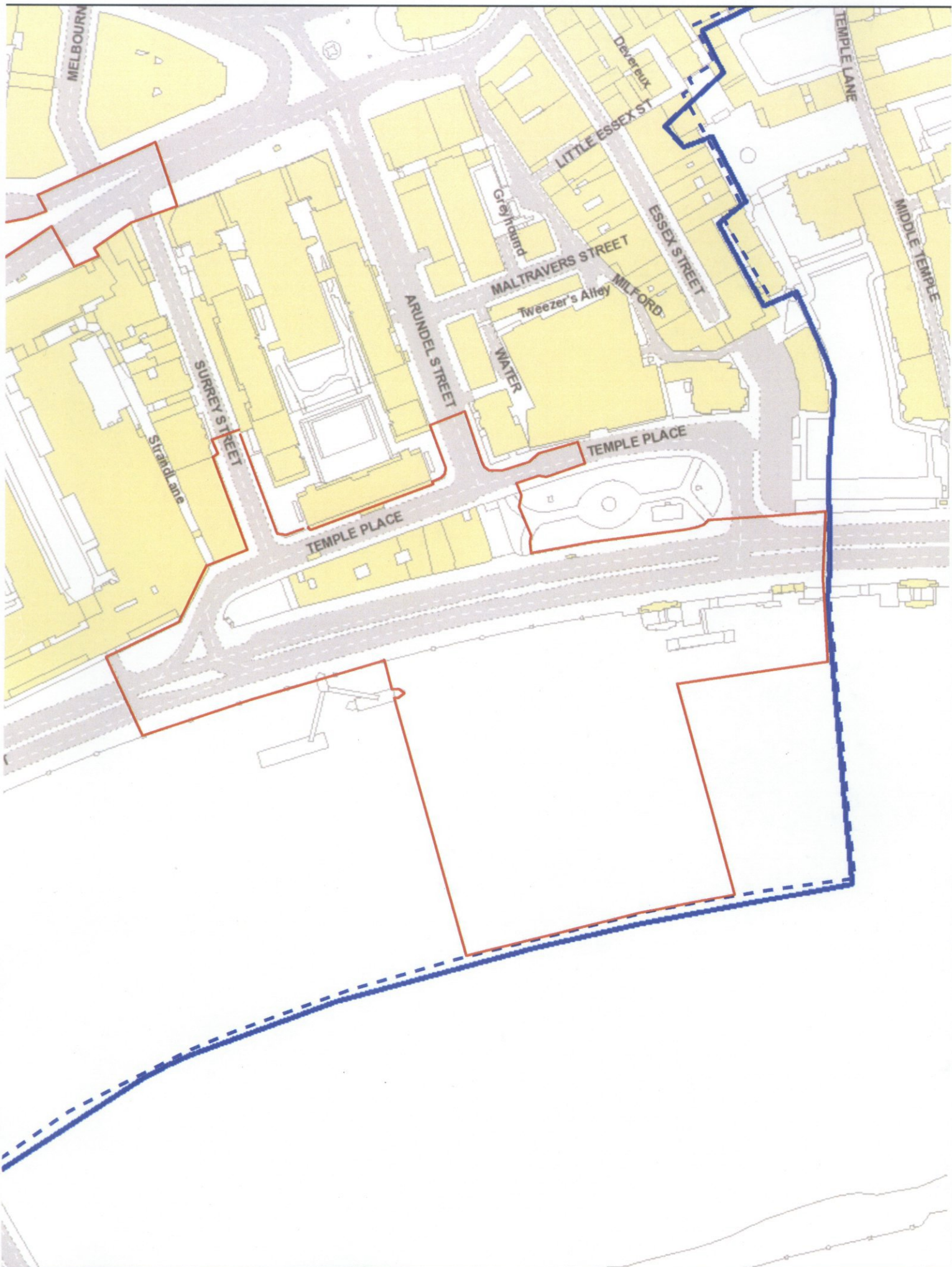
CITY OF WESTMINSTER			
PLANNING APPLICATIONS COMMITTEE	Date 2 December 2014	Classification For General Release	
Report of Operational Director Development Planning		Wards involved St James's	
Subject of Report	Temple Station Buildings, Victoria Embankment, London, WC2R 2PN		
Proposal	Erection of a pedestrian bridge with incorporated garden, extending for a length of 366m over the River Thames from land adjacent to The Queen's Walk on the South Bank to land above and in the vicinity of Temple London Underground Station on the North Bank (in the City of Westminster), the structure of the bridge having a maximum height of 14.3m above Mean High Water and a maximum width of 30m; the development also comprising the erection of two new piers in the River Thames; works to the highway in Temple Place, erection of stairs and ramp connecting Temple Place and the roof of Temple London Underground Station; works to trees (including the removal of trees); relocation of the Cabmen's shelter from Temple Place to Surrey Street; demolition and reconstruction works to Temple Station building including the replacement of its roof; associated construction works (including highway works at the Strand) and work sites; and works within the River Thames (including temporary and permanent scour protection, works to moorings and erection of temporary structures).		
Agent	Transport for London		
On behalf of	The Garden Bridge Trust		
Registered Number	14/05095/FULL	TP / PP No	TP/2355
Date of Application	29.05.2014	Date amended/ completed	29.05.2014
Category of Application	Major		
Historic Building Grade	Unlisted		
Conservation Area	Strand		
Development Plan Context - London Plan July 2011 - Westminster's City Plan: Strategic Policies 2013 - Unitary Development Plan (UDP) January 2007	Within London Plan Central Activities Zone Within Central Activities Zone		
Stress Area	Outside Stress Area		
Current Licensing Position	Not Applicable		

1. RECOMMENDATION

For Committee's consideration:

Item No.
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1. Does Committee consider that the substantial benefits of the new bridge, the iconic architecture, new connectivity and additional views created from the bridge, outweigh the harm to views from Waterloo Bridge and the South Bank.
2. Subject to 1. above, grant conditional permission, subject to appropriate measures to secure the long term funding and maintenance of the bridge and subject to the views of the Mayor.
3. That Committee authorises the making of a draft order pursuant to s247 of the Town and Country Planning Act 1990 for the stopping up of parts of the public highway to enable this development to take place.
4. That the City Commissioner of Transportation be authorised to take all necessary procedural steps in conjunction with the making of the order and to make the order as proposed if there are no unresolved objections to the draft order. The applicant will be required to cover all costs of the Council in progressing the stopping up order.





Birds eye view of river (top) and outside Temple station (bottom)

TEMPLE STATION BUILDINGS, VICTORIA EMBANKMENT, WC2



Temple Place (top) and Temple Underground Station roof (bottom)

TEMPLE STATION BUILDINGS, VICTORIA EMBANKMENT, WC2

2. SUMMARY

The application proposes a 366m pedestrian bridge, with incorporated garden, spanning the River Thames, landing on the roof of Temple Underground station on the north side and on The Queen's Walk (in front of the ITV building) on the south side.

This application only relates to the north landing and to Westminster's half of the bridge. Lambeth resolved to grant permission for their half of the bridge on 11 November 2014.

The application has been the subject of extensive pre-application negotiations with officers.

On the north bank, the bridge will over-sail Victoria Embankment (part of the Transport for London Road Network, TLRN) and land on the roof of Temple underground station. Access to the bridge will be via a ramp or stairs onto the roof of the station and from there onto the bridge deck by lift or stairs. The planning application includes alterations to the highway in Temple Place and at the junction of Strand with Surrey Street. The highway works seek to facilitate access to the bridge, to improve public realm and to accommodate changes in the direction of traffic on Surrey Street and Arundel Street. The whole of the Westminster application site lies within the Strand Conservation Area.

The proposal will result in the loss of three trees on the Victoria Embankment and the permanent relocation of the listed cabman's shelter from Temple Place to Surrey Street.

The key issues in this case are:

- The principle of a new bridge in this part of Westminster in terms of Westminster's City Plan: Strategic Policies and UDP policies.
- The impact of the development upon the riverscape and the settings of important London views and heritage assets.
- The significant public benefits of the bridge including its iconic design, increased connectivity, the provision of new open space and the economic benefits on the Temple area from increased activity.
- The forecasting of visitor numbers to the bridge and the impact of increased pedestrian activity on local footways, local environmental quality and on neighbouring occupiers in the vicinity of the north landing.
- The mechanisms that will be put in place to ensure that the bridge is properly operated and managed in the context of the predicted visitor numbers, including the provision of temporary events on the bridge.
- The mechanisms that will be put in place to bring forward appropriate management and maintenance of the bridge in the longer term.
- The construction impacts of the bridge
- The impact of the bridge on the ecology and hydrology of the river.
- The loss of three trees on the north bank weighed against the tree planting and urban greening that the bridge would deliver.
- The highway works planned for Temple place in order to accommodate access the ramp and the visitor numbers anticipated.

Adopted Westminster policy normally resists development into or over the river. However the proposal is a transport related structure that will increase and improve pedestrian access over the river, including for people with disabilities. The Garden Bridge will provide a new area of open space within Westminster and provide a new pedestrian only route between the north and south banks of the river, which will link up existing open spaces. The loss of three trees on the north bank is outweighed by significant amount of new planting and urban greening.

The bridge is located in the CAZ and would make a significant contribution to Westminster's vitality, character and role within London as a world city and increase footfall and pedestrian activity on the north bank to the economic benefit of Temple and this part of Westminster.

The bridge is a substantial structure, set in one of the most sensitive and open locations in central London. It is inevitable therefore that there will be a significant impact on important views, including designated LVMF views. However, this proposal is for a public facility which provides a number of public benefits and the opportunity for the public to enjoy new river views. Whilst it would be highly desirable to have photomontages of the new views, they are not considered essential to the consideration of the application. The applicant advises that there are technical difficulties in preparing these views. The proposed bridge has little direct impact on other heritage assets and the adjoining conservation areas are not directly affected.

The iconic design of the bridge, the new viewpoints it will create and the proposed high quality landscaped open space will create a popular visitor attraction that will enhance Westminster's World City function. The bridge will complement and enhance the existing network of tourist, arts and cultural uses in this part of the City.

The Environment Statement predicts 7 million visitors annually, with peak weekday demand of 4,000 people (between 5pm and 6pm) and 5,000 people on a Saturday (between 5pm and 6pm). The modeling in the assessment includes 'stress testing' meaning that the figures presented are based on the high demand scenario. The Highways Planning Manager considers the trip generation assessments set out in the TA to be acceptable.

The owners of the development site at Arundel Great Court consider that the application materially underestimates visitor numbers. Middle Temple share these concerns and also raise objections that the impact on the Temple from increased visitor numbers has not been properly assessed.

The Garden Bridge is a unique proposal for which there is no precedent to make comparisons against. It is very clear therefore that a very robust, comprehensive and responsive Operation and Management Plan is going to be needed to ensure the project is a successful one in terms of visitor experience and the impact on neighbours. A draft Operations Management Plan has been provided by the applicant. Although objections have been received officers consider that it provides a sufficient level of detail at this stage. The final approved OMP will be a live document and will be reviewed on the first year of opening and subsequently on the second, third and fifth years and every five years thereafter. In addition it has been agreed with the applicant that an updated draft will be submitted to Westminster and Lambeth prior to works commencing on the bridge to allow further consultation with stakeholders.

At this stage it is anticipated that a contract for works would be awarded in September 2015. Construction could then commence in December 2015/January 2016. The Garden Bridge Trust anticipate the bridge would open to the public in 2018. Although concerns have been raised by Arundel Great Court and Middle Temple about the lack of detail on construction matters, the approach taken by the applicant at this stage of the project is considered acceptable as it will be necessary for the appointed contractor to input into the final Code of Construction Practice and Site Environmental Management Plan. These documents will be approved by Westminster following consultation. It is considered that these measures, together with the environmental monitoring contributions secured and other regulatory regimes, are sufficient to safeguard the interests of the Middle Temple and other neighbouring occupiers during construction work.

It is considered that the development will not impact unacceptably upon the residential amenity of existing or future nearby residential properties. The provision of special events on the bridge will require additional management measures which will form part of the OMP.

The Middle Temple raise concerns that insufficient contingencies are in place to secure the maintenance of the bridge in the long term. The GBT currently will be reliant on an Operations and Maintenance Business Plan (OMBP) which is intended to be enforceable by legal agreement. The draft skeleton plan sets out the anticipated operating costs and the funding sources to meet these. The GBT currently has no legal interest in the land and cannot enter into a s106 agreement. Processes are underway to transfer the necessary interest to the GBT prior to commencement. The intention is that the maintenance issue can be dealt with at this stage by a planning condition which in turn will be discharged prior to commencement. This will require the approval of the detailed plan together with a legal agreement requiring the terms of the OMBP to be met. At this stage sufficient interest will have been transferred to the GBT to enable it to sign the agreement. For the reasons set out in the report Officers believe that this is the only practicable approach at this stage.

The Environment Statement has assessed the impact of the bridge on the ecology and hydrology of the river. The application concludes that the impact, both from the construction and from the existence of the bridge, will not be significant.

It is considered that the development delivers substantial public benefits, including the iconic architecture of the bridge, new connectivity and additional views created from the bridge and is in general accordance with Westminster's City Plan and UDP. However the proposal does not fully meet Policy S26 of Westminster's City Plan as there will be significant harm to the LVMF view from Waterloo Bridge and views from the south bank. Members are asked as to whether the substantial public benefits of the bridge outweigh the harm to these views.

In putting forward this recommendation, officers have taken into account the Environmental Statement submitted with the application. Officers are satisfied that the environmental information as a whole meets the requirements of the EIA Regulations and that sufficient information has been provided to enable assessment of the environmental impact of the application.

3. CONSULTATIONS

ENVIRONMENTAL HEALTH

No objection in principle. To ensure that the construction site operates in accordance with the Westminster Code of Construction Practice a condition is suggested to require the submission of a Code of Construction Practice Part B for approval by the Council. Other conditions are suggested relating to special events.

CLEANSING MANAGER

No objections.

HIGHWAYS PLANING MANAGER

No objection in principle. The figures set out in the Transport Assessment are based on the high demand scenario and are considered reasonable and acceptable. The areas of concern relate to cycle parking, the design of the highway works in the vicinity of the north landing and the loss of visitor parking bays. No objection to stopping up.

LICENSING

There are currently two licensed pitches currently trading within part of the site. This major project will have a bearing on the traders as they will not be able to trade for a lengthy period of time.

COUNTER TERRORISM SECURITY ADVISER

Temple Station landing point will need some hostile vehicle measures regardless of what was undertaken on the South Bank. In particular the DDA access ramp and the stairs leading to the above station lift access platform. On the Bridge itself, the planters and beds should use layered planting mediums and the bridge deck should be kept free of refuse bins.

WESTMINSTER SOCIETY

The scheme fails to impress. The Millennium Bridge clearly and deliberately links two of London's major tourist attractions whilst this proposal would provide a pedestrian access between a relatively minor underground station on the north bank with a television building on the south.

The design of the two main structures are rather inelegant and chunky, the landings are inelegant, in particular the stair and lift arrangements on the north side.

Impact on views - the thought that in 25 years significant views along the river could be narrowed by this structure is not acceptable. Growing trees on the bridge is a major mistake.

GREATER LONDON AUTHORITY

The application is broadly supported, however, there are some outstanding issues relating to pedestrian congestion, river navigation, the provision of additional River Prospect, disabled access on the north bank and transport matters that need to be resolved.

TRANSPORT FOR LONDON

TfL is highly supportive of the Garden Bridge. Whilst a fully step free access solution exists through the use of a lift and ramps, a single lift would be advantageous in reducing the number of stages to access the bridge. The lifts should be available throughout the opening hours of the bridge. The changes to Temple Place are supported in principle. The impact of the East West Cycle Superhighway on coach bay provision will need further discussion. The Travel Plan should include provision for monitoring use of Temple Station and pedestrian levels. Construction from Victoria Embankment is in principle discouraged as far as possible. A Construction Logistics Plan should be secured. The use of the river for transporting materials is welcomed.

ENGLISH HERITAGE

English Heritage supports the proposal. In their opinion the introduction of the Bridge, the detailed design and the approaches to it from the river bank will change but not cause harm to the setting of, and views to and from, historic assets - including Somerset House, the Royal National Theatre, Waterloo Bridge and St Paul's Cathedral. The Bridge will also provide greater access to and from some of the most architecturally and historically significant buildings in central London and better reveal their significance and an increased enjoyment and understanding of their value. In addition, views from the Bridge itself will present a unique opportunity for enhancing or better revealing the significance of existing heritage assets. English Heritage hopes that "when considering this application for planning permission, [Westminster] will recognise the opportunity it provides of enhancing, revealing and allowing for increased enjoyment of a very wide suite of heritage assets of the highest architectural and historical significance.

CITY OF LONDON

The Garden Bridge would have a major impact on views of St Paul's Cathedral and the City from the south bank and Waterloo Bridge and is expected to significantly alter Monument View Four.

The additional viewpoints provided by the applicant show a significant adverse effect on views of St Paul's Cathedral, in terms of the ability to recognise and appreciate the Cathedral and its relationship to the river and to the Eastern Cluster of tall buildings and the wider skyline.

Photomontages should be provided in order to properly consider (A) the new views as they would appear from the Garden Bridge, (B) parts of the existing view no longer being available and Unilever House becoming a more prominent foreground obstruction and (C) the emerging cluster at Broadgate/Principal Place in Hackney/Bishops Gate Goods Yard and its impact on

St Paul's Cathedral. The quality of new views from the Garden Bridge needs to be balanced against the loss of various existing views.

Views from a large section of the riverside walk between Waterloo Bridge and the proposed Garden Bridge would be severely obstructed, the view from the southern section of Waterloo Bridge would be impacted on due to St Paul's Heights infringements, Waterloo Bridge view 15B.2 is one of the iconic views of the City that would be dramatically altered.

The City requests that a maintenance plan is put in place to ensure that tree growth and planting does not obscure the views of St Paul's Cathedral protected under St Paul's Heights, Monument Views or LVMF Mayoral strategic views.

The provision of a new public pedestrian crossing across the river which potentially enhances the attractiveness and accessibility of central London could be seen as a public benefit to be weighed against the loss of significant views of St Paul's Cathedral and the City skyline particularly when the bridge is closed.

PORT OF LONDON AUTHORITY (PLA)

The PLA has no objection in principle to the planning application. The applicant will require the Port of London's consent for all temporary and permanent and any dredging envisaged within the planning application scheme in the River Thames. The use of the River Thames for the transport of materials should be maximised and secured by condition. The PLA will condition any consent it may grant relating to construction details, navigational safety risk assessments and the relocation of a number of moorings. Discussions on the impact of the bridge piers on turbulence and effects on navigation and conservancy are on going. A discussion requiring the submission and approval of a finalized Code of Construction Practice is suggested.

ENVIRONMENT AGENCY

The River Thames is a valuable resource for all Londoners and wildlife. Therefore any new river crossings should be carefully designed and located. The Agency has provided advice, guidance and recommended planning conditions on how the Garden Bridge can achieve these aims.

THAMES TIDEWAY TUNNEL (TTT)

Thames Water is satisfied that a sufficient level of agreement has been reached with the Garden Bridge Trust and Transport for London in respect of the Asset Protection Agreement.

TTT encourage Westminster to apply the same conditions in respect of the Thames Tideway Tunnel as imposed by Lambeth this would reflect comments already made and agreement reached, and would avoid two different sets of planning conditions for the two planning permissions.

However TTT advise that their holding objection will remain in place until:

- TWUL is satisfied that the attached conditions (or, if edits are required, conditions that do not alter the purpose of, or the protection afforded by, the attached conditions) have been included on the draft decision notices; and,
- TWUL has confirmed the withdrawal of its holding objection to the Councils in writing:

THAMES WATER

It is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. The applicant is advised to contact Thames Water with regard to sewer discharge and piling methods.

MARINE MANAGEMENT ORGANISATION

The Environmental Statement and the Environmental Impact Assessment address the issues that were raised at the scoping stage of the project. Advise that the applicant will need to submit a request

for a Marine Licence where full consideration to the works below mean high water spring will given.

NATURAL ENGLAND

No objection. The proposal is unlikely to affect any statutorily protected sites or landscapes.

ENGLISH HERITAGE (ARCHAEOLOGY)

The application would not cause sufficient harm to justify refusal of planning permission provided that a condition is applied to require an investigation to be undertaken to advance understanding.

NORTHBANK BID

Comments that the area east of St Mary le Strand should not be used as a service area during construction as the aim of the BID is to improve this part of the City. The road works at Temple Place seem capable of further refinement to allow people to walk more comfortably from Arundel Street to the bridge.

MIDDLE TEMPLE

The Middle Temple have serious concerns over the short term and long term impact the bridge will have on the Temple. The various assessments submitted with the application draw attention to the historic and unique environment of the Temple but there appears to be no provisions within the scope of the project to cater for the effect of increased visitor numbers on the surrounding area.

Long term impact - The Middle Temple are of the view that in order to preserve the character of the Temple Conservation Area and the setting of the listed buildings within it, it will be necessary to implement mitigation measures through a S106 agreement. The mitigation measures include the need for enhanced security, noise and general disturbance to the tenants, increased litter, provision of toilet facilities, provision of refreshment facilities, need for additional wayfinding and mapping and damage to Historic Fabric due to increased pedestrian traffic. The Middle Temple has provided total estimated costings of £736,503 for works which it believes are necessary to implement in order to cater for increased footfall that will be created by the Garden Bridge.

Short term impact - Middle Temple wish to ensure that suitable measures are put in place to help mitigate the effects on their site from construction works, both for residents and those working in it. The current construction management proposals is at this stage inadequate in that they are entirely vague and general. E.g. It is suggested that Middle Temple would have advance notice of noisy operations, but there is no clarity as to the length of notice, whether and how Middle Temple could object and how this obligation would be enforced.

The Middle Temple takes the view and has made clear throughout its discussions with TfL and WCC that the proposal is capable of generating benefits and the Temple has been keen if at all possible to support the proposal. However, this has always, in the public interest, depended on four essential requirements being met:

First, there needs to be a proper assessment of the pedestrian traffic generated by the bridge, the numbers that would be likely to pass through the Inn and of the effects upon the historic, working and residential environment of the Middle Temple and the Temples Conservation Area as a whole.

Second, there must be proper proposals to deal with the pressures of pedestrian traffic as it leaves the northern end of the bridge - and these must encompass all of the areas in the locality likely to be affected

Third, there must be adequate safeguards in place during the construction phase.

Fourth, there must be adequate funding arrangements in place for maintenance of large scale planting for the indefinite future, having regard to strategic importance of the views of the river area affected by the bridge.

The Middle Temple consider that none of these four essentials are met at present. Until these matters have been sufficiently dealt with, planning permission cannot properly, or lawfully, be granted.

The Middle Temple advise that a central uncertainty relates to the distribution of pedestrian flows on the north side of the river. The claim [by the applicant] that pedestrian flows into the Temple will be relatively modest can only be sustained if the distribution is very substantial in other directions. The Temple consider this very unlikely since the Temple is a key attraction for visitors arriving on the north side.

The Middle Temple do not accept that the undertaking in respect of signage will be sufficient to overcome the potential adverse impact of the proposal.

ARUNDEL GREAT COURT (AGC)

AGC have commenced development of the south site which includes residential and hotel uses, both sensitive receptors for the purposes of environmental assessment.

AGC are supportive of the principle of the Garden Bridge. However following but following a detailed review of the submission documentation and the following matters raise concern: pedestrian movements, transport movements locally around Temple Place, potential amenity impacts from queuing and events on the bridge, management of the bridge surrounding Temple Place, design considerations, construction management and consideration of potential alternatives. AGC consider that these impacts have been underestimated and not fully assessed.

AGC consider in particular that the forecast pedestrian movements are likely to represent a material under-estimate and peak demand could potentially be over double that estimated in the Transport Assessment having regard to the likely attractiveness of the new bridge and Temple Station as an access point to the south bank. The forecasting requires further assessment based on significantly higher demand and longer dwell times and the impacts this will have on Temple station, the capacity of surrounding footpaths and the capacity of the bridge itself at peak times.

Further discussion on the proposed highway works is essential given the implications upon the permitted AGC and 190 schemes currently being developed and an acceptable solution needs to be found.

Further detailed acoustic work is required to satisfactorily demonstrate that the proposal physically and operationally will not have a detrimental impact on the amenity of the residential and hotel (sensitive receptions) in AGC.

Construction - It has not been demonstrated how the proposed arrangements for the Garden Bridge works would fit within the context of works continuing of AGC as part of the implementation of the extant scheme.

Draft Operation and Management Plan.

AGC do not consider that the draft Operation and Management Plan (OMP) contains sufficient detail upon operational or management issues to provide the basis of a proper assessment of residential amenity, capacity, transport and acoustic matters which is essential in determining the planning application and ensuring the potential impacts have been mitigated.

The OMP does not deal with the scenario where visitor numbers are far higher than anticipated and the consequential effects for operation and management to address queuing and associated amenity implications. There is no action plan if the forecast projections are under-estimated, no detail to show how any queuing would work or detail on the capacity of the ramp to accommodate queuing people. A planning condition should protect the roof terrace of Temple Underground station for crowd control and queuing.

There is no reference to how the ongoing operation and management of the Bridge is to be funded.

AGC are very concerned regarding the lack of detail of events on the Bridge in terms of location, number, frequency, hours or operation etc.

TEMPLE RESIDENTS' ASSOCIATION

The Association has reservations about the proposal on grounds inter alia of noise and disruption including to Temple tube station during the building phase, impacted sight lines once the bridge is built and massively increased footfall in and around the Temple, with all consequential issues arising therefrom including in relation to security.

THE WELLINGTON TRUST

Support the proposal HQS Wellington have a preference to remain in the City of Westminster. HQS Wellington would wish to examine carefully the possibility of improving accessibility.

SOMERSET HOUSE

Welcome the proposals. This is precisely the type of bold public realm project that enhances London as a global cultural destination.

THE YACHT LONDON

The Yacht London is a permanently moored luxury steam yacht at Temple Pier. It provides an all year round hospitality venue for corporate and private events. The Garden Bridge will be located some 20-25 metres downstream from the Yacht and [will] completely obstruct the downstream view of the south bank, with the effect that the Yacht will no longer be viable as a business. The construction of the bridge will have a substantial impact on the Yacht in terms of noise, vibrations and loss of visual amenity. The closure of Temple tube station for 6 months will have an additional impact on the business. The application is contrary to WCC UDP Policy on views and amenity, London Plan policy on views and the LVMF, WCC Core Strategy policy relating to the Blue Ribbon Network

CAPITAL PLEASURE BOATS

Capital Pleasure Boats own and operate four party boats and several work boats from Temple Pier. No objections are raised but are concerned about its impact on business during construction and once its completed.

CORY ENVIRONMENTAL

Operate a waste transfer business on the river. A binding construction methodology and programme should be developed and implemented which ensures that the works which require disruption to navigation are not undertaken during the phase of peak activity for the TTT, the Northern Line extension and spoil removal at Battersea Power Station.

KEW ROYAL BOTANIC GARDENS

Support. It will heighten people's awareness of the importance of plants.

THAMES CENTRAL OPEN SPACE

Emphasise that the bridge will have a detrimental impact on both north and south sides of the river and register their strong objection to the project for the reasons set out in their letter to Lambeth dated 6 October provided as a background paper.

SOUTH BANK EMPLOYERS GROUP (SBEG)

SBEG's formal comments sent Lambeth have been provided as a background paper.

KEW GARDENS

Wholeheartedly support the proposal.

BFI

Supports the proposal with the strong caveat that there is a robust plan not only for the future maintenance of the bridge, but also to address associated issues such as security, cleaning etc.. arising from the significant increase in footfall along the public realm.

ADJOINING OWNERS/OCCUPIERS AND OTHER REPRESENTATIONS

No. Consulted: ; Total No. of Replies: 292.

279 letters of support for the Garden Bridge on the following grounds:

- A worthy addition to the river and London.
- It will provide a stunning new garden and pedestrian crossing and a much needed green space.
- It will bolster London's international reputation.
- It is a 21st century addition to London's garden squares.
- The intrusion into Temple, one of the quieter and most intimate parts of central London, is acceptable.
- It will create jobs in its construction, boost the local economy, create an additional commuter crossing and provide a great amenity.
- It is a statement of commitment to green policies.
- It will give Londoners an oasis free of traffic in the middle of the city.
- It will be an amazing addition to London; much as the High Line Park has become in New York.
- It will revitalise the neglected north bank.
- It will further the city's reputation as an international centre for great creativity and design.
- It will improve links between the north and south banks.
- It will have the same sort of positive impact on the environment as the 'London Eye'.
- It will be a beautiful addition to the urban landscape.
- It will provide a more child friendly river crossing.
- It will provide green amenity space, encourage walking and increase London's draw as a tourist destination.
- It will provide jobs and help business.
- It will provide a beautiful way of crossing the Thames.
- It will be an exciting addition to London's mix of attractions.
- It will serve a practical function as a pedestrian link and will provide a beautiful ecosystem.
- It will bring many benefits to the area but the scheme needs to be altered to protect the Middle Temple from excessive visitors. People should be diverted coming off the bridge away from the Inns of Court channelling them towards Aldwych.
- It would be a wonderful and iconic landmark for the city.
- It will provide much needed green space and a stunning new public garden.

13 letters of objection on some or all of the following grounds:

Land Use

- There is no need for the bridge.
- The route seems meaningless in terms of desirability.
- Little use for pedestrians but could be very useful as a cycling route.
- This stretch of the river is already well served by bridges and attractions in Westminster are already easily reached.
- The north side has very little for tourists.
- The south bank is already over congested.
- There is a unique and calmer atmosphere to the Temple area and the Embankment Gardens that will be lost.

Design

- The way the bridge meets the buildings/land at either end is poor resulting in unattractive, discouraging and overly complex access provision.
- Glazed sections should be considered on the bridge.
- Impact on views from Waterloo Bridge.
- It will block views down the river.
- The structure is so enormous that it will block views upstream and downstream.

Highways

- Massively increased footfall in and around Temple.
- Dismayed there is no cycling provision on the bridge.

Other

- Security implications for Middle and Inner Temple.
- The cost of maintaining the structure in perpetuity are unaffordable to the public purse.
- Other non-planning matters raised.

ADVERTISEMENT/SITE NOTICE: Yes

4. BACKGROUND INFORMATION

4.1 The Application Site

The Garden Bridge provides a new pedestrian crossing between Temple underground station on the north bank (in Westminster) and the south bank (in Lambeth). The planning application boundaries occupy an area of 7.2 hectares in total (on both sides of the River), including land for construction. As the bridge straddles two local planning authorities, both Westminster and Lambeth have received planning applications for their respective parts of the bridge. The boundary between the City of Westminster and LB Lambeth is approximately the centre of the River Thames.

North bank – the application site within Westminster comprises 3.48 hectares and incorporates Temple underground station (served by the Circle and District lines) which is a single-storey unlisted building incorporating the station ticket hall and the Walkabout bar. The station itself comprises a ground floor ticket hall with a platform level below ground and ancillary retail units. Immediately outside of the station entrance are two licensed street trading pitches.

The topography rises from the river northwards towards Strand and, as a result, the station building is approximately half a storey above Temple Place to the north. Stairs from Temple Place provide public access to the station roof, managed by the council's Parks Service as public open space. Permanent seating is provided on the roof which is supplemented during the summer months by an outdoor café bar managed by the Walkabout. Gates at the base of the stairs are locked by the Parks Service outside of daylight hours.

To the west of the station building is an enclosed green space (Temple Gardens West) with the Grade I listed Kings College and Somerset House beyond. There is also a Grade II listed cabman's shelter on Temple Place, as well as two coach parking bays. To the east of the station is Temple Gardens public open space (a Grade II* Registered Park and Garden). Immediately to the north of Temple Place is Arundel Great Court (AGC), which has permission for a mixed use residential, office, hotel and retail scheme. The whole of the Westminster application site lies within the Strand Conservation Area. The site includes sections of Victoria Embankment which forms part of the Transport for London Road Network (TLRN). The Victoria Embankment river wall, stairs to the River Thames, benches and lamp standards on the southern pavement are each Grade II listed. A Grade II listed Memorial to W.T. Stead is also located on the south side of this pavement. The Victoria Embankment is lined with mature trees. TFL also currently has plans for an East-West Cycle Superhighway (EWCS) to be located on the Victoria Embankment.

The application site within Westminster is located within the Core Central Activities Zone (CAZ). This part of the CAZ largely consists of commercial, educational, cultural and administrative buildings. There are currently no residential properties in the immediate vicinity of the site, however, residential and hotel uses are proposed as part of the AGC scheme. Demolition of one part of the site has taken place. Construction work is well under way on a second residential scheme further to the north at 190 Strand. The site is adjacent to the Blue Ribbon Network and the Thames Path Rapid Inundation Flood Zone and Flood Zone 3.

The Temple, a district containing many barristers' chambers, solicitors' offices and residential use is located to the north east of the site. The Middle Temple is the closest part of Temple to the application site. The Queen Elizabeth Building gate provides direct access from the Victoria Embankment and is 120m from Temple underground station. The historic estate of the Middle Temple and Inner Temple, which is mostly within the City of London, contains listed buildings, listed gardens and is contained within the Temples Conservation Area. The buildings of the Temple that face Essex Street fall within the City of Westminster. To maintain security and to exercise their rights as a private property, the perimeter gates into the Temple site are locked between the hours of 20.00 to 08.00 on weekdays and at all times over weekend and Bank Holidays. Outside of these hours, members of the public are free to access the site and gardens, which are open at certain times of the day during the summer months.

River - at this point the river is approximately 250 metres wide. It is designated as a Site of Metropolitan Importance for Nature Conservation. There are three moorings on the Westminster part of the River: St Katherine, also known as The Yacht, a luxury steam yacht operating as a restaurant permanently moored at Temple Pier (Grade II listed); the PLA Driftwood barge permanently moored at Temple Pier; and HQS Wellington, a heritage ship that has a museum and library as well as housing the headquarters of the Honourable Company of Master Mariners, moored at Temple Stairs. There are also moorings within the Lambeth part of the River; these are mid-stream and not physically connected to the riverbank. The Thames Tideway Tunnel is planned to be built along the centre line of the river from 2017.

South bank - the application site incorporates part of The Queen's Walk, which forms part of the Thames Path and is identified as a Strategic Walking Route in the London Plan. The Queen's Walk varies in width and character. This section is approximately 30 metres wide and comprises two lines of mature trees (subject to a Tree Preservation Order), a paved section with some seating, and a grassed section (with some trees and shrubs) to the rear adjacent to the ITV building. The application site also encompasses the pedestrian route that links The Queen's Walk with Upper Ground (between the ITV and IBM buildings) and part of Bernie Spain Gardens, a landscaped public open space. To the south of the site is the ITV television studios and offices, to the east is Gabriel's Wharf (a mix of shops, restaurants, cafes and bars set around a courtyard), beyond which is Bernie Spain Gardens

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and the OXO Tower. To the west of the site is the four storey IBM office building and the Grade II* listed National Theatre.

The nearest existing river crossings to the site are Waterloo Bridge (250m west) which forms part of the Strategic Road Network (SRN) and Blackfriars Bridge (650m east) which forms part of the Transport for London Road Network (TLRN).

4.2 Relevant History

A Scoping Opinion was issued by the City Council on 2 December 2013. to identify the information to be provided in an Environmental Impact Assessment pursuant to Regulation 13 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011; in connection Garden Bridge Project.

Temple underground station - there have been a number of temporary permissions since 2000 for the placing of table and chairs on the roof of Temple underground station. The most recent permission was May 2014 for 35 tables, 144 chairs, a low-level bar, five planters and three umbrellas. This is a temporary permission that expires 31 May 2015.

Arundel Great Court (AGC) - Permission granted on appeal in November 2009 (as varied) for redevelopment to provide offices (Class B1), 151 residential dwellings (Class C3), 98-bed hotel and 18 serviced suites (Class C1), retail uses and car parking for 107 cars. The development comprises hotel and residential uses located in the south site that fronts onto Temple Place and offices in the north site. Following discharge of pre-commencement conditions, Arundel Great Court (South) Ltd has commenced demolition of the South Site.

190 Strand - Permission granted in 2011 (as varied) for redevelopment to provide 206 residential dwellings (Class C3), two retail units (Class A1) fronting Strand, one restaurant (Class A3) fronting Arundel Street, a leisure centre, a business centre and car parking for 200 cars. Works to implement this permission have commenced. The site includes frontages onto Arundel Street, Maltravers Street and Milford Lane.

5. THE PROPOSAL

The application proposes a 366m pedestrian bridge, with incorporated garden, spanning the River Thames, landing on the roof of Temple station on the north side within Westminster and on The Queen's Walk (in front of the ITV building) on the south side within LB Lambeth. Heatherwick Studios are leading the design work, Arup are leading the engineering and Dan Pearson Studios are the landscape designers.

The bridge structure would be built from radiating wedge segments from two piers within the river. The width of the bridge will vary from 30m over the piers narrowing to approximately 6.5m; the bridge soffit will have a maximum height of 14.3m above Mean High Water and will be 8.5m above the Victoria Embankment and 6.7m above The Queen's Walk. The soffit and piers will be encased in copper nickel. The route across the bridge will be a brick path, starting at 4m wide primary paths at each end, dividing into two narrower paths in the wider sections over the piers. Secondary paths will link these. Balconies (or viewing promontories) are located off the primary paths. The bridge will also be planted with 270 trees of approximately 45 different species, up to 15m in height as well as a variety of shrubs. The landscaping will comprise native and non-native species laid out in five themes, to provide all year interest.

On the north bank, the bridge will over-sail Victoria Embankment (part of the Transport for London Road Network, TLRN) and land on the roof of Temple underground station. The bridge will be accessed from Temple Place in two stages. Firstly via new stairs or a ramp to Temple underground station roof and then secondly via stairs or a lift to the bridge deck. Two lifts are proposed each able to nominally carry 17 persons. The stairs would be approximately 5.7m wide at their widest point and paved with brick as is the bridge deck.

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The planning application includes alterations to the highway in Temple Place and at the junction of Strand with Surrey Street. The highway works seek to facilitate access to the bridge, to improve public realm and to accommodate changes in the direction of traffic on Surrey Street and Arundel Street.

The proposal will result in the loss of three trees on the Victoria Embankment, the permanent relocation of the listed cabman's shelter from Temple Place to Surrey Street and the temporary relocation of two listed benches located on the southern footway of the Embankment. These benches would need to be removed and stored off site to facilitate construction of the bridge before being replaced.

On the south bank the bridge would land onto a newly constructed single storey podium building. The podium building would be rectangular in shape and would be located on the existing stretch of grass between the Queen's Walk and the ITV building. The podium building would be 68m long and between 15m and 19m in width. The podium building would contain an area dedicated to the maintenance of the bridge, welfare facilities and up to 410m² of A1 (retail), A3 (restaurant) and/or D1 (non residential institution) floorspace. The proposal will result in the loss of 27 trees on the south bank. Between one and five further trees will be felled on the south bank depending on the final construction option.

As set out in the Design and Access Statement, the overarching objectives of the Garden Bridge are threefold:

1. A new iconic form – that would create a new destination, landmark and visitor attraction in its own right;
2. A new link across the River Thames – increasing connectivity, improving health and well-being, and supporting economic development in the process; and
3. A new garden for London – adding to London's rich and diverse horticultural heritage of parks, squares and community gardens.

The Garden Bridge Trust is a UK registered charity that has been established to fundraise for and deliver the Garden Bridge. The Trust would also be responsible for the maintenance and operations of the bridge in the future, including raising money to fund these activities. Transport for London is assisting the Trust in seeking the planning consents necessary to build the bridge.

There has been extensive pre-application discussions with Westminster officers and the GBT, TfL and Lambeth on the proposed scheme since late 2012.

This application only relates to the north landing and to Westminster's half of the bridge. Lambeth resolved to grant permission for their half of the bridge on 11 November 2014 subject to conditions and to any direction as may be received following further referral to the Mayor of London.

6. DETAILED CONSIDERATIONS

6.1 Land use

Key objectives of the Garden Bridge

The applicant advises that the Garden Bridge was conceived as a project for Central London to achieve a number of key objectives. These include:

- To create a new pedestrian crossing of the Thames in Central London that will reduce severance and contribute towards an increase in north-south movements across the river by foot;

- To contribute towards improving the quality of the pedestrian environment and public realm in Central London that will support an increase in walking across Central London as a whole and help contribute towards the Mayor's Transport Strategy targets;
- To improve transport connectivity, efficiency and resilience for the South Bank area by providing a direct connection to the Underground network at Temple;
- To support the economic development of areas adjoining the bridge on both sides of the river and to help bring forward development;
- To support Central London's visitor and tourist economy; and
- To create a new public open space and garden in Central London.

Principle of development

Policy S43 of Westminster's City Plan: Strategic Policies (hereafter referred to as Westminster's City Plan) states that the council will support and promote improvements to transport infrastructure, including 'improving the convenience, connectivity, attractiveness and safety of Westminster's linear walking routes.'

UDP Policy RIV 5 states that development that builds into or over the river and its foreshore will normally be refused. However transport related structures may be acceptable. Policy RIV 6 normally resists development into or over the river and states that new river crossings will only be granted where they increase or improve pedestrian access, including people with disabilities, are designed to minimise obstruction to views across and to maintain the open aspect of the river, are of a bulk and height that are appropriate to the location, are designed to minimise the impact on the structure on the hydrology and ecology of the river and do not provide access for motor vehicles.

The Garden Bridge is a transport related structure. It is a pedestrian only bridge that will increase and improve access over the river. Its design will provide an easy and pleasant walk between the north and south banks of the river, in particular to get to and from leisure and tourist facilities on the South Bank. The bridge is fully accessible and step free at both the north and south landings. On the north bank a two stage ramp and lift provide access to the bridge from Temple Place. An alternative route to the south bank from Westminster is via Waterloo Bridge which provides a poor pedestrian environment and poor accessibility with a large number of steps to access the roadway from Embankment level.

The bridge is a substantial structure, set in one of the most sensitive and open locations in central London. It is inevitable therefore that there will be a significant impact on important views. The height of the bridge above water level is determined by the Port of London Authority requirements for safe navigation on the Thames. The height will be further increased by the planting, however, the applicant proposes to limit the height of trees on the bridge to 15m. This can be secured by condition. It is considered the Garden Bridge will cause significant harm to established views of importance, including designated LVMF views from Waterloo Bridge and views from the south bank. This does not meet policies S26 of Westminster's City Plan and UDP Policy RIV 6. However it is considered that the harm to established views needs to be assessed in the context of the new attractive and significant views from the bridge and the overall public benefits delivered. This issue is discussed in section 6.2 of this report.

An Environmental Impact Assessment has been submitted with the application. This assesses the effect of the bridge on the environment including the impact of the structure on the hydrology and ecology of the river. The Environmental Statement submitted with the application concludes that the impact on the hydrology and ecology of the river during and post construction of the bridge would not be significant. The Environment Agency and Natural England do not object to the proposal and recommend conditions to secure the application of controls set out in the ES.

The application is considered to meet the objectives of a number of strategic policies set out in the Westminster City Plan. These relate Policies S1 [Mixed use in the Central Activities Zone],

S19 [Inclusive Local Economy and Employment], S22 [Tourism, Arts and Culture], S25 [Heritage], S28 [Design], S28 [Design], S29 [Health, Safety and Well-Being], S32 [Noise], S33 [Delivering Infrastructure and Planning Obligations], S35 [Open Space], S36 [Sites of Importance for Nature Conservation], S37 [Westminster's Blue Ribbon Network], S38 [Biodiversity and Green Infrastructure], S41 [Pedestrian Movement and Sustainable Transport] and S43 [Major Transport Infrastructure],

The bridge is located within The Strand sub region of Westminster's central area, designated the Central Activities Zone (CAZ). The CAZ contains a great variety of buildings and mix of uses and activities that is unique both in London and the world. The Strand largely consists of commercial, educational and administrative buildings and theatres. Legal (Royal Courts of Justice/Middle Temple) and educational functions (Kings College/the London School of Economics and Political science) dominate the eastern end of the Strand area. Somerset House has become a more recent focus for arts, cultural and entertainment uses. It is considered that the Garden Bridge would make a significant contribution to Westminster's vitality, character and role within London as a world city.

The iconic design of the bridge, the new viewpoints it will create and the proposed high quality landscaped open space will create a popular visitor attraction that will enhance Westminster's World City function. The bridge will complement and enhance the existing network of tourist, arts and cultural uses in this part of the City.

The bridge will support local economic development by providing an attractive, convenient and accessible new pedestrian route for the many visitors to the south bank into the Temple neighbourhood and beyond into Covent Garden and Soho.

The bridge will provide a new open space and garden in Westminster in the region of 6,000m² of which approximately 44% will be planted with the remaining area provided as pathways. The existing terrace on the roof of Temple underground station will be retained as a hard landscaped public open space but will be managed by the Garden Bridge Trust. The bridge will enhance biodiversity and green infrastructure in this part of Westminster and will link up existing open spaces north and south of the river. This will benefit local residents, visitors and workers in this part of the city. It is considered that the loss of three trees from the Embankment is outweighed by the significant amount of new planting and urban greening proposed. Importantly the garden will be free to access and access rights secured through secured through a legal agreement. Because the Garden Bridge Trust does not currently own any of the land to which the application relates, a 'Grampian' condition is recommended to secure the necessary obligations (hereafter referred to as the Grampian condition). More detail on this is set out in section 6.14 of this report.

The River Thames is part of the Blue Ribbon Network. The bridge would provide improved access to, from and across the River Thames through a new dedicated pedestrian route that will encourage its use as an area of open space and a place for recreation. This is welcome and other than the impact on established views is considered to comply with the aims of adopted City Plan policy.

The Garden Bridge would also generate key local benefits for Westminster in terms of enhanced economic activity and employment in the Temple area and beyond. A key local benefit will be the contribution made by the bridge towards the regeneration of the Temple area. The new connection to the cultural and leisure facilities on the South Bank would increase footfall and pedestrian activity on the north bank. The Northbank Business Improvement District (BID) has recently been set up to regenerate the Strand/Aldwych area and co-ordinate the work of major local businesses. The proposal will assist with the regeneration aims of the BID who support the Garden Bridge. On the south bank the increase in footfall would benefit existing businesses.

The bridge would also create opportunities for local employment during construction and operation. Posts could include gardeners, cleaners and security staff together with apprentice roles. An Employment and Training Strategy which adopts the Cross River Partnership's 'London Into Work' programme could be secured through the Grampian condition. This would ensure compliance with Policy S19 of Westminster's City Plan.

The Garden Bridge Trust advise that they are also committed to working with young people and schools. The Trust would establish a Youth Board prior to construction to provide local young people with an opportunity to input into the construction and operation of the bridge. The Trust is keen to explore how they can help young people access new opportunities on either side of the river by working with business groups to secure a programme of training made possible by the connections the bridge creates.

The bridge design includes two piers within the river. The applicant advises that the design of the Garden Bridge has been developed in close consultation with the PLA and that the piers have been positioned so as to protect the alignment of the primary and secondary navigational channels and to allow sufficient height to meet river navigation clearance requirements. The PLA has raised no objection to the scheme and has advised that it would control matters relating to construction, scour protection measures and dredging through the river works licence process.

Given the nature of the new visitor attraction, there are strong concerns from the owners of the development site at Arundel Great Court and from the Middle Temple that the full implications of the bridge in terms of its operation and management, its impact on nearby occupiers and conservation areas, long term funding issues and construction logistics have not been fully considered. Overall, the Highways Planning Manager considers the trip generation assessments to be acceptable. It is considered that the management and maintenance of the bridge will be key to the success of the project and its delivery against the strategic policy objectives. Key to this will be the submission of a robust Operation and Management Plan to be secured and approved by the council through the Grampian condition and prepared in consultation with key stakeholders. These matters are dealt with in more detail later in this report.

There are residential units proposed within the Arundel Great Court scheme in the immediate vicinity of the bridge. Subject to responsible management of the bridge and its events and of the north landing and the establishment of appropriate forums within which local stakeholders (including the Council and community groups) can raise issues, it is considered that the development will not impact unacceptably upon the residential amenity of nearby residential properties.

TfL have provided a business case for the bridge as part of the application documents. A number of options for achieving the key objectives for the bridge were appraised including: enhancing/modifying existing bridges in Central London; building a new pedestrian bridge in another part of Central London; and building a new simple footbridge between Temple and the South Bank (i.e. without a garden). The benefit cost ratio for the Garden Bridge was the highest of all the options at 1.9:1 (assuming public sector funded in its entirety) and 3.5:1 taking into account the expected third party contributions. A full business case has been prepared to this effect, against which the Garden Bridge has secured public funding.

The application is broadly supported by the Mayor of London for the reasons set out in section 6.12. A number of strategic benefits would derive from the bridge. These would include:

- Creation of a public open space and garden in Central London that is free to use;
- Reducing pedestrian journey times between Temple underground station and the south bank;

- Providing a crossing that will link cultural centres and tourist attractions on the north and south bank;
- Encouraging the use of Temple underground station provided by the Garden Bridge could divert people away from Embankment thereby rebalancing demand and resulting in a small reduction in crowding at Embankment Underground Station;
- Creation of new routes between key attractions that avoid busy roads and allow for safer walking journeys thus improving pedestrian safety.
- Construction employment of around 250 jobs (full time equivalents, or FTE)
- Operational employment at the Garden Bridge of around 20 jobs (FTE); and
- Enhancement of London's cultural offer and the provision of a new attraction for tourists

6.2 Townscape and Design

The key issues for consideration in terms of townscape and design are:

- i) The design quality of the bridge itself.
- ii) The impact on key views and the setting of listed buildings.
- iii) The impact on adjoining conservation areas and other heritage assets.

The design of the bridge

The height of the bridge above water level is determined by the Port of London Authority requirements for safe navigation on the Thames. The bridge deck has a maximum height of 18.2m AOD with the handrail being a further 1.1m. This is comparable to Waterloo Bridge and other bridges over the Thames. At the northern landing the height is 8.5m above Victoria Embankment. The planting is intended to reach a maximum height of 15m. The height above water and the restricted landing areas means that there are quite convoluted access arrangements at both the north and south landings.

The bridge itself is supported on two piers set in the river bed from which a series of radiating wedge segments form the deck. The expression of pier and deck is intended to be seamless with the deck being widest above the piers (30m) and narrowest in the centre (6.5m). The form of the piers and "wedge" elements have a sculpted, organic profile that is different to other bridges crossing the Thames, which tend to express their engineering qualities more strongly. The sculpted, organic form sends a visual message that this is not a bridge in the conventional sense.

The exterior of the bridge is clad in a copper-nickel alloy, a material that is commonly used in shipbuilding. It is a durable, robust material and has the ability to resist corrosion and algae. The applicants have explored how this material would weather over a period of time in this location. Initially, it would have a warm brown colour with a slight pink tone. Gradually, after 4-5 years, it will lose the pink tone and darken to a colour similar to bronze, after which the colour will stabilize, albeit with some variation. The use of this material is not common in bridge design and is not typical of other bridges over the Thames. However, given the individual nature of the bridge, it is considered that this material will provide a distinctive, long-lasting and robust solution that is appropriate to this particular design.

The deck of the bridge will be enclosed by a blackened stainless steel bow top railed balustrade and bronze coloured metal top rail. This references many traditional park railings and is considered appropriate given the landscaped nature of the bridge deck. The deck itself, where not landscaped, will be paved in brick. Lighting will be from low level bollards.

Both landings are heavily compromised by the lack of space on the ground to accommodate the transition in levels, the north landing is the most constrained. The landings need to accommodate heavy levels of pedestrian traffic as well as providing for mobility impaired access and bicycles, prams etc. The north landing design is eased to some extent by the ability to use the roof of the Temple underground station as a transition level between ground and bridge. The roof is accessed by a long ramp and steps from Temple Place and then

another flight of steps and two lifts rise up to the bridge level. There is no suggestion that this is not a convoluted, difficult and inconvenient access arrangement. There is no direct access from Embankment or station level, the ramp and stairs from Temple Place are long and the need to then access a separate lift or additional stairs is not ideal. On the positive side, the long ramp to Temple Place and the roof to the underground station do provide areas where queuing could be accommodated at peak times without it spilling over onto the adjacent Highway.

The design challenge is to try to link the very large, monolithic elements of bridge and Temple station, one in bronze coloured nickel copper and the other in Portland stone in an acceptable manner. Many design options were explored, but in the end it was decided that the linking element of steps and lifts needed to have its own design integrity and materiality rather than try to reflect that of either the bridge or station building. A neutral, underplayed design also looked weak and was dominated by the large structures above and below. In the end, a design in cast iron and glass with a sculpted form and paring back at the upper levels to reveal a lighter, more glazed appearance was considered to have the right blend of distinctiveness and respect that this part of the scheme required. It is considered that this proposed design of the north landing is the best that can be achieved given the extremely restricted space available. There is no doubt that the grace and elegance of the bridge form is cruelly truncated at the north landing where there is a rather cumbersome and mannered transition.

The design of the south landing is solely a matter for Lambeth Borough Council. It raises no issues that impact on Westminster.

In summary, it is considered that the bridge is an elegant design, low slung and well-proportioned around its two supporting piers. The use of materials is innovative and provides the bridge with a distinctive identity that is appropriate to the unique nature of the structure. The north landing is compromised by the restricted space and height of the bridge structure, but the proposal is considered the best possible solution to this difficult transition in levels.

Key views and the setting of listed buildings

The bridge is a substantial structure, set in one of the most sensitive and open locations in central London. It is inevitable therefore that there will be a significant impact on important views and the setting of nearby listed buildings. The applicants have provided a comprehensive visual impact assessment which includes verified visual images of the project at year 1 and year 25, when it is estimated that the tree planting will have reached its maximum height. Given that the bridge is being designed for a life of 120 years, it is considered that the 25 year scenario is the most appropriate to assess in terms of impact. There are also summer and winter and night-time views from some viewpoints.

The bridge falls within the Protected Vistas of the view of St Paul's Cathedral from King Henry VIII's Mound in Richmond, but the submitted documentation shows that the bridge and trees do not breach the threshold plane and there is therefore no visual impact.

The London Plan policies 7.11 and 7.12 establish the London View Management Framework (LVMF) which identifies 27 views of London and some of its major landmarks. The Framework seeks to ensure that new development does not unduly harm the integrity of these views. City Plan S26 and UDP policy DES 15 also seek to protect these views and other important views.

The garden bridge has significant impact on LVMF views 14A.1 Blackfriars Bridge upstream, 15B.1 and 15B.2, Waterloo Bridge downstream and 16A.1, South Bank, outside the National Theatre. There is a minor impact on view 17B.1 and 17B.2, Golden Jubilee/Hungerford Footbridges downstream.

14A.1 Blackfriars Bridge upstream – looking upstream towards Waterloo Bridge (grade II star) with Somerset House (grade I) on the north bank and the National Theatre (grade II star) on

the south bank. The centre of the view is dominated by the broad expanse of water, the largest within central London, while the mature trees of Temple Gardens and Embankment provide a softer silhouette to the river edge. While the Westminster skyline is visible with many skyline features there is no one visual landmark that the view seeks to protect. The Framework states “new developments in the foreground and middle ground should not obscure the landmarks in this view.”

The garden bridge would intrude into the foreground of this view, it would obscure views of Somerset House and the National Theatre and Waterloo Bridge would be completely hidden from view. A large expanse of open water remains in the foreground. The trees on the north end of the bridge would merge with the trees to the Embankment diluting the clarity of the green “edge” to the river in this location. The trees to the southern end of the bridge would appear in the middle of the river. The impact is considered to be significant adverse.

In mitigation, there would be views from the garden bridge towards Waterloo Bridge, Somerset House and the National Theatre. These would be different views to those from Blackfriars Bridge, they would be closer and there would be less expanse of open water in the foreground. However, they would be attractive and significant views. The bridge, itself, could also be considered an elegant and accomplished design and the views of it from Blackfriars Bridge may be considered to compensate for the lost views of Waterloo Bridge from this viewpoint.

15B.1 and 15B.2 Waterloo Bridge downstream – this is perhaps one of the most iconic views in the City, looking downstream across a large expanse of open water towards St Paul’s and the City beyond. Somerset House and the National Theatre are at each end of the bridge, but the view is dominated by the presence of St Paul’s Cathedral in the middle distance. It is a view much photographed and recorded. It is one of the few views in Central London where one perceives London as a maritime City. The applicants have submitted views from the north, centre and south ends of the bridge, though only the first two are identified as LVMF viewpoints. The LVMF states that any new development in the foreground and middle ground of this view should not obscure a significant landmark.

The garden bridge would intrude into the foreground of these views. It would drastically reduce the body of water in front of St Paul’s and the City and the sense of openness between the viewer and the City would be lost. From the centre of the bridge (15B.2) the views of St Paul’s itself are little affected, but views of the City skyline as a whole would be partially affected by the mature trees. From either end of the bridge, the existing views of St Paul’s Cathedral would be partially obscured by the mature trees on the bridge. The view from Waterloo Bridge is also considered one of the great night time views of London and the applicants have submitted night time visualizations to show the potential impact. It is clear that the views of the floodlit dome of St Paul’s would be partially obscured, as in the daytime view. The impact on the various views from Waterloo Bridge is considered to be significant adverse.

In mitigation, new views would be created from the garden bridge and these would to some extent replace those from Waterloo Bridge. However, views to St Paul’s and the City skyline would be closer and there would be less open expanse in the foreground. There are no visual images of what these views may look like, so it is difficult to say whether the quality of view would be comparable to those from Waterloo Bridge or not. The pedestrianized character of the garden bridge would certainly allow for a more relaxed and contemplative viewing point than the heavily trafficked Waterloo Bridge. The garden bridge is proposed to be closed at midnight, so there would be night time views available up to that time, but not throughout the night as currently from Waterloo Bridge. The garden bridge itself is also an attractive and elegant design, though it is difficult to see how any structure in the foreground of this view could compensate for the loss of openness brought about by its presence.

16A.1 South Bank outside the National Theatre – the LVMF viewpoint from this location looks directly north towards Somerset House, though there are also significant views towards the

City and St Paul's from the South Bank as one moves east towards Gabriel's Wharf where there is another LVMF viewpoint looking downstream.

The view from 16A.1 towards Somerset House is unaffected by the garden bridge. However, St Paul's Cathedral is visible in the very edge of the view and the bridge structure would largely conceal it. By year 25, the planting would totally obscure the view of St Paul's. As one moves east along the South Bank, there is currently a kinetic view that gradually reveals more and more of St Paul's seen across a large body of open water. These views will be completely obscured by the garden bridge. The view of St Paul's and the City is unaffected from the LVMF viewpoint (16B.2) at Gabriel's Wharf, but the reverse view back towards Somerset House (not an LVMF view) is significantly impacted upon, with the bridge structure dominating the view and obscuring most of Somerset House. The impact is considered to be significant adverse.

In mitigation, there will be new viewpoints from the garden bridge, but these will provide a different experience to the kinetic South Bank view.

17B.1 and 17B.2 Golden Jubilee/Hungerford Footbridges – views from the footbridge have enhanced views of the City due to its elevated position. The river in the foreground is a significant element as is Waterloo Bridge. St Paul's Cathedral and its western towers rise above the general townscape. The spire of St Brides and the dome of the Old Bailey are other significant elements. Due to the greater distance from the key landmarks and the presence of Waterloo Bridge in the foreground, there would be no noticeable impact in year 1 of operation. No view has been provided for year 25 but it is not considered that there is likely to be any significant impact. The impact is considered to be neutral.

In summary, it is clear that a structure of this size and height in this location is going to have a significant impact on views, both LVMF views and more general views. The applicants consider the harm that may be caused to these views to be outweighed by the new views created from the garden bridge and the views of the garden bridge itself, which they consider to be a positive element in views. The City of London and the Westminster Society are more circumspect. The City have not objected to the proposal as such, but consider that further photomontages should be provided showing the new views from the garden bridge that the applicants say justify the harm to more established views. The Westminster Society object, they consider the bridge design and landings to be "inelegant" and the impact on views to be unacceptable. English Heritage consider that the bridge will change, but not harm, these key views and that the other benefits of the bridge, including the creation of new viewing points, will outweigh any perceived harm to views. The Greater London Authority also consider that the bridge will cause harm to key views, but that this harm will be outweighed by the bridge itself and the new viewpoints it will create.

It is considered that there can be little doubt that the garden bridge will cause significant harm to established views of importance, including designated LVMF views. It is also clear that if this proposal was for a private commercial development of this height and size, the harm to these views would be considered unacceptable and the application refused. However, this proposal is for a public facility, or at least one that will be open to the public for the majority of the time. The proposal promises public benefits and the opportunity for the public to enjoy new river views. It is unfortunate that the applicants have not provided photomontages of these views, as requested by the City of London. If the quality of the new views created was not sufficient to outweigh the harm to the existing, established views (along with any other public benefits) then the application should be refused. The applicant advises that there are technical difficulties for providing this information. Whilst it would be highly desirable to have photomontages of the new views, they are not considered essential to the consideration of the application. The NPPF is clear in its advice that any development causing less than substantial harm to the significance of a heritage asset (which includes views of them) should be refused unless the public benefits of the proposal outweigh the harm that it causes.

The impact on adjoining conservation areas and other heritage assets.

The proposed bridge has little direct impact on other heritage assets. The listed taxi cab shelter in Temple Place is proposed to be relocated to Arundel street. The structure is designed to be moveable and there is no specific relevance to its location in Temple Place and the reasons for its listing. The alternative location is considered acceptable in historic building terms. Three mature trees will be removed from Embankment and while this is regrettable, there is no alternative if a bridge proposal is to proceed. Two listed benches will be temporarily relocated during construction work.

The adjoining conservation areas are not directly affected. There are no proposed works in these areas. Middle Temple have registered concern that they feel the increase in visitor numbers will increase the numbers of people walking through the Middle Temple, which is a designated conservation area within the City of London. Only the very western edge along Essex Street is within Westminster. TfL estimate that an average of circa 114 additional people an hour may walk through Middle Temple once the bridge has opened. While there is dispute between Middle Temple and TfL over these figures, it is considered that the numbers are likely to be so low that there can be no likelihood of physical damage or deterioration to the fabric of the conservation area. Whether these numbers would detract from the character of the area as a quiet backwater, it is difficult to say, but it would be almost impossible within the centre of London to consider refusing developments because of a possible increase in footfall in nearby conservation areas. It should also be borne in mind that Middle and Inner Temple are private property and if the pressure of visitors was intolerable, it would be possible to restrict numbers to an acceptable level by whatever means they considered appropriate. Neither English Heritage nor the City of London have raised concern over this issue. It is considered the great majority of visitors at the north end will either take the wide and prominent streets up to The Strand or use the Embankment or Temple tube. It is not considered that these numbers will cause any physical harm to these conservation areas.

6.3 Expected Visitor Numbers

The bridge would be open to the public all year (with the exception of no more than 12 days where fundraising or community events may be held on the bridge). It is not the Trust's intention to introduce an admission charge. The recommended Grampian condition will secure full public access to the bridge which shall be free of charge (except during events).

The maximum occupancy of the bridge at any one time is capped at 2,500 people, on the basis that if an incident occurs on one end of the bridge and all visitors have to egress via the other side using the stairs, this is the number of people that can safely evacuate within 10 minutes to a place of safety.

The application is accompanied by a Transport Assessment (TA). The applicant has carried out demand forecasting based on pedestrian flows on existing bridges, bus and pedestrian trip diversions and trips created by the bridge as an attraction, having regard to similar horticultural based attractions (e.g. RHS Chelsea Flower Show) and the High Line in New York. The demand forecasting is based on a worst case 'high demand scenario' in that the figures include a likely 25% spike in the first few years of operation (based on evidence of the London Eye) and an assumption that all visitors from the south bank will cross the bridge and leave via the north landing. In reality the applicant considers that up to 50% of pedestrians from the south bank visiting the bridge will turn back rather than continuing to Temple because of the significant visitor attractions along the south bank. The applicant's assessment does acknowledge that there is nothing directly comparable and therefore there is a degree of uncertainty to the demand forecasting.

The forecasting predicts 7 million visitors annually with peak weekday demand of 4,000 people (between 17.00 and 18.00) and 5,000 people on a Saturday (between 17.00 and 18.00). For comparison, the assessment compares with other bridges/attractions as follows:

Table 1: Estimated annual visitors for other bridges/similar attractions

Comparators	Estimated Annual Visitors	Peak Weekday	Peak Saturday	Peak Sunday	Max Occupancy *
Millenium Bridge	6 million	24,000	29,000	17,000	2,000
Tower Bridge	7.4 million	27,000	32,000	30,000	
Blackfriars Bridge	4.2 million	15,000	8,000	7,000	
Waterloo Bridge	4.7 million	17,000	14,000	12,000	
Golden Jubilee Bridge	8.4 million	34,000	49,000	28,000	
High Line, New York	4.4 million	3,000-15,000	18,000-20,000	-	1,700
Garden Bridge	7.1 million	27,000	30,000	18,000	2,500

To put these visitor numbers into perspective, Covent Garden attracts approximately 44 million visitors per year, the London Eye some 3.5 million visitors, the Tate Modern approximately 5.3m and Somerset House (2012/13) some 2.5m. The area of the south bank adjacent to the south landing is estimated to currently attract between 9 million and 10.5 million visitors per year. The TA advises that if the actual number of visitors does match up with the estimates, the Garden Bridge would become the fifth busiest bridge across the River Thames, with some 25,000 people crossing the bridge in both directions on a weekday.

Dwell times for each visitor will of course vary, but for the purposes of forecasting the dwell times have been assumed to fall within the range of 15 minutes (short) to 25 minutes (long). Based on this assumption the busiest periods on the bridge in the high demand scenario will be the peak Saturday hour between 16.00-17.00 with the greatest number on the bridge at one time being 2,300. The applicant has stated that no crowd management is required under these conditions as queues can be managed easily and safely on both banks, given the two stage access arrangement. The TA advises that queues only occur on the landings when the demand for the bridge exceeds the peak Saturday forecast by 90% for short dwell times and 45% for long dwell times.

The owners of AGC consider that the TA materially underestimates visitor numbers and considers that peak demand could potentially be over double that estimated in the TA for the north landing. This is having regard to the likely attractiveness of the new bridge, particularly in good weather, and Temple underground station as an access point to the south bank. AGC question whether the methodology and analysis, including TfL bridge counts, has proper regard to the garden/park style nature of the Garden Bridge with longer dwell times and greater attractiveness for visitors and consider that further assessment based on significantly higher demand and longer dwell times is required. The owners of AGC have employed Momentum Transport Planning (MTP) to review the TA and provide an alternative trip generation forecasting. This is set out as a background paper. In summary using data based on the use of the Golden Jubilee Bridge, St James's Park and the Millennium Bridge in its opening year, MTP consider the bridge could attract in excess of 10 million visitors per year. In response the applicant considers their forecast methodology to be robust and discounted the use of Golden Jubilee Bridge in its forecasting because their survey work showed the north side of this bridge to be a commuter bridge due to its direct connection to Waterloo, Embankment and Charing Cross stations.

AGC consider that the roof of Temple underground station has greater capacity to accommodate queuing people, rather than the ramp, and this should be controlled by planning condition.

Wider Public Realm Impacts

The TA predicts that based on the high demand scenario 2824 people will access the bridge and 2149 people will egress the bridge using the north landing during the peak Saturday hour. This is the predicted worst case scenario.

The submitted 'Pedestrian Environment Review System' (PERS) suggests that the footways around the north landing can on the whole handle the level of demand. The PERS categorises Pedestrian Comfort Levels (PCL) from Level A (Comfortable for all areas), Level B (Recommended minimum for all areas), Level C (Increasingly uncomfortable) and Level D (Very uncomfortable).

The TA predicts that the majority of pedestrians when leaving or arriving at the bridge during this peak hour will use routes via Arundel Street and Embankment with far fewer visitor using Temple underground station or heading along Temple Place. The TA predicts that the greatest pedestrian flow will be along the west side of Arundel Street where PCLs of Level B- during the weekday PM peak hour (17.00-18.00) and level C during the Saturday peak (16.00-17.00) are likely. This is based on the high demand scenario and given that conditions are likely to improve following a stabilisation in demand for the bridge. On this basis it is not considered that any mitigation measures are required. In order to accommodate the increased visitor numbers to Temple Place and the ramp to the roof of Temple underground station, a number of highway works are proposed. Part of Temple Place will also need to be stopped up. Details of the highway works are set out in section 6.8 of this report.

The TA predicts the flows of people into The Middle Temple. The highest forecasted demand for The Middle Temple relates to weekdays between the hours of 08.00 to 20.00. (Middle Temple is closed at weekends) During this 12 hour period it is predicted that 735 people will take a route through the Middle Temple to access the bridge and 662 people will enter Middle Temple after leaving the bridge (2-way flow of 1397). This would equate to an average flow of 116 people per hour. As a percentage of pedestrian flows within the north landing area, the TA advises that the two way flow of 1397 equates to approximately 8.5%. The predictions set out in the TA are based on base survey pedestrian flows (carried out in February 2014), committed development pedestrian flows (e.g. Arundel Great Court) and peak pedestrian flows generated by the Garden Bridge.

The Middle Temple has specific concerns that the TA does not make a proper assessment of the numbers of pedestrians that would be likely to pass through the Temple and that consequently the effects upon its historic, working and residential environment have not been properly assessed in the application. Middle Temple are of the view that in order to preserve the character of the Temple Conservation Area and the settling of the listed buildings within the estate a number of mitigation measures are required to be secured through a legal agreement. These are detailed in correspondence from Savills (on behalf of the Middle Temple) dated 2 September 2014 which is summarised in the consultation section of this report and a copy provided in full as a background paper.

Assessment of visitor numbers and pedestrian movements

The Highways Planning Manager considers the trip generation assessments set out in the TA to be acceptable. The trip generation assessments are also supported by TfL transport planners. The modelling in the assessment includes 'stress testing' meaning that the figures presented are based on the high demand scenario. The applicant's assertion that a large number of visitors from the south bank will not cross the bridge given the significant number of attractions in the south bank area is considered sound. Although AGC dispute the figures

presented in the TA, no real evidence, other than an alternative trip generation forecasting note, has been put forward by AGC to undermine the approach to forecasting visitor numbers set out in the TA. It is acknowledged that there is a degree of uncertainty about pedestrian movements but the objection from the owner of AGC and the Middle Temple that the predicted number of expected visitors to the bridge has been materially underestimated is not supported by officers.

However, the Garden Bridge is a unique proposal for which there is no precedent to make comparisons against. It is very clear therefore that a very robust, comprehensive and responsive Operation and Management Plan (OMP) is going to be needed to ensure the project is a successful one in terms of visitor experience and the impact on neighbours. The review mechanism for the eventual OMP will need to be robust and responsive if it transpires that visitor numbers are significantly more than anticipated. Details of the draft OMP are set out in section 6.4 of this report.

Based on the high demand scenario, it is not anticipated that there will be any queuing on the north landing ramp or significant impact on the footways in the vicinity of the north landing. For this reason it is not considered necessary to require the roof of Temple underground station to be reserved for queuing.

The concerns of the Middle Temple regarding pedestrian flows in the Middle Temple are noted. However the methodology for predicting pedestrian flows in the Middle Temple is considered acceptable. In any case no evidence has been put forward by the Middle Temple to undermine the approach to forecasting pedestrian movements set out in the TA. The predicted figure set out above is the worst case scenario based on the high demand scenario and the numbers of people are likely to reduce after a few years of bridge operation. In any case the visitor numbers predicted to the Middle Temple are considered to be relatively modest in the context of overall visitor numbers to the north landing. As stated in the section 6.2 of this report, the Middle Temple is private property and if the pressure of visitors was intolerable, it would be possible to restrict numbers to an acceptable level by whatever means they considered appropriate. For these reasons the impact on the Middle Temple is not considered so harmful as to warrant the mitigation measures requested by them.

The applicant has stated that they will submit a Wayfinding Strategy for the Council's approval prior to the opening of the bridge. Officers agree with the applicant's assertion that signage will influence the behaviour of many visitors to the bridge and that in the absence of signage it is likely that most pedestrians heading north would use Arundel Street because it is a more obvious route and because of the uninviting signage at the entrances to the Inner and Middle Temple. The applicant has offered to promote the Inner and Middle Temple as part of its Wayfinding Strategy but only if that is something the Middle Temple would like. If following the preparation of the Wayfinding Strategy there is a need to include additional signage in the vicinity of and within Middle Temple then the applicant advises this will be included in the strategy. It is recommended that a Wayfinding Strategy for the bridge is secured by the Grampian condition.

Impact on Temple underground station

The TA has predicted the impact from additional visitors on Temple underground station. It is suggested that 159 people will exit the station to visit the bridge in the weekday AM peak (20.00-21.00), 238 in the weekday evening peak (17.00-18.00) and 374 in the Saturday peak (16.00-17.00). The figures for departures from the station during these times are similar or in the case of weekday AM substantially lower. The owners of AGC are concerned about the capacity of Temple Station after the bridge has opened. However TfL has confirmed that the impact on Temple underground station has been tested and raises no objection. It is recommended that a Travel Plan for the bridge is secured by the Grampian condition to include provision for monitoring the demand on the station during events as well as mitigation and management measures.

6.4 Operation and Management of the Garden Bridge

Draft Operation and Management Plan

The applicant has submitted a draft Operation and Management Plan (OMP) for the Garden Bridge and its demise. The document has been prepared in draft for early consultation with the local authorities and key stakeholders. Comments on the first draft OMP have been received from the owners of ASGC and from the Middle Temple.

The intention is that the final OMP will be secured by the Grampian condition and submitted for approval by Westminster and Lambeth no later than 6 months in advance of the opening of the bridge. It will then be reviewed on the first year of opening and subsequently on the second, third and fifth years and every five years thereafter. However there is also a requirement that an updated draft of the OMP is submitted for the approval of both council's prior to the commencement of development. It is considered that this will allow sufficient time to allow consultation and discussion with key stakeholders prior to the submission of the final document.

It is intended that a Garden Bridge Trust Operations Reference Group (ORG) will be set up with key affected parties in early 2015 to discuss the draft plan. This will provide a steering group attended by senior operations managers from key organisations. For Westminster this would include representatives from AGC, Middle Temple and the Northbank Bid. This will need to link into a cross river working group with representatives from south bank organisations. City of Westminster officers, Lambeth, Northbank and SBEG have already met to discuss how this could work. The ORG will continue post opening of the Garden Bridge to coordinate on-going maintenance, event management, safety, security and accessibility

The final Operations and Management Plan will be supported by the following documents:

- An Asset Management Plan;
- A Landscape Maintenance Plan;
- A Normal Operating Procedure to include crowd management;
- A Transport Plan;
- An Emergency Action Plan (to include emergency evacuation);
- A Servicing Plan;
- A Waste Management Plan;
- A Maintenance Implementation Plan; and
- An Event Management Plan.

Bridge Opening Times

The following bridge opening times are sought by applicant: 6am - midnight. Officers do not consider it necessary to restrict the opening hours of the bridge to these times by condition. In fact there is a strong argument that in order to maximise the public benefits of the bridge, it should be open for longer. It is therefore recommended that the opening hours of 6am to midnight (7 days a week) set out in the final OMP are the minimum opening hours (with the exception of planned events or for maintenance and emergency reasons).

It is considered that matters relating to the management of the bridge after the hours of darkness and late at night can form part of the OMP which will need to be approved by Westminster and Lambeth. Subject to the approval of a robust management plan it is not considered that this approach will result in any material harm to existing or future residential occupiers in the vicinity of the bridge.

Visitor Management

In terms of getting to and from the bridge, the Garden Bridge Trust will make a financial contribution to ensure the map content of all local Legible London signs in the area is refreshed to show the new bridge. The commitment to the up-dating of Legible London signage in the vicinity of the bridge will improve wayfinding and is supported. This can be secured through the Grampian condition.

The pedestrian modelling in the TA indicates that access to and from the bridge operates at an acceptable level of service and does not require crowd control. However, both landings have been designed to accommodate queuing should it be necessary, for example during an event. The roof of Temple underground station and the roof of the south landing building would also have provision to allow temporary queuing measures if required. Garden Bridge staff would control access and egress.

The bridge would be a private space managed by the Garden Bridge Trust. A Normal Operating Procedure (NOP) will be submitted with the final Operation Management Plan six months before bridge opening. It will cover all areas of operation including procedures for bridge opening and closure. All key stakeholders will be consulted on the NOP through the Operations Reference Group.

The GBT would set conditions of entry (i.e. rules for how the bridge is used) for the Garden bridge in consultation with key stakeholders, the community and the police. In the event that the 'rules' are broken, appropriately trained bridge staff would ask the individual or group to cease the activity and if necessary ask them to leave the bridge. Failure to comply may result in trespass and the police would be called. The detailed management and policing approach would form part of the Operation and Management Plan. Further discussions on how the conditions of entry will be managed will need to be had with Westminster and Lambeth prior to the final version of the OMP being agreed.

The Garden Bridge would be monitored by CCTV cameras. It will be used to record use of the bridge but will not be observed in 'real time'. A full time-presence on the bridge would be felt through a team of security personnel, stewards ('hosts') and gardeners during opening hours. The Garden Bridge will utilise real-time crowd counting technology in the form of ground level sensors at the access points. Low watt sensor points will also be installed across the bridge at approximately 50m intervals to assist in bridge management. The numbers of bridge hosts and areas they cover will be adapted to respond to increases in density and areas of bridge use. The hosts will be able to answer queries and manage visitor flows.

There would be a 24hour security presence on the bridge for at least the opening year. This will then be reviewed in consultation with key stakeholders, the community and the police. The stairs and the ramp on the north landing will have reinforced double gates to prohibit access when the bridge is closed. Similar measures are proposed on the south landing.

Staff would be located in the vicinity of the stairs and lifts (both north and south) to discourage illegal street traders from accessing the bridge.

The Events Manager will manage visitor requests from groups such as horticultural specialist interest organisations and educational groups.

The draft OMP advise that all groups of eight or more visitors would be required to contact the Garden Bridge Trust to request a formal visit to the bridge. It is considered that further discussions on this matter are required with the GBT as it is not clear how this would be implemented or managed. This will be addressed in the final OMP.

Assessment of the OMP and Visitor Management

Objections have been received to the draft OMP from the owners of AGC. They consider that the document needs to contain a detailed assessment of the operation and management of the bridge to demonstrate that the residential amenity, queuing, transport and noise impact concerns expressed by AGC have been addressed. Some of the concerns of AGC relate to their concern that the applicant has significantly under-estimated the number of visitors to the bridge. However for the reasons set out earlier in this report, this view is not shared by officers.

It is considered that the draft OMP provides a sufficient level of detail at this stage relating to the operation and management of the bridge. The approved OMP will be a live document and will be reviewed on the first year of opening and subsequently on the second, third and fifth years and every five years thereafter. In addition it has been agreed with the GBT that an updated draft will be submitted to Westminster and Lambeth prior to works commencing on the bridge to allow further consultation with stakeholders. The approved OMP will also be reviewed at any time at the request of either the Trust or Westminster or Lambeth Councils. It may not be necessary to review the entire plan on every occasion. The scope of the review will be agreed in advance by the Trust and the LPAs, in consultation with the Operations Reference Group. The review process will include consultation with the Operations Reference Group. This will allow operation management to adapt as the bridge use develops, and will specifically address any impact of bridge visitors on surrounding land uses. It is anticipated that AGC and Middle Temple and other key stakeholders in the vicinity will form part of the Operations Reference Group.

6.5 Impact on Amenity of Neighbours

There are no existing residential properties in close proximity to the north landing. However there are residential flats and a hotel proposed within the AGC development on the north side of Temple Place. There are also ancillary residential properties within the Middle Temple.

The owners of AGC and the Middle Temple have raised concerns regarding the amenity impact from activity on the bridge, from events on the bridge and from increased visitors to the wider Temple area. The owner of AGC estimates that peak demand could be up to double the figures estimated by the applicant and consider that the amenity impact from pedestrian movements and queuing has been underestimated.

It is acknowledged that the increase in numbers visiting this part of Westminster has the potential to affect residential amenity if not properly managed. In terms of visitor numbers, peaks (worse case scenarios) are anticipated at limited times of the day - weekday demand of 4,000 people (between 5pm and 6pm) and 5,000 people on a Saturday (between 5pm and 6pm). Outside of these times fewer visitor numbers are predicted, including in the early morning and later into the evenings. The visitor pattern will be different for special events on the bridge as this will result in guest arriving and departing the bridge in larger numbers.

For the reasons set out earlier in the report, the forecasting visitor numbers are considered to be acceptable. Subject to responsible management and the establishment of appropriate forums within which local stakeholders (including the council and community groups) can raise issues, it is considered that the development, will not impact unacceptably upon the residential amenity of existing or future nearby residential properties. The provision of special events on the bridge will require additional management measures. It is key that such matters are brought forward in the OMP, together with the way finding strategy that will be employed to aid arrival and dispersal from the site.

The concerns of AGC that there are no noise predictions as part of the Environment Statement are noted. However it would be very difficult to do noise predictions associated with

the use of the bridge. The noise impact of the operation of the bridge is largely dependent on the predictions for visitor numbers which are considered acceptable. Given the central London context, this part of Westminster already has high background noise levels (e.g. from road traffic noise) and it is not considered the addition of the bridge will cause material harm to the future residential amenity of AGC residents.

The roof of Temple underground station will form the landing to the Garden Bridge and will be a well used space. Other than plans to re-landscape the roof, there is very little information on how this space will be operated and managed. As it is not clear at this stage how the Garden Bridge Trust intend to use this space, a condition is recommended to secure a separate Management Plan for the roof of Temple underground station. This will allow the council and key stakeholders to have future input into how this space is used.

The concerns of The Yacht about the impact the bridge will have on downstream views from the vessel are noted. Loss of view is not a planning matter and a refusal could not be sustained on this basis. It is considered also that the iconic design of the bridge will provide attractive new views from Temple Pier.

6.6 Events

The Garden Bridge Trust is seeking to host a number of events each year as a method of fundraising. Whilst every effort would be made to ensure the bridge remains open to the general public during these events, there may be occasions where the bridge is closed. The revenue generated from these events would go towards the maintenance and upkeep of the bridge. The draft OMP advises that there will be an Events Manager who will prepare event management plans in consultation with the Operations Reference Group and agreed with the planning authorities in advance. The plans will set out how neighbours and key stakeholders will be consulted prior to each event.

It is recommended that the number of closures for the bridge is limited to 12 events (days) per year (including any enforced closures such as the Thames Festival and New Year's Eve firework display (but excluding routine maintenance)). This can be secured by the Grampian condition. This is not considered to undermine the overall public benefits of the bridge. This is consistent with the approach adopted by Lambeth.

Subject to responsible management and the establishment of appropriate forums within which local stakeholders (including the council and community groups) can raise issues it is not considered that the provision of up to 12 events per year would cause harm to neighbouring amenity in the vicinity of the north landing. Additional protection for neighbouring occupiers is offered by the licensing regulatory framework.

6.7 Future Maintenance of the Bridge

The Middle Temple raise concerns that insufficient contingencies are in place to secure the maintenance of the bridge in the long term. This is an entirely reasonable concern and one shared by officers. Planning powers are rarely used to secure maintenance and can only be justified in exceptional circumstances. The council normally applies such an approach where memorials are placed on or next to the public highway or on other public land, and where the commissioning body may not have an interest in the land or may not be expected to carry on a stewardship role in the long term.

The Council's normal approach on structures on public land, such as memorials, is to secure long term maintenance by transferring ownership of the structure to the City Council with an accompanying dowry sufficient to cover long term maintenance. This is normally done by capitalizing the estimated annual maintenance cost over the reasonable life expectancy of the memorial. In this case the sum would be in excess of £90m and clearly this would be highly

prejudicial to the implementation of the project if this were required prior to commencement even if both affected councils were prepared to take this on.

An alternative is to secure by binding contract a surety from another responsible party. This could be a private benefactor, a public body or as in the case of the Bomber Command Memorial by a long established associated charity.

The GBT currently propose neither of these and instead will be reliant on an Operations and Maintenance Business Plan (OMBP) which is intended to be enforceable by legal agreement. The draft skeleton plan sets out the anticipated operating costs and the funding sources to meet these. The GBT currently has no legal interest in the land and cannot enter into a s106 agreement. Processes are underway to transfer the necessary interest to the GBT prior to commencement. The intention is that the maintenance issue can be dealt with at this stage by a planning condition which in turn will be discharged prior to commencement. This will require the approval of the detailed plan together with a legal agreement requiring the terms of the plan to be met. At this stage sufficient interest will have been transferred to the GBT to enable it to sign the agreement.

Officers believe that this is the only practicable approach at this stage. This has been reinforced by legal advice. The GBT is aware that the plan must be robust and compelling to satisfy consultees and the determining councils. More detailed costs will be available by the time of submission, and further fund raising completed. We have asked that the plan includes all insurable risks and evidence that such insurance will be put in place. The GBT and other residual substantive landowners post transfer of interests will be expected in the normal way to be signatories to the s106 and as a result will potentially share the liability. TfL are aware of this and would be expected to be a signatory in view of their operational responsibilities for the TLRN and temple underground station.

Such a bold and highly visible project always carries substantial risk. It is defined as a garden bridge with a unique visual quality secured through the planting scheme and which can be accessed by the public without charge. If this fails, or even falls below the well publicised expectations, then the exceptional circumstances justifying such an intervention with its impact on cherished views will soon fall away. The OMBP will only be acceptable if it can demonstrate a reduction to an acceptable level of the likelihood of creeping commercialization, manifested as a decline in maintenance standards and an increase in commercial events in the event that current funding stream prove inadequate. The approach recommended by us and already resolved to be secured by Lambeth is considered to be a reasonable, proportionate and practicable solution to this long term maintenance issue.

6.8 Transportation

Highway Works

Public realm and highway works are required in Temple Place in order to accommodate the access ramp to the roof of Temple underground station and the increased pedestrian numbers.

It is proposed to make Surrey Street one-way northbound to reduce traffic volumes along Temple Place adjacent to the bridge ramp and steps. At the northern end of Surrey Street, traffic would turn left onto Strand. The proposals result in the need to remove or relocate existing pay and display bays, disabled bays, two taxi ranks and two coach bays from Temple Place. Part of Temple Place would need to be stopped up under S247 of the Town and Country Planning Act to accommodate the access ramp and stairs.

The Highways Planning Manager does not object to the principle of the highway works or to the proposed stopping up. However he has expressed concerns about the potential reduction of visitor parking bays, particularly given the nearby development schemes at AGC and 190

Strand. He has also advised that that there doesn't appear to be any detailed study undertaken of whether the proposed arrangement at the northern end of Surrey Street will work.

The owner of AGC has raised concerns regarding the public realm works around the North Landing as they advise it will prevent the widening of the northern side of Temple Place proposed as part of the AGC development and the creation of drop off spaces for the proposed hotel.

Given the concerns of the Highways Planning Manager, the comments made by AGC and the uncertainty over the final design of the East West Cycle Superhighway scheme, it is recommended that full details of all highway works proposed are reserved by condition.

The existing cabmen's shelter and associated taxi rank will be relocated from Temple Place to Surrey Street. The new location is considered acceptable and has been agreed in principle with TfL and the Cabmen's Shelter Fund. As the shelter is a listed building, a separate application for listed building consent has been submitted and is considered as Item 2 on this agenda.

Deliveries and Servicing

The servicing strategy set out in the TA is to make all deliveries from Upper Ground on the south bank. Goods and waste will then be manually transported via trolleys to and from the south landing building. However the draft OMP also makes reference to servicing vehicles having permitted access from Temple Place.

Lambeth consider the feasibility of servicing from the south has not been fully explored and/or accepted and that deliveries and servicing need to be explored further, including in the context of the various demands being placed on the south Landing building and having full regard to the ability of the north bank to accommodate the requirements.

The Highways Planning Manager is concerned about servicing from Temple Place where there is very little room for the parking of servicing vehicles.

Given the concerns expressed by the Highways Planning Manager and Lambeth it is recommended that a full Delivery and Servicing Plan and Waste Management Plan are secured by condition.

Cycling

It is proposed to provide 38 cycle parking spaces within the redesigned footways in the vicinity of the north landing. Given that the City Council's on-street cycle parking stands are already well-used and cannot be expected to cope with the demands the extra visitors to the bridge will bring, particularly given that Victoria Embankment is expected to form part of an east – west cycle superhighway, this is unlikely to be sufficient. It is therefore recommended that revised details of cycle parking are reserved by condition.

The Garden Bridge will prohibit cycling on the bridge deck although cyclists can dismount and push their bicycle across the bridge on foot. Consultation on this OMP will look at whether further restrictions will be required during a peak period i.e. Saturday mid-afternoon.

The justification given for not allowing cycling on the bridge is accepted. The bridge would have to be redesigned with segregated cycle paths which would reduce the value of the bridge as green open space. In addition the north and south landings are not designed to easily accommodate cyclists.

Travel Plan

The travel plan framework submitted with the application is welcomed and covers all staff and visitors to the bridge. It has been compiled in line with London Plan Policy 6.3 and TfL's latest Travel Planning Guidance and has passed TfL's ATTrBuTE assessment. It is important that the travel plan should incorporate an element of monitoring of demand and surveying on event days to inform the future operation of surrounding transport services and infrastructure (e.g. Temple underground station). The travel plan would be secured through the Grampian condition.

6.9 Construction Impact of the Garden Bridge**Timetable for Implementation**

The applicant advises that a contract for works would be awarded in September 2015. Construction could then commence in December 2015/January 2016. The Garden Bridge Trust anticipates the bridge would open to the public at the end of June 2018.

Interaction with Thames Tideway Tunnel

The Thames Tideway Tunnel project involves the construction of a 7.2m diameter tunnel, between 30m to 70m deep, following the path of the River Thames, designed to capture, store and transfer the discharges from 34 combined sewer overflows (CSO) from west to east London for final treatment at the Beckton Sewage Treatment Works. The construction of the tunnel and associated CSO improvements are scheduled to start in 2017 and expected to take eight to nine years.

An application for Development Consent for the Thames Tideway Tunnel was submitted by Thames Water in February 2013. The tunnel alignments and sites that form part of the Thames Tideway Tunnel are safeguarded by way of Direction issued on Westminster by the Secretary of State on 15 March 2013. This Direction remains in force and will do so until 30 April 2022. The purpose of the Direction is to prevent developments proceeding that would prejudice the delivery of the Tunnel, which is a nationally significant infrastructure project. The safeguarding Direction requires that the Council must not grant planning permission on an application that is covered by the Direction without first consulting with and taking into account any comments Thames Water may have in relation to protection of the Thames Tideway Tunnel project.

Based on the current programme, the construction works for the Garden Bridge would overlap with enabling and main Thames Tideway Tunnel construction works at Victoria Embankment Foreshore and Blackfriars Bridge Foreshore – each proposed to commence during 2015 and lasting for 4.5 years and 5 years respectively. These works precede the main tunnel drive in 2017. During construction many of the materials for the Thames Tideway Tunnel project will be transported using river based transport. As it is likely that construction activities will overlap, it is recommended that a construction logistics plan is secured by condition to ensure safety for river and road users.

Thames Water has advised that they have no objection in principle to the bridge, subject to the imposition of certain conditions to avoid compromising their ability to construct the Thames Tideway Tunnel. The detailed wording of the conditions set out in the draft decision notice has been agreed between Thames Water and TfL.

Construction Logistics

Construction worksites would be established both north and south of the river in the vicinity of the landing areas. North of the river, Temple Place would be closed for the duration of construction between Surrey Street and Arundel Street. The footway on the north side of Temple Place would remain open to pedestrians with controlled crossing points. In addition to the main works there would also be short term construction activities. These are: Temple station closure for six month duration and temporary closure of northern and the southern

footway of Victoria Embankment for short to medium term works. There may also be a need for some temporary short term closures on Victoria Embankment.

As much of the construction work as possible is planned to take place from the river. This includes the use of barges to transport goods and materials including pre-fabricated sections of bridge deck to the bridge location from sites elsewhere.

It is recommended that a Construction Logistics Plan is secured by condition for consultation with TfL and other necessary stakeholders.

Construction works

The Environmental Statement submitted with the planning application includes a draft Code of Construction Practice (CoCP) Part A. The purpose of the CoCP is to define minimum standards of construction practice required of the contractor as they affect the environment, amenity and safety of local residents, businesses and the general public in the vicinity of the proposed works. A CoCP Part B will be prepared for submission to Westminster and Lambeth that will set out site specific standards and the measures which will be used at identified locations to mitigate and manage impacts.

It is recommended that the submission of a full CoCP for approval by Westminster is secured through the Grampian condition. The developer must then comply with the CoCP and must ensure that their contractor and sub-contractors also comply with it.

In order to ensure compliance the applicant has agreed to make a financial contribution to pay for the costs of the monitoring of the CoCP by the Environmental Inspectorate and Environmental Sciences teams within the council. These teams act as a point of contact for the contractor on a day to day basis, advising them of their environmental responsibilities in respect of air quality, noise and vibration, agreeing routine arrangements for each site's activities and ensuring compliance with the CoCP.

Control of Pollution Act

Section 61 of the Control of Pollution Act 1974 provides a mechanism by which developers and their contractors can apply for 'Prior Consent' for noise and vibration generating activities during the construction phase of a development. This requires the assessment of the construction working methods that will be used to undertake the work, a prediction of likely construction noise and where applicable, vibration levels at sensitive receptors (e.g. residential uses) and an assessment of the best practicable means to be implemented to mitigate the likely impacts. This process is managed by the council's Environmental Sciences team.

Site Environmental Management Plan (SEMP)

Prior to the start of construction works, the appointed contractor for the Garden Bridge will need to prepare and submit a SEMP for the approval by Westminster. The SEMP will set out how the contractor intends to operate construction at work sites and will set out the specific control measures necessary to deliver the requirements of the CoCP. It is recommended that a SEMP is secured by condition for approval by Westminster. The council will then consult key stakeholders on the content of the SEMP prior to determination.

Noisy Works

A condition is recommended to protect the amenity of the surrounding area by ensuring that core working hours are kept to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturday. The condition states that noisy work must not take place outside these hours except as may be exceptionally agreed by other regulatory regimes such as the police, by the highways authority or by the local authority under the Control of Pollution Act 1974.

Construction Forum

The Garden Bridge Trust is committed to establishing a dedicated Construction Forum on the north bank, which will provide a mechanism for sharing information between the Trust and its contractor and key local stakeholders about the timing and sequencing of works. Key stakeholders, including the Middle and Inner Temple, the owners of Arundel Great Court and King's College, would be invited to join this forum which would be established 6 months prior to construction commencing. It is recommended that the provision of a Construction Forum and its terms of reference are secured through the Grampian condition.

Assessment

The Middle Temple considers the current construction management proposals to be inadequate in that they are entirely vague and general. The concerns of Middle Temple are noted. Arundel Great Court has also raised concerns about the construction impact of the scheme.

The approach taken by the applicant at this stage of the project is considered normal as it will be necessary for the appointed contractor to input into the final CoCP and SEMP documents. The CoCP and SEMP must then be approved by Westminster prior to any works commencing. The Middle Temple and Arundel Great Court will be consulted on the final SEMP document by the council. It is considered that these measures, together with the environmental monitoring contributions secured and other regulatory regimes, are sufficient to safeguard the interests of the Middle Temple and other neighbouring occupiers during construction work.

6.10 Access

A detailed inclusive design section is included in the design and access statement. The section sets out clearly the intent to work to the principles of Inclusive Design and London Plan Policy 7.2.

The bridge has been designed to be accessible. At the north end it would be accessible via a ramp or stairs on to the roof of Temple underground station and then by stairs or two lifts on to the bridge deck. On the south bank, the south landing terrace and bridge deck would be accessed by stairs or two lifts. In addition, the draft Operations and Management Plan commits the Garden Bridge Trust to develop a specialist forum to consult on mobility and accessibility issues. This group will review emerging design and management issues from an accessibility perspective and will ensure the bridge is inclusive when operational. This will include developing policies and procedures about mobility aids on the bridge. The forum will be maintained throughout operation to inform management practices.

6.11 Other UDP/Westminster Policy Considerations

Designing Out Crime

The aim of the security strategy has been to develop a safe and inclusive publicly accessible space on the garden, creating a bridge crossing and garden that is secure and feels secure.

Guidance from Crime Prevention Through Environmental Design (CPTED) has been central to developing this strategy. The bridge was also subjected to numerous pre-application meetings and discussions with the Westminster Designing Out Crime Officer and with the Counter Terrorism Security Advisor.

Publicly-accessible spaces on the bridge have been designed to be viewed and overlooked from other places. The bridge deck (and garden areas) are open and bright spaces and within the context of a 'garden' they have been designed to limit the number of potential hiding places, hence reducing the fear of crime.

The lighting strategy has been designed to provide enhanced levels of lighting in key areas for safety, in terms of reducing risk of crime, and to reduce the risk of trips and accidents. On this basis, stairs, ramps, and landings would have higher lux levels for safety with linear lighting integrated into the handrails. Down-lighting would also be provided over lift entrances. Lift and stair entrances have been designed to maintain lines of sight and ensure clear visibility of lift and stair access.

Lighting on the bridge and the landings support good natural and CCTV surveillance during the hours of darkness. The CCTV system would be provided to support public safety and law enforcement and would be capable of being monitored from a control room within the south landing structure and remotely.

Intrinsic to the bridge design are gates or shutters at all access points. This enables the bridge to be secured when it is closed. It is recommended that full details of these are secured by condition.

The Counter Terrorism Security Advisor advises that the north landing will need some hostile vehicle measures, in particular the access ramp and the stairs leading to the above station lift. It is considered that full details of the hostile vehicle measures can be secured through the Grampian condition.

Matters of security and safety will be worked up in much greater detail, with the relevant stakeholders, as part of the Operations and Management Plan. Conditions are proposed that require the submission of a Lighting Strategy, a Crime Prevention Statement and a Counter Terrorism Strategy. These various documents will need to be worked up in greater detail in collaboration with the Crime Prevention Design Advisor, the Counter Terrorism Security Advisor and the Operations Reference Group.

Trees

The bridge will require the removal of three London Plane trees on Victoria Embankment. These have been categorised as low quality trees in the Environment Statement. The loss of these trees is considered regrettable, however, acceptable given the overall benefits of the scheme their removal is accepted. Other trees on Victoria Embankment and within Victoria Embankment Gardens will be pruned to facilitate the development.

Archaeology

An archaeological desk-based assessment report has been submitted as part of the application documentation. Having considered the submissions, English Heritage are satisfied that the on-going archaeological interest can be secured by condition. A condition is therefore recommended in this regard.

6.12 London Plan

The London Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2031. It forms part of the development plan for Greater London. London boroughs' local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications by councils and the Mayor.

The application is referable to the Mayor of London under Category 2C 1 (h) of the Schedule to the Town and Country Planning (Mayor of London) Order 2008; "a crossing over or under the River Thames". Westminster has already referred the application to the Mayor following receipt and the comments of the Mayor are summarised below. If Westminster resolve to make a draft decision on the application, it must consult the Mayor of London again under the Order and allow him fourteen days to decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the application, or issue a direction

under Article 7 that he is to act as the local planning authority for the purpose of determining the application and any connected application

The relevant strategic issues and corresponding policies and guidance are as follows:

- World city role - London Plan; draft London Planning Statement
- Tourism/leisure - London Plan;
- Open land - London Plan; All London Green Grid SPG
- Blue Ribbon Network - London Plan
- Urban design - London Plan; Shaping Neighbourhoods: Character and Context,SPG;
- Tall buildings/views - London Plan, London View Management Framework SPG
- Historic Environment - London Plan;
- Access - London Plan; Accessible London: achieving an inclusive environment SPO; draft
- Accessible London SPG
- Sustainable development - London Plan; Sustainable Design and Construction SPO; Mayor's Climate Change Adaptation Strategy; Mayor's Climate Change Mitigation and Energy Strategy; Mayor's Water Strategy
- Transport - London Plan; the Mayor's Transport Strategy.

The application is broadly supported by the Mayor of London for the reasons set out below, however, there are some outstanding issues that need to be resolved before the decision making stage and their potential remedies are also set out below:

• **Principle of development:** The principle of the Garden Bridge as a horticultural attraction and new open space, new pedestrian connection and landmark development that will contribute to the Central Activities Zone's role as a leading visitor destination is supported. The loss of trees and open space is compensated by new provision. However, further discussion is required regarding the potential adverse impacts of pedestrian congestion and measures secured to deal with unanticipated demand and impacts.

WCC comment: The TA confirms that there will be no significant pedestrian congestion on the north landing or its vicinity.

• **Blue Ribbon Network:** The Garden Bridge will be a positive addition to the Blue Ribbon Network. The PLA should confirm that navigation is not adversely affected. Similarly the Environment Agency/Natural England should confirm that biodiversity impact is minimised and appropriately mitigated.

WCC comment: The Environment Agency and Natural England have raised no objections subject to the imposition of conditions.

• **Urban design and heritage:** The design of the bridge and structures at either end is of a high quality.

WCC comment: noted

• **Strategic views:** The Bridge will have an impact on a number designated River Prospects, with some identified landmarks becoming obscured/partially obscured; it will also result in the introduction of a new structure across the River which will change its current open characteristic. However, the Bridge itself would be a new strategic landmark and will create new views from it; this and the other public benefits outweigh the harm caused. However, River Prospect 15B.1 should be assessed.

WCC comment: An verified view of River Prospect 15B.1 has been submitted as part of the application.

• **Inclusive design:** A consultative access group should be established to deal with outstanding access issues, such as the path design. Consideration should be given to accessible toilets. Further discussion is required regarding disabled access on the north bank.

WCC comment: The Grampian condition secures a Specialist Forum to consult on mobility and accessibility issues. Details of the design of the ramp are reserved by condition.

• **Climate change:** The carbon savings fall short of the London Plan target, but as the energy demand is very limited this does not raise a strategic issue.

WCC comment: noted

• **Transport:** Matters relating to cycle parking, lift maintenance, additional taxi ranking facilities, impact on Cycle Superhighway, London Underground asset protection, pedestrian impact, construction impact, delivery and servicing and travel planning need to be resolved.

WCC comment: It is considered that these matters can be resolved through appropriate conditions. TfL advise that a joint Garden Bridge/LUL working group has now been established to co-ordinate all works to the station.

6.13 National Policy/Guidance Considerations

Central Government's National Planning Policy Framework (NPPF) came into effect on 27 March 2012. It sets out the Government's planning policies and how they are expected to be applied. The NPPF has replaced almost all of the Government's existing published planning policy statements/guidance as well as the circulars on planning obligations and strategic planning in London. It is a material consideration in determining planning applications.

Until 27 March 2013, the City Council was able to give full weight to relevant policies in the Core Strategy and London Plan, even if there was a limited degree of conflict with the framework. The City Council is now required to give due weight to relevant policies in existing plans "according to their degree of consistency" with the NPPF. Westminster's City Plan: Strategic Policies was adopted by Full Council on 13 November 2013 and is fully compliant with the NPPF. For the UDP, due weight should be given to relevant policies according to their degree of consistency with the NPPF (the closer the policies in the plan to the NPPF, the greater the weight that may be given).

The UDP policies referred to in the consideration of this application are considered to be consistent with the NPPF unless stated otherwise.

6.14 Planning Obligations

On 6 April 2010 the Community Infrastructure Levy (CIL) Regulations came into force which make it unlawful for a planning obligation to be taken into account as a reason for granting planning permission for a development, or any part of a development, whether there is a local CIL in operation or not, if the obligation does not meet all of the following three tests:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

Policy S33 of the Westminster's City Plan relates to planning obligations. It states that the Council will require mitigation of the directly related impacts of development; ensure the development complies with policy requirements within the development plan; and, if appropriate, seek contributions for supporting infrastructure. Planning obligations and any Community Infrastructure Levy contributions will be sought at a level that ensures the overall delivery of appropriate development is not compromised.

The Garden Bridge Trust, as the applicant and the body that will construct and operate the bridge, at present owns none of the land required for it. Those that own the land required for it are unlikely to be willing to enter into planning obligations for the bridge and there are difficulties in Westminster and Lambeth entering into obligations with themselves.

In the circumstances a Grampian planning condition is recommended to be attached to the planning permission that requires details of the proposed arrangements to secure the necessary planning benefits either prior to works commencing or prior to the use of the bridge. It is anticipated that a S106 legal agreement will be the most appropriate means to secure the necessary planning benefits when the Garden Bridge Trust has obtained a sufficient interest in all of the land. However other appropriate means may also be acceptable such as other form of contract or legal instrument. The National Planning Practice Guidance (NPPG) advises against imposing a condition on a grant of planning permission. However the NPPG does advise that such a condition may be appropriate exceptionally and in particular in the case of 'more complex and strategically important development where there is clear evidence that the delivery of the development would otherwise be at serious risk'.

The following planning benefits would be secured:

- Setting up of a Garden Bridge Trust (GBT) Operations Reference Group to provide a forum to input into the drafting and review thereafter of the Operation Management Plan. The forum shall have adequate cross-river mechanisms for cross-river issues, including meetings as necessary involving Lambeth and Westminster Councils, SBEG and Northbank BID, and any other stakeholders directly affected by matters under consideration. Such meetings as are necessary to address north bank issues to involve Westminster, Northbank BID, The Middle and Inner Temple, the owners of the development site at Arundel Great Court and any other stakeholders directly affected by matters under consideration.
- The setting up of a Specialist forum to consult on mobility and accessibility issues as the detailed design of the bridge and the Operation Management Plan progresses.
- Prior to the commencement of development, the submission of a Operation and Management Plan update report.
- Prior to the commencement of development a specification that the Operation and Maintenance Business Plan includes a legally binding contractual commitment and mechanism to secure on-going maintenance of the bridge in the form of a guarantee/surety or bond or some other form of enforceable obligation in a form acceptable to and approved by the Council.
- The submission for written approval by WCC of an Operation and Management Plan no later than six months in advance of the opening of the bridge.
- Review of the Operation Management Plan on the first year of opening and subsequently on the second, third and fifth years and every five years thereafter. The approved Operation and Management Plan will also be reviewed at any time at the request of either the Trust or the local planning authorities. It may not be necessary to review the entire plan on every occasion. The scope of the review will be agreed in advance by the Trust and the LPAs, in consultation with the Operations Reference Group. The review process will include consultation with the Operations Reference Group.
- Prior to the commencement of development an Employment and Skills Plan.
- During the operational phase the Trust will work with WCC to develop a programme that offers local residents, including a proportion from priority groups opportunities in the on- going maintenance of the bridge and garden.
- A contribution (tbc) to enable the map content of all local Legible London signs to be refreshed to show the new bridge.
- The submission (for Written Approval by WCC) of details of the intended school outreach programme, including the establishment of a Youth Board prior to

- construction to provide local young people with an opportunity to input into the construction and operation of the bridge.
- Appointment of a Construction liaison manager who would have a detailed understanding of the construction programme and both north and south banks issues. Joint sub-meetings from the main construction forums would be arranged where necessary.
 - Public access to the bridge will be maintained, except outside of the agreed opening hours, at times of routine maintenance or when the bridge is closed for events of which there shall be no more than twelve events (days) per year (excluding any enforced closures such as the Thames Festival and New Year's Eve firework display and excluding routine maintenance). Westminster/ Lambeth will be notified no less than 4 weeks in advance of a closure with details of the closure notified to the public in advance. Public access to the bridge shall be free of charge except during events.
 - The bridge will be known as The Garden Bridge, without the endorsement or addition of a sponsor's name.
 - A Travel Plan together with a reasonable contribution towards the Council's costs of monitoring the implementation and success of the Plan.
 - Highway works to Temple Place, Arundel Street, Surrey Street and Strand.
 - A Signage and Wayfinding Strategy.
 - The submission of a Code of Construction Practice (Part B) and Environmental Inspectorate and Environmental Sciences Monitoring contributions (Eofbc).
 - S106 Monitoring fee.

6.15 Environmental Assessment

The application represents EIA development for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. In putting forward this recommendation, officers have taken into account the Environmental Statement submitted with the application. Officers are satisfied that the environmental information as a whole meets the requirements of the EIA Regulations and that sufficient information has been provided to enable assessment of the environmental impact of the application.

Sustainability

Policy 5.2 of the London Plan refers to Minimising Carbon Dioxide Emissions and states that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

1. Be lean: use less energy
2. Be clean: supply energy efficiently
3. Be green: use renewable energy

Policy S40 of Westminster's City Plan considers renewable energy and states that all major development throughout Westminster should maximise on-site renewable energy generation to achieve at least 20% reduction of carbon dioxide emissions, and where feasible, towards zero carbon emissions, except where the Council considers that it is not appropriate or practicable due to the local historic environment, air quality and/or site constraints.

The applicant has applied the Mayor's energy hierarchy and secured 14% savings from energy efficiency and 16% savings from the use of ground source heat pumps. Combined heat power and connection to district heating have been discounted due to the very limited demand for energy. While the total carbon dioxide savings of 28% fall short of the London Plan target, the applicant has endeavoured to maximise carbon savings opportunities on site. Given that residual carbon emissions are small, given the very limited energy demand and that the site is not of strategic significance with regards to energy, the proposals are accepted and are considered to satisfy Policy S40 of Westminster's City Plan.

River Ecology and Hydrology

The River Thames is a Site of Metropolitan Importance for Nature Conservation (Grade III). The ES has assessed the impact of the Garden Bridge on aquatic ecology, water (drainage and flooding) and water (flow, scour and desposition) both in terms of construction and in terms of the existence of the bridge.

The Port of London Authority is the owner of all the riverbed and foreshore of the tidal River Thames to the Mean High Water mark situated within the application site. The PLA's consent is required for all temporary and permanent works and any dredging.

The main effects on aquatic ecology would be likely to occur during construction (e.g. piling, dredging and the design of temporary works) with more limited effects once the Garden Bridge was in existence and operational. The ES advises that engagement with the Environment Agency resulted in various biodiversity measures included in the draft CoCP Part A. These measures are set out in the ES and will also form part of the final CoCP to be secured through the Grampian condition. The ES concludes that the impact on the aquatic ecology from construction and once the Garden Bridge was in existence and operational is not significant.

For water – drainage and flooding, the ES concludes that the impact from construction and operation of the bridge will not be significant. The ES sets out measures in the operation of the bridge that will minimise impact on the river from drainage. This includes the use of soil that will avoid nutrient leaching because during heavy rainfall, excess water would percolate through the bridge and discharge into the river.

For water – flow, scour and disposition) the ES concludes that the impact from construction and operation of the bridge will not be significant.

The Environment Agency and Natural England have not objected to the application. The Environment Agency has requested a number of conditions relating to surface water drainage, scour monitoring, flood defence monitoring dredging, piling and planting. These are included on the draft decision notice.

The CoCP is an important document in securing the appropriate environmental mitigations to impacts generated by the construction of the Garden Bridge. It is recommended that consultation is carried out on the final version (which is to be secured through the Grampian condition) with other statutory authorities.

Management of Surface Water/Flood Risk

The application submissions were accompanied by a Flood Risk Assessment. The bridge itself will incorporate SuDS and any surface water runoff not infiltrated within the soil will be discharged into the Thames, as has been agreed with the Environment Agency.

6.16 Other issues

Statement of Community Involvement

A detailed Statement of Community Involvement has been submitted with the application which provides details of the consultation strategy adopted by the applicant and the consultation responses.

Licensed Pitches

If the Garden Bridge is constructed two licensed pitches currently outside Temple Station would be affected. The Licensing Service advise that they will assist in facilitating the relocation of the traders, however, there is no guarantee that a suitable location can will found as agreement will be required from Highways, Planning and other stakeholders.

Land ownership

There are various parties with interests in the land required to build the bridge, including the Port of London Authority, Lambeth and Westminster. Westminster currently manages and maintain the roof of Temple underground station which is required for the north landing. The Garden Bridge Trust and TfL has been liaising with and would continue to liaise closely with Westminster in relation to the land required to build and maintain the Garden Bridge. A full report on this issue will be provided to relevant Cabinet Members in relation to property, open space management and licensing.

Temple Pier and HQS Wellington

The applicant has confirmed that the Garden Bridge does not require either the temporary or permanent relocation of vessels that are currently moored at Temple Pier. Notwithstanding this position, following discussions with HQS Wellington, it is the applicant's intention to progress a permanent relocation of this vessel approximately 40m downriver to a different mooring point on Temple Pier through a separate planning application. The applicant has advised that this move has been agreed in principle with the Wellington Trust.

6.17 Conclusion

The bridge is located in the CAZ and would make a significant contribution to Westminster's vitality, character and role within London as a world city.

A number of strategic benefits would derive from the bridge including improving the quality of the pedestrian environment and public realm in Central London, improving transport connectivity to the south bank area by providing a direct connection to the Underground network at Temple, supporting the economic development of the area around Temple, supporting Central London's visitor and tourist economy and the creation of a new public open space and garden in Central London.

Adopted Westminster policy normally resists development into or over the river. However the proposal is a transport related structure that will increase and improve pedestrian access over the river, including for people with disabilities. The Garden Bridge will provide a new area of open space within Westminster and provide a new pedestrian only route between the north and south banks of the river, which will link up existing open spaces and increase footfall and pedestrian activity on the north bank to the economic benefit of Temple and this part of Westminster.

The iconic design of the bridge, the new viewpoints it will create and the proposed high quality landscaped open space will create a popular visitor attraction that will enhance Westminster's World City function. The bridge will complement and enhance the existing network of tourist, arts and cultural uses in this part of the City.

The bridge is a substantial structure, set in one of the most sensitive and open locations in central London. It is inevitable therefore that there will be a significant impact on important views, including designated LVMF views. However, this proposal is for a public facility which provides a number of public benefits and the opportunity for the public to enjoy new river views. The proposed bridge has little direct impact on other heritage assets and the adjoining conservation areas are not directly affected.

The bridge would be open to the public all year with the exception of up to 12 days per year when fundraising or community events may be held on the bridge. The assessment predicts 7 million visitors annually, with peak weekday demand of 4,000 people (between 5pm and 6pm) and 5,000 people on a Saturday (between 5pm and 6pm). Given the nature of the new visitor attraction, there are strong concerns from the owners of the development site at Arundel Great Court and from the Middle Temple that the full implications of the bridge in terms of its

operation and management, its impact on nearby occupiers and conservation areas, long term funding issues and construction logistics have not been fully considered.

Overall, the Highways Planning Manager considers the trip generation assessments to be acceptable. It is considered that the management and maintenance of the bridge is key to the success of the project and its delivery of the strategic policy objectives. A draft Operation and Management Plan has been provided by the Trust. This will be updated prior to works commencing on the construction of the bridge and further revised prior to the opening of the bridge. The final version of the plan will be subject to consultation and collaborative working with the key stakeholders and landowners and approval by Westminster and Lambeth. Officers are confident that with this framework in place, the Trust will be able to work up a plan that addresses the detailed visitor and operations management requirements of the bridge.

At this stage it is anticipated that a contract for works would be awarded in September 2015. Construction could then commence in December 2015/January 2016. The Garden Bridge Trust anticipates the bridge would open to the public in 2018. Although concerns have been raised by Arundel Great Court and Middle Temple about the lack of detail on construction matters, the approach taken by the applicant at this stage of the project is considered acceptable as it will be necessary for the appointed contractor to input into the final Code of Construction Practice and Site Environmental Management Plan. These documents will be approved by Westminster following consultation. It is considered that these measures, together with the environmental monitoring contributions secured and other regulatory regimes, are sufficient to safeguard the interests of the Middle Temple and other neighbouring occupiers during construction work.

There are residential units proposed within the Arundel Great Court scheme in the immediate vicinity of the bridge. Subject to responsible management of the bridge and the north landing and the planned events on the bridge and the establishment of appropriate forums within which local stakeholders (including the Council and community groups) can raise issues, it is considered that the development will not impact unacceptably upon the residential amenity of nearby residential properties.

It is considered that the development delivers substantial public benefit, including the iconic architecture of the bridge, new connectivity and additional views created from the bridge and is in general accordance with Westminster's City Plan and UDP. However the proposal does not fully meet Policy S26 of Westminster's City Plan as there will be harm to the LVMF view from Waterloo Bridge and views from the south bank. Members are asked as to whether the substantial public benefits of the bridge outweigh the harm to these views.

In putting forward this recommendation, officers have taken into account the Environmental Statement submitted with the application. Officers are satisfied that the environmental information as a whole meets the requirements of the EIA Regulations and that sufficient information has been provided to enable assessment of the environmental impact of the application.

BACKGROUND PAPERS

1. Application forms.
2. Memorandum from Highways Planning Manager dated 20 November 2014.
3. Memorandum from Cleansing dated 17 July 2014.
4. Memorandum from Environmental Health dated 17 November and 13 October 2014.
5. Email from Counter Terrorism Security Adviser dated 19 November 2014.
6. Email from Licensing dated 7 October 2014.
7. Memorandum from Go Green (undated)
8. Letter and Stage 1 Report from Greater London Authority dated 25 July 2014.

9. Letter from TFL dated 7 November 2014.
10. Letters from English Heritage dated 12 and 7 August 2014.
11. Letters from City of London dated 24 October and 17 July 2014.
12. Letter from Environment Agency dated 29 October and 3 July 2014.
13. Letter from Marine Management Organisation dated 1 July 2014.
14. Letter from Port of London Authority dated 3 September 2014.
15. Letter from Thames Tideway Tunnel dated 18 November, 30 October and 15 July 2014.
16. Letter from Thames Water dated 4 July 2014.
17. Letter from Natural England dated 11 June 2014.
18. Letter from Westminster Society dated 19 August 2014.
19. Letter from Northbank BID dated 1 September 2014.
20. Letters and enclosures from Savills and the Middle Temple dated 20 November, 19 November, 4 November, 20 October, 2 September, 15 July, 27 June 2014 and undated correspondence.
21. Email from WCC to Middle Temple dated 30 September 2014. Mr
22. Letter and enclosures from Gerald Eve on behalf of the owners of Arundel Great Court dated 21 October, 22 September and 7 July 2014.
23. Letters from The Wellington Trust dated 26 September 2014 and undated.
24. Letter from Somerset House dated 15 October 2015.
25. Letter from The Yacht London dated 6 October 2014.
26. Letter from Capital Pleasure Boats, 3 Roberts Mews, Orpington, Kent. (undated)
27. Letter from Cory Environmental dated 11 July 2014.
28. Letter from Kew Royal Botanical Gardens dated 21 October 2014.
29. Letter from Thames Central Open Space dated 6 October 2014.
30. Letter from South Bank Employers Group (undated)
31. Letter from Temple Residents' Association.
32. Letters from TfL to Middle Temple dated 12 November, 28 and 6 October and 30 September 2014. 2014.
33. Letter from TfL to WCC Environmental Health dated 22 October 2014.
34. Letter from TfL to Capital Pleasure Boats dated 10 October 2014.
35. Letters from TfL to the PLA dated 7 and 6 October 2014.
36. Letter from TfL to City of London Corporation dated 30 September and 21 August 2014.
37. Letter from TfL to Gerald Eve (acting on behalf of Arundel Great Court) dated 28 August 2014.

Letters of Objection - 13

38. Letter from owner/occupier 19 Dekker Road.
39. Letter from owner/occupier 26 Brentmead Gardens, West Twyford, London dated 15 July 2014.
40. Letter from owner/occupier 18 Greatchesters, Bancroft, Milton Keynes dated 15 July 2014.
41. Letter from 27 King Edward Walk dated 30 September 2014.
42. Letter from Eileen Donovan dated 13 October 2014.
43. Letter from Gillian Melling dated 15 October 2014.
44. Letter from Harry Blythe dated 12 November 2014.
45. Letter from Owen Vanstone-Hallam dated 6 November 2014.
46. Letter from 9 Theed Street dated 27 October 2014.
47. Letter from 61 Roupell Street dated 27 October 2014.
48. Letter from 19 Lower Marsh dated 31 October 2014.
49. Letter from 57 Page's Walk dated 1 November 2014.
50. Letter from 1a Alexandra Drive dated 20 October 2014.

Letters of Support - 279

51. Garden Bridge Draft Operation and Management Plan dated September 2014.

IF YOU HAVE ANY QUERIES ABOUT THIS REPORT OR WISH TO INSPECT ANY OF THE BACKGROUND PAPERS PLEASE CONTACT MATTHEW MASON ON 020 7641 2926 OR BY E-MAIL – mmason@westminster.gov.uk

DRAFT DECISION LETTER

Address: Temple Station Buildings, Victoria Embankment, London, WC2R 2PN

Proposal: Erection of a pedestrian bridge with incorporated garden, extending for a length of 366m over the River Thames from land adjacent to The Queen's Walk on the South Bank to land above and in the vicinity of Temple London Underground Station on the north bank (in the City of Westminster) the structure of the bridge having a maximum height of 14.3m above Mean High Water and a maximum width of 30m; the development also comprising the erection of two new piers in the River Thames; works to the highway in Temple Place, erection of stairs and ramp connecting Temple Place and the roof of Temple London Underground Station; works to trees (including the removal of trees); relocation of the Cabmen's shelter from Temple Place to Surrey Street; demolition and reconstruction works to Temple Station building including the replacement of its roof; associated construction works (including highway works at the Strand) and work sites; and works within the River Thames (including temporary and permanent scour protection, works to moorings and erection of temporary structures).

Plan Nos: Site Location Plan - AR-M-P-0030 A.
Existing - HS-A-P-0001 A, HS-A-P-0002 A, HS-A-E-0003 A, HS-A-E-0004 A, AR-TRA-P-0102 A, AR-TRA-P-0101 A AND AR-LI-P-0006 A.
Proposed - HS-A-E-0103 B, HS-A-E-0104 B, HS-A-E-110 Rev 2, HS-A-D-0107 A, HS-A-G-0100 B, HS-A-P-0101 B, HS-A-P-0201 B, HS-A-P-0200 A, HS-A-E-0202 B, HS-A-E-0203 B, HS-A-D-0205 B, HS-A-E-0206 A, AR-LI-P-0001 B, AR-LI-P-0003 A, AR-L-D-0104 B, AR-L-D-0105 A, AR-L-P-0201 B, AR-L-S-0203 A, AR-M-P-0010 A, AR-M-P-0012, AR-M-P-0011 A. Documents - Planning Statement, Design and Access Statement, Environmental Statement Volumes 1 - 8, Additional verified photomontages and assessment (September 2014) & Non Technical Summary, Transport Assessment, Sustainability Statement, Health Impact Assessment, Energy Statement, Equality Impact Assessment, Technical Landscape Report and Statement of Community Involvement.

Case Officer: Matthew Mason

Direct Tel. No. 020 7641 2926

Recommended Condition(s) and Reason(s):

- 1 The development hereby permitted shall be carried out in accordance with the drawings and other documents listed on this decision letter, and any drawings approved subsequently by the City Council as local planning authority pursuant to any conditions on this decision letter.

Reason:

For the avoidance of doubt and in the interests of proper planning.

- 2 **Pre Commencement Condition.** No development shall take place until a planning obligation under s.106 of the Town and Country Planning Act 1990 (as amended) has been submitted to and approved in writing by the Local Planning Authority to secure the following Heads of Terms:

* Setting up of a Garden Bridge Trust (GBT) Operations Reference Group to provide a forum to input into the drafting and review thereafter of the Operation and Management Plan. The forum shall have adequate cross-river mechanisms for cross-river issues, including meeting as necessary involving Lambeth and Westminster Councils, SBEG and Northbank BID, and any other stakeholders directly affected by matters under consideration. Such meetings as are necessary to address north bank issues to involve Westminster, Northbank BID, The Middle and Inner Temple, the owners of the development site at Arundel Great Court and any other

stakeholders directly affected by matters under consideration.

- * The setting up of a Specialist forum to consult on mobility and accessibility issues as the detailed design of the bridge and the Operation and Management Plan progresses.
- * Prior to the commencement of development, the submission of an Operation and Management Plan update report.
- * The submission for written approval by WCC of an Operation and Management Plan no later than 6 months in advance of the opening of the bridge.
- * Review of the Operation and Management Plan on the first year of opening and subsequently on the second, third and fifth years and every five years thereafter. The approved Operation and Management Plan will also be reviewed at any time at the request of either the Trust or the local planning authorities. It may not be necessary to review the entire plan on every occasion. The scope of the review will be agreed in advance by the Trust and the LPAs, in consultation with the Operations Reference Group. The review process will include consultation with the Operations Reference Group.
- * Prior to the commencement of development an Employment and Skills Plan.
- * During the operational phase the Trust will work with WCC to develop a programme that offers local residents, including a proportion from priority groups opportunities in the on-going maintenance of the bridge and garden.
- * A contribution (tbc) to enable the map content of all local Legible London signs to be refreshed to show the new bridge.
- * The submission (for Written Approval by WCC) of details of the intended school outreach programme, including the establishment of a Youth Board prior to construction to provide local young people with an opportunity to input into the construction and operation of the bridge.
- * Appointment of a Construction liaison manager who would have a detailed understanding of the construction programme and both north and south banks issues. Joint sub-meetings from the main construction forums would be arranged where necessary.
- * Public access to the bridge will be maintained, except outside of the agreed opening hours, at times of routine maintenance or when the bridge is closed for events of which there shall be no more than twelve events (days) per year (excluding any enforced closures such as the Thames Festival and New Year's Eve firework display and excluding routine maintenance). Westminster/ Lambeth will be notified no less than 4 weeks in advance of a closure with details of the closure notified to the public in advance. Public access to the bridge shall be free of charge except during events.
- * The bridge will be known as The Garden Bridge, without the endorsement or addition of a sponsor's name.
- * A Travel Plan together with a reasonable contribution towards the Council's costs of monitoring the implementation and success of the Plan.
- * Highway works to Temple Place, Arundel Street, Surrey Street and Strand.
- * A Signage and Wayfinding Strategy.
- * The submission of a Code of Construction Practice Part B and Environmental Inspectorate and Environmental Sciences monitoring contribution.
- * S106 Monitoring fee.

The submitted details of proposed arrangements in the case of each of the above benefits shall include details of timing of the provision of the benefits, and details of how this timing is to be guaranteed. The development shall only then be carried out in accordance with the approved arrangements.

Reason:

Having regard to the full details of the planning application and to the provisions of the Development Plan, the requirements are (i) necessary to make the development acceptable in planning terms; (ii) directly related to the development; and (iii) fairly and reasonably related in scale and kind to the development.

- 3 No development shall take place until a planning obligation under s.106 of the Town and Country Planning Act 1990 (as amended) which contains covenants making provision for each

and every of the following requirements has been submitted to and approved in writing by the Local Planning Authority:

* Prior to the commencement of development, the submission of a Operational Management Plan update report and an Operational and Maintenance Business Plan update report for the written approval of the City Council. The development shall thereafter be carried out and subsequently operated and maintained in accordance with the approved Plans .

* Prior to the commencement of development (and unless otherwise agreed in writing by the Local Planning Authority) there shall be provided to the Local Planning Authority a surety and/or guarantee and/or bond and/or other legal instrument (the form and terms of which shall be approved by the Local Planning Authority in advance) to secure the on-going maintenance of the proposed bridge and to make provision for sufficient sums are available to secure such maintenance.

Reason:

Having regard to the full details of the planning application and to the provisions of the Development Plan, the requirements are (i) necessary to make the development acceptable in planning terms; (ii) directly related to the development; and (iii) fairly and reasonably related in scale and kind to the development.

4 You must carry out any building work which can be heard at the boundary of the site only:

- * between 08.00 and 18.00 Monday to Friday;
- * between 08.00 and 13.00 on Saturday; and
- * not at all on Sundays, bank holidays and public holidays.

Noisy work must not take place outside these hours unless except as may be exceptionally agreed by other regulatory regimes such as the police, by the highways authority or by the local authority under the Control of Pollution Act 1974.

Reason:

To protect the environment of neighbouring residents. This is as set out in S29 and S32 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 6 of our Unitary Development Plan that we adopted in January 2007. (R11AC)

5 The construction of permanent structures shall not commence until a Garden Bridge and Thames Tideway Tunnel (TTT) Collaborative Design Statement has been submitted to and approved in writing by the local planning authorities, following consultation with Thames Water Utilities Limited. The contents of the Design Statement shall include the following:

- * A description of the scope of the Garden Bridge development, programme and construction details.
- * Outline drawings, ground movement and structural calculations, and analysis of the physical interface between the Garden Bridge and Thames Tideway Tunnel works, including an assessment of any potential damage to either from predicted ground movement and from loading, overburden and unloading. This assessment should detail all likely scenarios in terms of the relative construction programmes, and should be consistent
- * with the Thames Tideway Tunnel Guidance for developers.

The development shall be carried out in accordance with the approved details.

Reason:

To ensure the two infrastructure projects are not compromised by the implementation of each other, in accordance with the Thames Water Utilities Limited (Thames Tideway Tunnel) Order

2014, the National Policy Statement for Waste Water (February 2012), London Plan Policy 5.14 and Policy S43 of Westminster's City Plan (adopted November 2013).

- 6 **Pre Commencement Condition.** Construction shall not commence until a Garden Bridge/Thames Tideway Tunnel (TTT) Construction Interface Plan has been submitted to and approved in writing by the local planning authority, following consultation with Thames Water Utilities Limited. The Plan shall include:
- * Detailed construction programme identifying major construction phases and activities potentially affecting Thames Tideway Tunnel (including proposed river closures and suspension of navigation to vessels, proposed road and lane closures, and utility diversion works).
 - * An assessment of cumulative impacts including peak periods with existing road/river traffic and Thames Tideway Tunnel construction routes and proposals for mitigation.
 - * Details of the local and cumulative navigational risk assessments that are to be completed and proposals for mitigation.
 - * Details of the location of work sites and barge holding area and an assessment of potential effects and proposed mitigation for the Thames Tideway Tunnel sites at Victoria Embankment Foreshore and Blackfriars Bridge Foreshore.
 - * Details regarding the operation and design of facilities for barging, barge holding areas and traffic management (and timing).

The development shall be carried out in accordance with the approved Construction Interface Plan.

Reason:

To ensure the two infrastructure projects are not compromised by the implementation of each other, in accordance with the Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014, the National Policy Statement for Waste Water (February 2012), London Plan Policy 5.14 and Policy S43 of Westminster's City Plan (adopted November 2013).

- 7 No works in the river (except investigative works) shall commence until a scheme to survey, monitor and address potential scour on both the bridge and flood defences has been submitted to, and approved by, the Local Planning Authority. The scheme should be produced in consultation with key stakeholders including TWUL and include pre, during and post development survey and monitoring. The details of the scheme should include type, trigger levels and frequency of monitoring and details of planned remedial works. Any required remedial works identified as a result of monitoring works shall be completed within timeframes to be agreed in writing with the Local Planning Authority.

Reason:

To reduce the impact of scour from undermining the structure of the bridge and defences, and to ensure that the Thames Tideway Tunnel and the Bridge are not compromised by the implementation of each other in accordance with the Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014, the National Policy Statement for Waste Water (February 2012), London Plan Policy 5.14 and Policy S43 of Westminster's City Plan (adopted November 2013).

- 8 **Pre Commencement Condition.** No development shall take place until a Construction Logistics Plan for the proposed development has been submitted to and approved in writing by the City Council as local planning authority in consultation with Transport for London (see informative 2).

Reason:

To ensure that the construction logistics for the bridge minimise nuisance and disturbance in the interests of the amenities of neighbouring occupiers and of the area generally, and to avoid

hazard and obstruction to the public highway. This is as set out in S29 of Westminster's City Plan: Strategic Policies adopted November 2013 and TRANS 2 and ENV 5 of our Unitary Development Plan that we adopted in January 2007.

- 9 **Pre Commencement Condition.** No development shall take place until a Site Environmental Management Plan (SEMP) has been submitted to, and approved in writing by, the local planning authority. The SEMP shall be adhered to throughout the construction period. The SEMP shall address issues associated with:

- Noise and vibration
- Air quality
- Visual impact of construction activities
- Water pollution
- Waste
- Community responsibility

Reason:

To ensure minimal nuisance or disturbance is caused to the detriment of the amenities of adjoining occupiers and of the area generally, and to avoid hazard and obstruction to the public highway. This is as set out in S29, S31 and S32 of Westminster's City Plan: Strategic Policies adopted November 2013 and TRANS 2, ENV 5 and ENV 6 of our Unitary Development Plan that we adopted in January 2007.

- 10 Prior to commencement of land piling works a piling method statement for land piling works shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details. The statement shall include (but not necessarily be limited to) the following elements:

- * Details of the piling methods to be used.
- * Details to demonstrate there will be no unacceptable risk to groundwater contamination from piling
- * Details of the timing of piling works.

Reason:

The developer should be aware of the potential risks associated with the use of piling where contamination is an issue. Piling or other penetrative methods of foundation design on contaminated sites can potentially result in unacceptable risks to underlying groundwater.

- 11 Prior to commencement of river piling works a piling method statement for river piling works shall be submitted to and approved in writing by the local planning authority. This method statement should seek to minimise the impact of piling works on the migration and movement of fish in the River Thames. The development shall be carried out in accordance with the approved details. The statement shall include (but not necessarily be limited to) the following elements:

- * Details of the piling methods to be used
- * Details to demonstrate there will be no unacceptable risk to groundwater contamination from piling
- * Details of the timing of piling works

Reason:

To reduce the impact of piling works within the River Thames on the migration and movement of migratory fish species and to protect groundwater.

- 12 **Pre Commencement Condition.** You must apply to us for approval of the ways in which you will protect the trees which you are keeping, as shown on the approved drawings. You must not start any demolition, site clearance or building work, and you must not take any equipment, machinery or materials for the development onto the site, until we have approved what you have sent us. The tree protection must follow the recommendations in section 7 of British Standard BS5837: 202012. You must then carry out the work according to the approved details. (C31AC)

Reason:

To make sure that the trees on the site are adequately protected during building works. This is as set out in S38 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 (A), ENV 16 and ENV 17 of our Unitary Development Plan that we adopted in January 2007. (R31AC)

- 13 You must apply to us for approval of detailed drawings of the following parts of the Garden Bridge (and north landing):

- i) details of lighting, to include number, location, appearance and materials
- ii) details of cctv to include number, location, appearance and materials
- iii) details of seating, refuse bins and other items of street furniture to include number, location, appearance and materials
- iv) details of any gates to include number, location, appearance and materials

You must not start work on these parts of the development until we have approved what you have sent us.

You must then carry out the work according to these details (C26CB)

Reason:

To make sure that the appearance of the bridge and landing is suitable and that it contributes to the character and appearance of this part of the Strand Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 14 You must apply to us for approval of samples of facing materials, including paving and glazing, and elevations and plans annotated to show where the materials are to be located. You must not start work on these parts of the development until we have approved what you have sent us. You must then carry out the work using the approved materials.

Reason:

To make sure that the appearance of the bridge and landing is suitable and that it contributes to the character and appearance of this part of the Strand Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 15 Prior to any planting on the bridge a Landscape Management Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall include indicative species, planting specifications/programmes and management/maintenance schedules. Landscaping proposals should endeavour to include measures to promote, improve and protect local biodiversity, Opportunities to enhance and extend the ecological value of the River Thames Metropolitan Site of Importance for Nature Conservation and to enhance the overall

horticultural, ecological and amenity value of the whole application site, should be considered in all proposals.

Reason:

In order to introduce high quality soft landscaping onto the bridge in the interests of the ecological value of the site and to ensure a satisfactory landscaping of the site in the interests of visual amenity. This is as set out in S36, S37 and S38 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 16, ENV 17 and RIV 3 of our Unitary Development Plan that we adopted in January 2007.

- 16 No invasive non-native species listed on the London Invasive Species Initiative's (LISI) species of concern list at the time of planting shall be planted on the bridge.

Reason:

To prevent the spread of non-native invasive species.

- 17 The tree heights on the bridge shall not exceed the maximum tree height profiles as shown on page 62, figure 4.17 of the approved Design and Access Statement.

Reason:

To limit the impacts of the development upon important riverscape views and upon the settings of important heritage assets. This is as set out in S26 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 16, ENV 17 and RIV 2 and RIV 6 of our Unitary Development Plan that we adopted in January 2007.

- 18 You must apply to us for approval of details of an Operation and Management Plan for the roof of Temple underground station (north landing) The plan shall include the following:

the day to day operation and management of this space,
measures to prevent illegal trading and /or gambling,
the planning, management and frequency of events,
cleansing and waste management.

You must not allow the public access onto the roof of Temple underground station until we have approved what you have sent us. Thereafter the roof of Temple underground station must be managed and operated in accordance with the approved plan.

Reason:

To ensure the roof of Temple underground station is managed appropriately in the interests of those who will use the space for amenity purposes and in order to protect the environment of existing and future neighbouring residents. This is as set out in S29 and S32 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 6 of our Unitary Development Plan that we adopted in January 2007. (R11AC)

- 19 You must apply to us for approval of details of a Lighting Strategy for the bridge and north landing. You must not start work on this part of the development until we have approved what you have sent us. Thereafter the lighting of the bridge and north landing shall be carried out in accordance with the Lighting Strategy approved.

Reason:

To make sure that the appearance of the lighting of the bridge and north landing is suitable and that it contributes to the character and appearance of this part of the Strand Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan: Strategic Policies adopted

November 2013 and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 20 You must apply to us for approval of a Delivery and Servicing Plan. You must not open the bridge to members of the public until we have approved what you have sent us in writing. Thereafter the bridge and north landing shall only operate in accordance with the approved Delivery and Servicing Plan.

Reason:

To avoid blocking the surrounding streets and to protect the environment of people in neighbouring properties as set out in S42 of Westminster's City Plan: Strategic Policies adopted November 2013 and STRA 25, TRANS 20 and TRANS 21 of our Unitary Development Plan that we adopted in January 2007. (R23AC)

- 21 You must apply to us for approval of a Waste Management Plan. You must not open the bridge to members of the public until we have approved what you have sent us in writing. Thereafter the bridge and north landing shall only operate in accordance with the approved Waste Management Plan.

Reason:

In the interests of the amenity of the area and to prevent disruption and disturbance to the function and safety of the highway network. This is as set out in S29 and S44 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 12 of our Unitary Development Plan that we adopted in January 2007.

- 22 You must apply to us for approval of a Coach and Taxi Management Plan. You must not open the bridge to members of the public until we have approved what you have sent us in writing. Thereafter the bridge and north landing shall only operate in accordance with the approved Coach and Taxi Management Plan..

Reason:

To avoid blocking the surrounding streets and to protect the environment of people in neighbouring properties as set out in S29 of Westminster's City Plan: Strategic Policies adopted November 2013 and TRANS 6 and TRANS 7 of our Unitary Development Plan that we adopted in January 2007. (R23AC)

- 23 Notwithstanding the information set out in the approved application documents, you must apply to us for approval of cycle parking for employees and visitors to the bridge. You must not open the Garden Bridge to members of the public until we have approved what you have sent us and the cycle spaces provided in accordance with the details approved.

Reason:

To provide cycle parking spaces for employees and people using the development as set out in TRANS 10 of our Unitary Development Plan that we adopted in January 2007.

- 24 **Pre Commencement Condition.** Notwithstanding the information set out in the approved application documents, you must apply to us for approval of details of the Temple Place permanent highway layout and other highway works on Arundel Street and Surrey Street. You must not commence work until we have approved what you have sent us. Thereafter you must carry out the development in accordance with the details approved and prior to the use of the bridge by members of the public. (see informative 11)

Reason:

To ensure the design of the necessary highway works is appropriate taking into account highway safety and other developments in the vicinity of the site. This is as set out in S29 of Westminster's City Plan: Strategic Policies adopted November 2013 and TRANS 2, TRANS 3 and TRANS 18 of our Unitary Development Plan that we adopted in January 2007.

- 25 You must apply to us for approval of an Education and Interpretation Strategy. You must not open the Garden Bridge to members of the public until we have approved what you have sent us. Thereafter you must manage the bridge in accordance with the approved Education and Interpretation Strategy.

Reason:

To ensure the provision of appropriate education and interpretation facilities at the site in the interests of visitor management.

- 26 **Pre Commencement Condition.** The development shall not be commenced until a monitoring plan to determine the impacts of the development in terms of loading upon the flood defences has been submitted and approved by the Local Planning Authority. The monitoring should include point position analysis to identify potential movement, trigger values and frequency monitoring. Any required remedial works identified as a result of monitoring works shall be completed prior to the first public opening of the bridge.

Reason:

To identify potential impacts of loading upon the flood defences of the north bank and to ensure that the proposed development does not have an adverse impact on the stability of the flood defences.

- 27 No permanent structure shall be placed in the river until a surface water drainage scheme for the site based on sustainable drainage principles, where possible, and an assessment of the hydrological and hydro geological context of the development has been submitted to, and approved by, the Local Planning Authority. The surface water drainage strategy should seek to implement a SUDS hierarchy that reduces run off in accordance with the London Plan.

Reason:

To reduce the impact of flooding both to and from the proposed development and third parties.

- 28 **Pre Commencement Condition.**

A) No development shall take place until the developer has secured the implementation of a programme of archaeological mitigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing and a report on that mitigation has been submitted to and approved by the local planning authority in writing.

B) The development shall not be opened to the public until the site mitigation and post site work assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason:

Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF, London Plan Policy 7.8 and

S25 of Westminster's City Plan: Strategic Policies adopted November 2013.

- 29 **Pre Commencement Condition.** You must apply to us for approval of a Counter Terrorism Strategy. You must not commence work until we have approved what you have sent us in writing. Thereafter the bridge and north landing shall only operate in accordance with the approved Counter Terrorism Strategy. (see informative 11)

Reason:

To ensure suitable provision of counter terrorism measures in accordance with Policy S29 of Westminster's City Plan: Strategic Policies adopted November 2013.

- 30 **Pre Commencement Condition.** You must apply to us for approval of a Crime Prevention Statement. You must not open the bridge to the public until we have approved what you have sent us in writing. Thereafter the bridge and north landing shall only operate in accordance with the approved Crime Prevention Statement.

Reason:

To ensure that satisfactory attention is given to security and community safety and to residential amenity in the vicinity of the north landing in accordance with Policy S29 of Westminster's City Plan: Strategic Policies adopted November 2013.

- 31 (1) Where noise emitted from the proposed plant and machinery will not contain tones or will not be intermittent, the 'A' weighted sound pressure level from the plant and machinery (including non-emergency auxiliary plant and generators) hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 10 dB below the minimum external background noise, at a point 1 metre outside any window of any residential and other noise sensitive property, unless and until a fixed maximum noise level is approved by the City Council. The background level should be expressed in terms of the lowest LA90, 15 mins during the proposed hours of operation. The plant-specific noise level should be expressed as LAeqTm, and shall be representative of the plant operating at its maximum.

(2) Where noise emitted from the proposed plant and machinery will contain tones or will be intermittent, the 'A' weighted sound pressure level from the plant and machinery (including non-emergency auxiliary plant and generators) hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 15 dB below the minimum external background noise, at a point 1 metre outside any window of any residential and other noise sensitive property, unless and until a fixed maximum noise level is approved by the City Council. The background level should be expressed in terms of the lowest LA90, 15 mins during the proposed hours of operation. The plant-specific noise level should be expressed as LAeqTm, and shall be representative of the plant operating at its maximum.

(3) Following installation of the plant and equipment, you may apply in writing to the City Council for a fixed maximum noise level to be approved. This is to be done by submitting a further noise report confirming previous details and subsequent measurement data of the installed plant, including a proposed fixed noise level for approval by the City Council. Your submission of a noise report must include:

- (a) A schedule of all plant and equipment that formed part of this application;
- (b) Locations of the plant and machinery and associated: ducting; attenuation and damping equipment;
- (c) Manufacturer specifications of sound emissions in octave or third octave detail;
- (d) The location of most affected noise sensitive receptor location and the most affected window of it;
- (e) Distances between plant & equipment and receptor location/s and any mitigating features that may attenuate the sound level received at the most affected receptor location;

- (f) Measurements of existing LA90, 15 mins levels recorded one metre outside and in front of the window referred to in (d) above (or a suitable representative position), at times when background noise is at its lowest during hours when the plant and equipment will operate. This acoustic survey to be conducted in conformity to BS 7445 in respect of measurement methodology and procedures;
- (g) The lowest existing L A90, 15 mins measurement recorded under (f) above;
- (h) Measurement evidence and any calculations demonstrating that plant and equipment complies with the planning condition;
- (i) The proposed maximum noise level to be emitted by the plant and equipment.

Reason:

Because existing external ambient noise levels exceed WHO Guideline Levels and as set out in ENV 6 (1), (6) and (8) and ENV 7 (A)(1) of our Unitary Development Plan that we adopted in January 2007 (UDP), so that the noise environment of people in noise sensitive properties is protected, including the intrusiveness of tonal and impulsive sounds; and as set out in S32 of Westminster's City Plan: Strategic Policies adopted November 2013, by contributing to reducing excessive ambient noise levels. Part (3) is included so that applicants may ask subsequently for a fixed maximum noise level to be approved in case ambient noise levels reduce at any time after implementation of the planning permission.

- 32 Prior to commencement of works in the river, a dredging method statement shall be submitted to and approved in writing by the local planning authority. The scheme shall be carried out as approved. The dredging method statement shall include:

- * Details of the dredging methods to be used
- * A detailed plan of the dredge area and depth
- * Details of the timing of dredging works - planned (i.e. non-emergency) dredging work to
- * avoid the period June-August.

Reason:

To prevent detrimental impact on ecology. Maintenance or capital dredging operations can have direct impacts on hydro-morphological characteristics and ecological status through removal of benthic habitats, altering flow regimes, smothering effects, release of contaminants bound up in sediments into the water column, and impacts on migratory fish.

- 33 **Pre Commencement Condition.** Prior to commencement of any works on site, a suitable protocol for the protection of legally protected species present on site, or identified during construction, shall be submitted to and approved in writing by the Local Planning Authority. This must include: a) works relating to tree management or removal undertaken outside the annual bird nesting season (March - July) unless otherwise agreed in writing; and b) appropriate protocols to respond to any findings of active bird's nests or bat roosts on any buildings, walls or other structures affected by the development. Should any active nests or roosts be found, appropriate advice and remedial action must be sought and undertaken in full to prevent disturbance of nests, roosts or feeding sites, or to mitigate for any avoidable disturbance.

Reason:

To ensure suitable protection to protected wildlife in accordance with Policy S36 Westminster's City Plan: Strategic Policies adopted November 2013.

- 34 You must apply to us for approval of an Illegal Trading, Antisocial Behaviour, Crowd Control and General Enforcement Management Plan. You must not open the bridge to the public until we have approved what you have sent us. The details approved in the Illegal Trading, Antisocial Behaviour, Crowd Control and General Enforcement Management Plan shall thereafter be fully reflected in the Operations Management Plan and the Operations and Maintenance Business

Plan to be worked up and provided pursuant to condition 3 of this planning permission.

Reason:

To ensure early consideration and appropriate resourcing and coordination of important aspects of the on-going management and maintenance of the bridge in accordance with Policy S29 of Westminster's City Plan: Strategic Policies adopted November 2013.

- 35 **Pre Commencement Condition.** Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
- 1) A preliminary risk assessment which has identified:
 - * all previous uses
 - * potential contaminants associated with those uses
 - * a conceptual model of the site indicating sources, pathways and receptors
 - * potentially unacceptable risks arising from contamination at the site.
 - 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - 3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The scheme shall be implemented as approved.

Reason:

For the protection of controlled waters.

- 36 If during construction contamination not previously identified is found to be present at the site, works at the site of the contamination will cease (unless otherwise agreed in writing with the Local Planning Authority) until the developer has submitted, and obtained written approval from the Local Planning Authority for a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved by the Local Planning Authority.

Reason:

There is always the potential for unexpected contamination to be identified during development groundworks. We should be consulted should any contamination be identified that could present an unacceptable risk to Controlled Waters.

Informative(s):

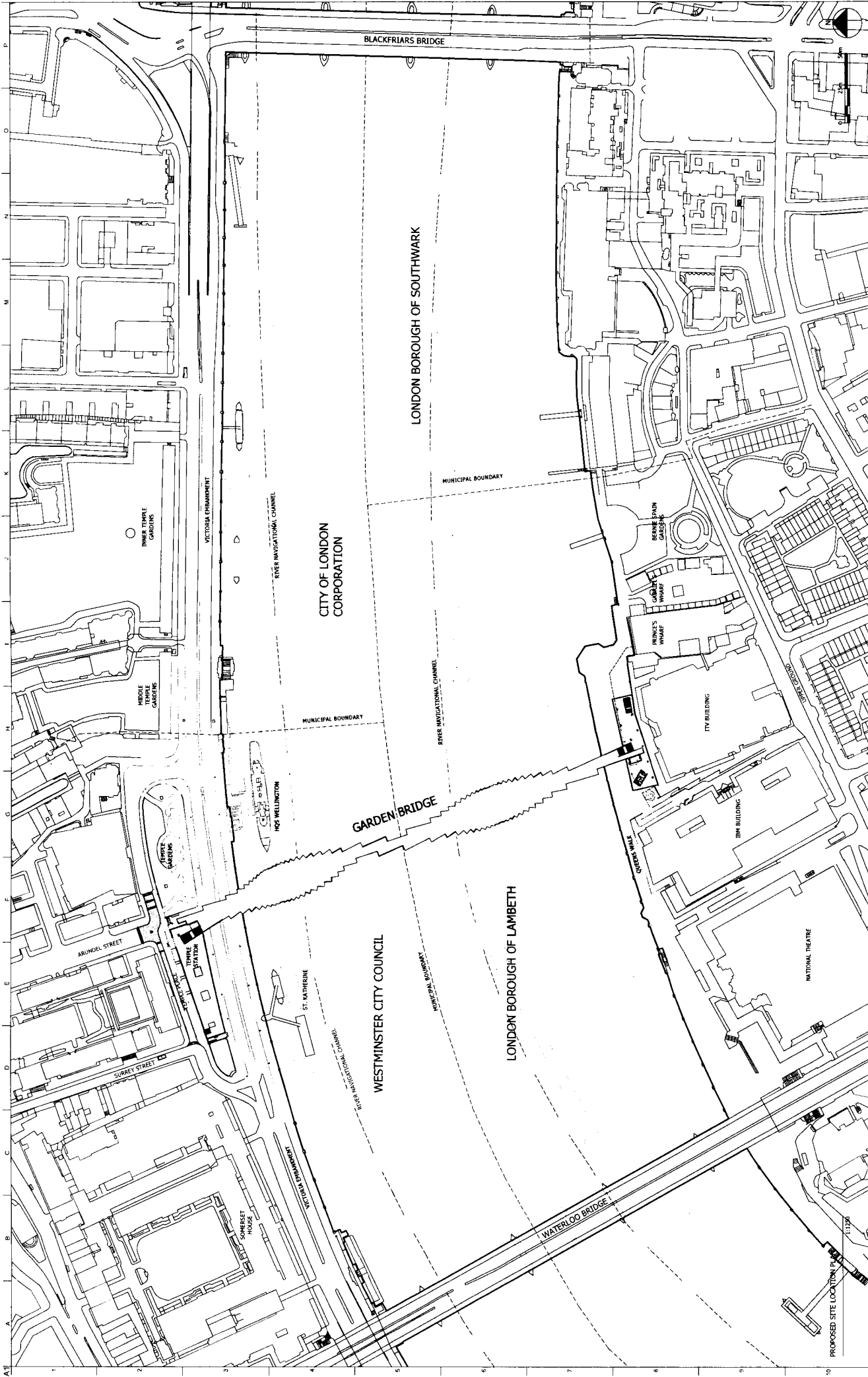
- 1 In dealing with this application the City Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies in Westminster's City Plan: Strategic Policies adopted November 2013, Unitary Development Plan, Supplementary Planning documents, planning briefs and other informal written guidance, as well as offering a full pre application advice service, in order to ensure that applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant at the validation stage.

- 2 **Construction Logistics Plan**
You are advised that the construction logistics plan must include details of the cycle safety measures that will be implemented during demolition and construction such as construction vehicles being fitted with side-bars, blind spot mirrors and cycle detection equipment. Please consult with TfL over the preparation of the construction logistics plan as they are the highways authority for Bressenden Place. Contact: Joanna Kesson, TfL Planning (020 3054 7039 or Joanna.Kesson@tfl.gov.uk).
- 3 You are advised that this permission does not authorise the display of advertisements on the bridge or landing area and separate consent may be required from the Local Planning Authority under the Town and Country Planning (Control of Advertisements) Regulations 1992.
- 4 Written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs.
- 5 Prior to the commencement of construction, The Garden Bridge Trust project team should enter into an Asset Protection Agreement with Thames Water Utilities Ltd, or the Infrastructure Provider if in place, which should include provisions to ensure that the development does not compromise the construction, operation or maintenance of the Thames Tideway Tunnel.
- 6 The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.
- 7 Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.
- 8 As per the requirements of Thames Water, the monitoring and mitigation of scour should include, but not be limited to:
 - i. Bathymetric Survey at intervals and over a reach to be agreed are to commence no less than one year in advance of construction and to extend throughout construction and for at least 6 months following the removal of all associated in-river construction works.
 - ii. Proposals for the monitoring of scour and accretion using the bathymetric survey results and any other monitoring methods that are deemed necessary by the statutory consultees, including the use of trigger levels.
 - iii. The approach to mitigation in the event of scour and accretion reaching agreed trigger levels.
 - iv. The approach to any mitigation that requires the placement or removal of any materials from the river bed.

- 9 The Crime Prevention Design Advisor advises that there should be a monitored CCTV surveillance system that provides real time & post event images capable of being used for Criminal Justice Purposes. Identification quality images are recommended at both entrance decks and at any other points designated as vulnerable.

- 10 Conditions 30 control noise from the approved machinery. It is very important that you meet the conditions and we may take legal action if you do not. You should make sure that the machinery is properly maintained and serviced regularly. (I82AA)

- 11 Permanent Highway Works & Counter Terrorism Strategy.
You are advised that the permanent highway works and Counter Terrorism Strategy should include details of hostile vehicle mitigation measures required by the Counter Terrorism Security Adviser.



Notes

Sheet	Date	By	Chk'd	App'd
A	22/05/14	AT	TB	PHD

Design Consultant
Dan Pearson Studio
 Dan Pearson Architects
 Bridge House, London SE1 7JZ
 T +44 (0) 20 7593 3600
 www.danpearsonstudio.com

Design Collaborator
Heatherwick studio
 Heatherwick Studio
 London WC1E 7BU
 T +44 (0) 20 7593 3600
 www.heatherwick.com

Engineering Collaborator
ARUP
 ARUP
 100 Abchurch Lane
 London EC4A 3DF
 T +44 (0) 20 7593 3600
 www.arup.com

FOR INFORMATION
 Project Name: Garden Bridge Trust
 Project No: Garden Bridge
 Scheme Ref: 11250
 Discipline: Architecture

Drawing Title
 Proposed Garden Bridge Context Plan
 Drawing No: Planning
 Drawing No: HS - A - P - 0010
 Revision: A

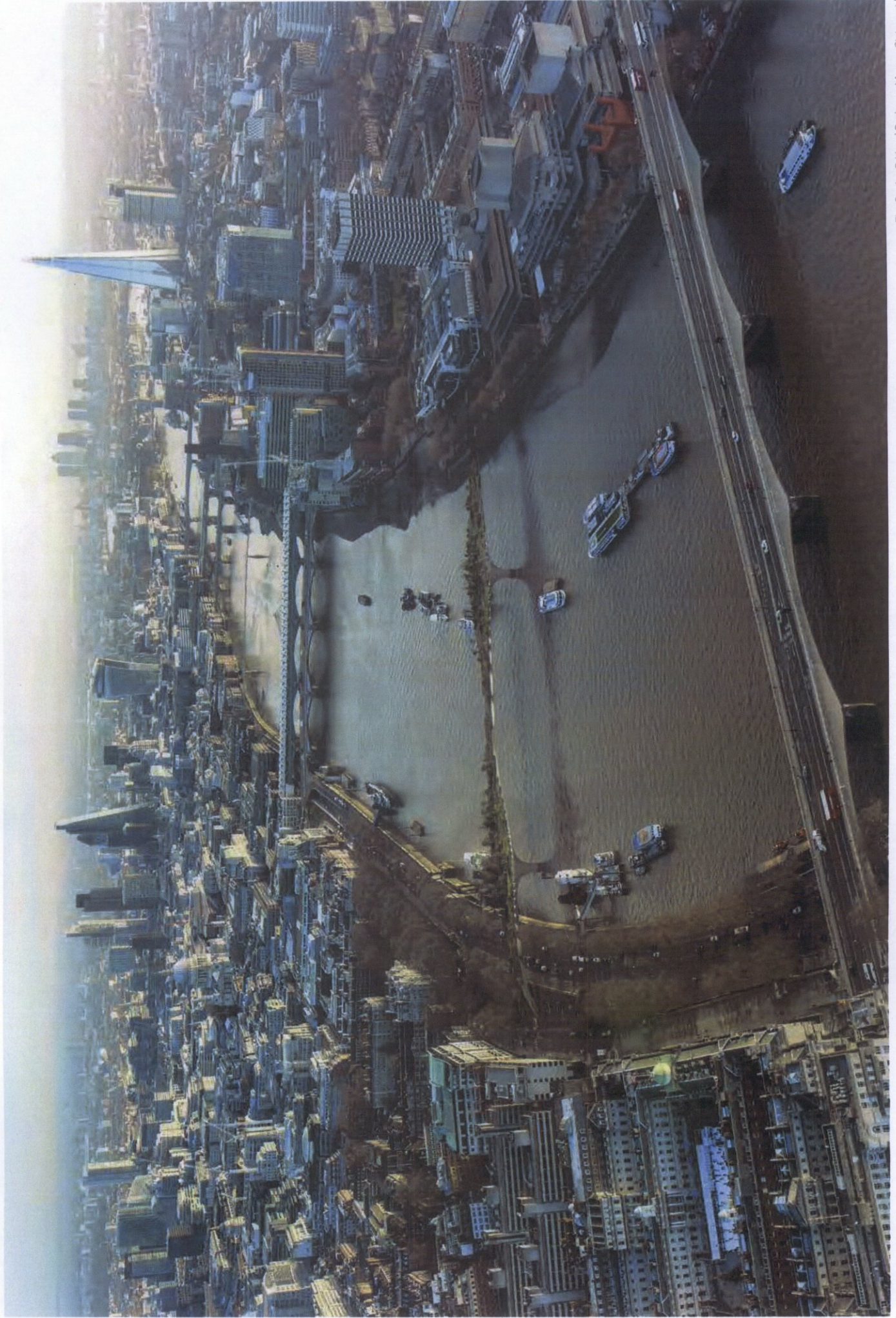
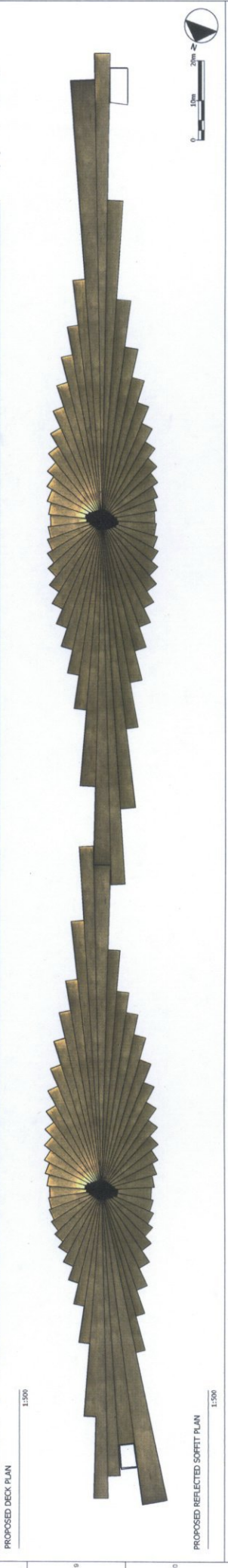
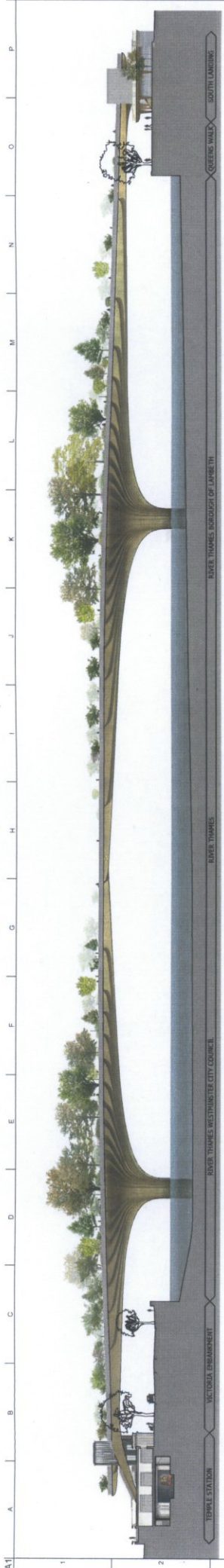


Figure 1.1: Visualisation of the Garden Bridge



PROPOSED REFLECTED SOFFIT PLAN
1:500

Notes:
DRAWING INDICATIVE OF 25 YEAR MATURITY FROM PLANTING
TREE SPECIES SHOWN INDICATIVELY - REFER TO PLANTING PROPOSALS

Issue	Date	By	Check	App'd
B	15/08/14	LB	JL	PHP
North Elevation design updated				
A	22/05/14	PR	TB	PHP

Landscaper Consultant
Dan Pearson Studio
Dan Pearson, The Curator, 33 Waterhouse
Bridge Road London SE1 7DZ
T: +44 (0)20 7462 8400
www.danpearsonstudio.com

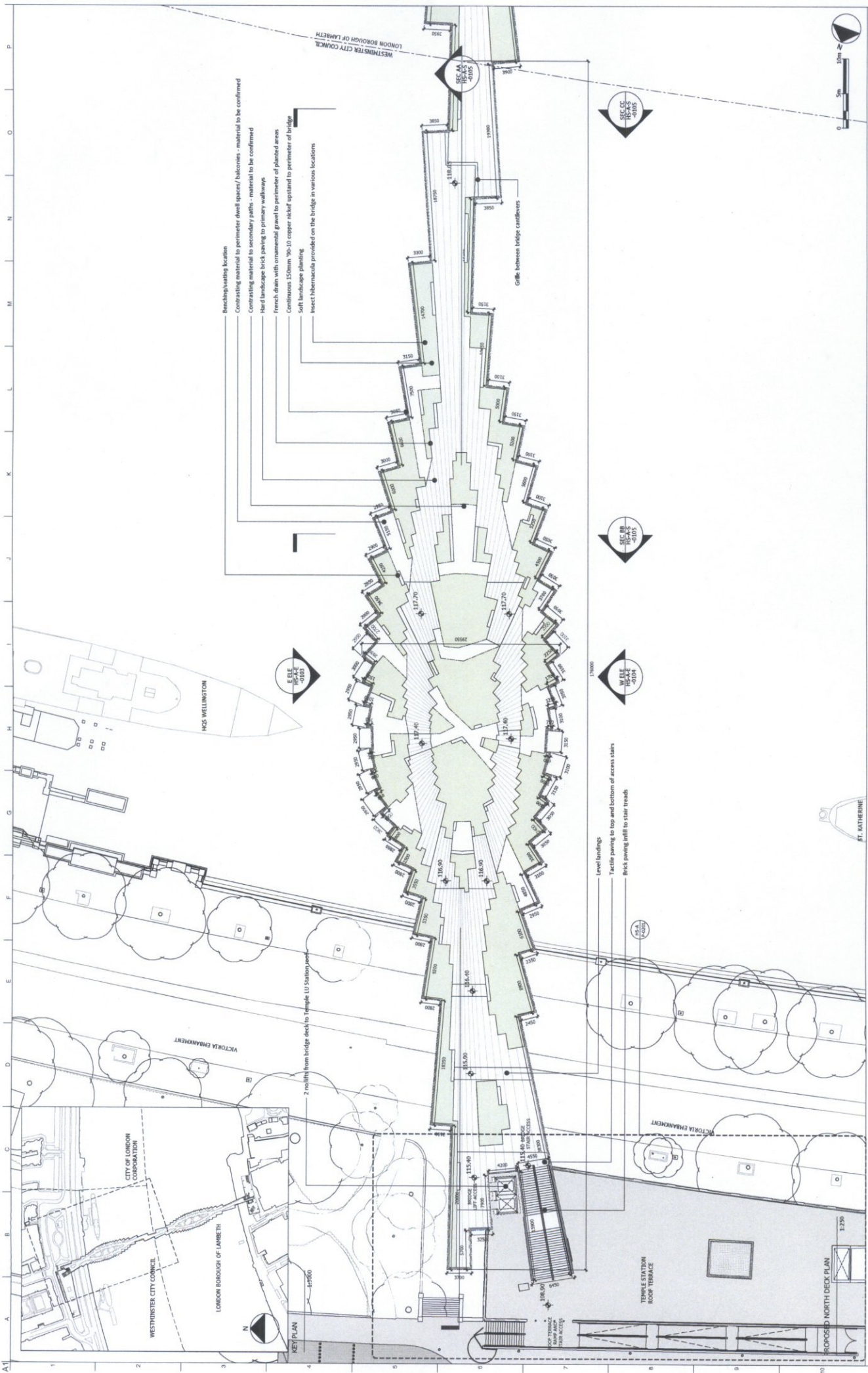
Design Consultant
Heatherwick studio
3rd Floor, 360 Great St. Street
London WC1N 3BH
T: +44 (0)20 7462 8400
www.heatherwick.com

Engineering Consultant
ARUP
15 Abchurch Lane
London EC4N 3DF
T: +44 (0)20 7462 8400 F: +44 (0)20 7462 8404
www.arup.com

Planning Status
FOR INFORMATION.
For illustrative
purpose only.

Applicant
Garden Bridge Trust
Proposed
Garden Bridge
Scale at A1: 1:500
Discipline: Architecture

Drawing Title
**Proposed
Garden Bridge
Composite Elevation & Plans**
Drawing No.
HS - A - G - 0100 - I
Revision
B



BENCHING/PLANTING LOCATION

- Contrasting material to perimeter dwell spaces/balconies - material to be confirmed
- Contrasting material to secondary paths - material to be confirmed
- Hard landscape brick paving to primary walkways
- French drain with ornamental gravel to perimeter of planted areas
- Continuous 150mm 30-10 copper nickel upland to perimeter of bridge
- Soft landscape planting
- Inset hibernacula provided on the bridge in various locations

LEVEL LANDINGS

- Facile paving to top and bottom of access stairs
- Brick paving infill to stair treads

FOR SOFT LANDSCAPE INFORMATION REFER TO DRAWINGS: DP-L-P-0401, DP-L-P-0402 AND DP-L-P-0403

Notes:
 FOR APPROVAL BY Westminster City Council.
 FOR INFORMATION to Lambeth Borough of Lambeth.

Planning
 Drawing No: HS - A - P - 0101
 Revision: B

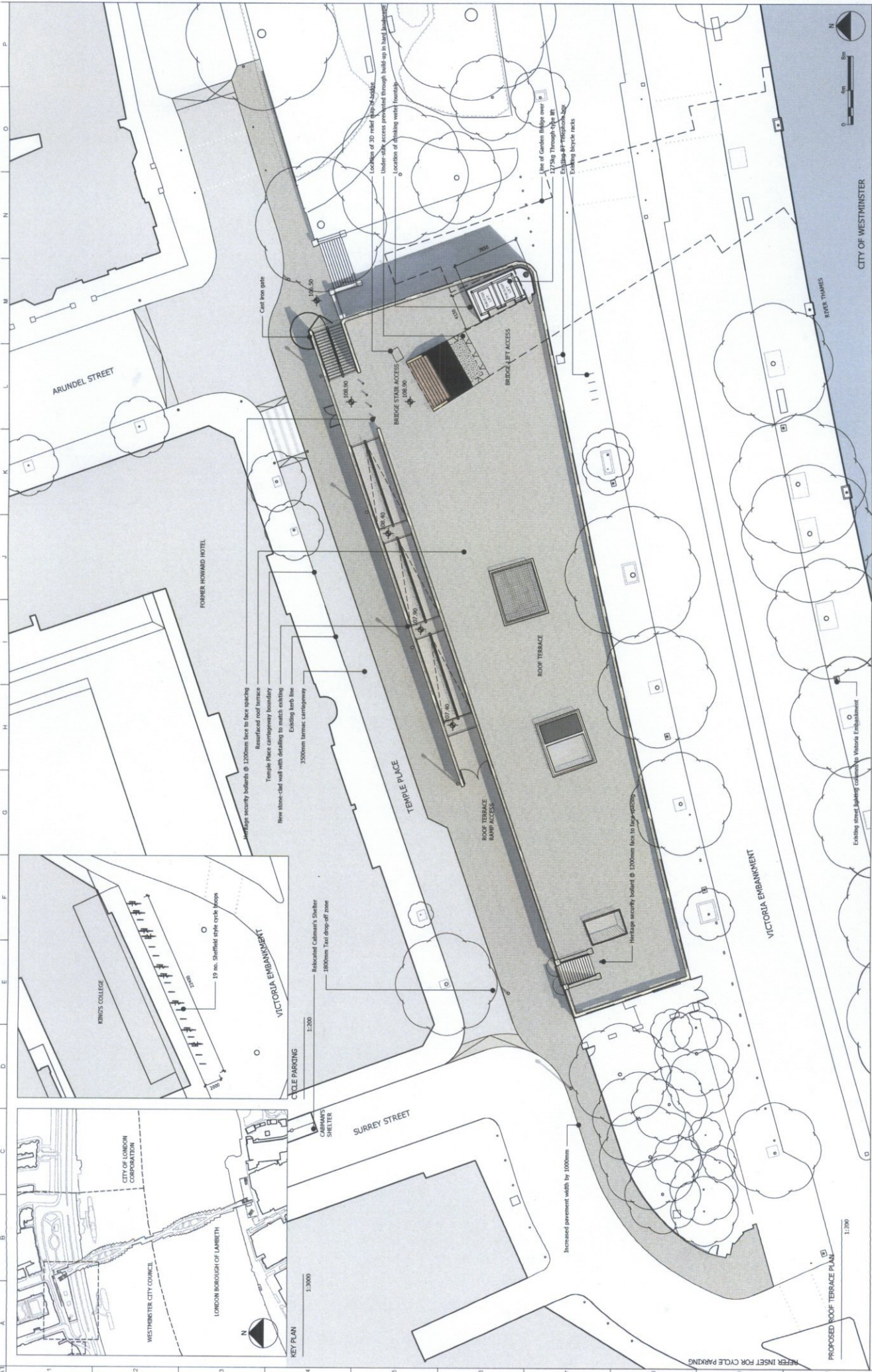
Engineering Consultant
ARUP
 110 Abchurch Lane
 London EC4N 3DF
 T: +44 (0)20 7843 2000
 www.arup.com

Design Consultant
Heatherwick studio
 34-36 Abchurch Lane
 London EC4N 3DF
 T: +44 (0)20 7843 2000
 www.heatherwick.com

Landscape Consultant
Dan Pearson Studio
 100 Abchurch Lane
 London EC4N 3DF
 T: +44 (0)20 7843 2000
 www.danpearsonstudio.com

Issue	Date	By	Check	Appd
B	18/05/14	LB	JL	PHP
North 3D-staff design updates				
A	22/05/14	PR	TB	PHP

Approved by:
 Garden Bridge Trust
 Project Title:
 Garden Bridge
 Drawing Status:
 Planning
 Scale at A1: 1:250
 Discipline: Architecture



Notes:
FOR MAINTENANCE AND STREET FURNITURE INFORMATION REFER TO DRAWING A1.1-P-0201
REFER TO ARBORESCULTURAL REPORT

City of Westminster
City of Westminster
City of Westminster

FOR INFORMATION
For illustrative
purposes only.

Planning
Scale: 1:200
Drawing No: 1-200

Client: Garden Bridge Trust
Project Name: Garden Bridge
Scale: 1:200
Drawing No: 1-200

Design Consultant:
Dan Pearson Studio
100 Victoria Embankment
London WC2R 0JZ
T: +44 (0) 20 7333 8800
www.danpearsonstudios.com

Design Consultant:
Heatherwick Studio
100 Victoria Embankment
London WC2R 0JZ
T: +44 (0) 20 7333 8800
www.heatherwick.com

Engineering Consultant:
ARUP
100 Victoria Embankment
London WC2R 0JZ
T: +44 (0) 20 7333 8800
www.arup.com

Planning Status:
Garden Bridge Trust
Project Name: Garden Bridge
Scale: 1:200
Drawing No: 1-200

Client:
Garden Bridge Trust
Project Name: Garden Bridge
Scale: 1:200
Drawing No: 1-200

Issue	Date	By	Checked	App'd
A	22/05/14	TB	PHP	PHP

Scale: 1:200

PROPOSED ROOF TERRACE PLAN

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Figure 2.23 - View of lift proposal from Arundel Street.



Figure 2.24 - View of lift proposal from bridge deck level looking north (planting shown indicatively).



Figure 2.25 - View of lift proposal from Victoria Embankment.



Figure 2.26 - View of lift proposal from Temple LU Station roof terrace.



Figure 2.27 - Design of lift entrance and car interior at bridge deck level (planting shown indicatively).

Figure 2.28 - Design of lift entrance at Temple terrace level.

2.5 Lighting

- 2.5.1 A subtle approach has been taken to the provision of lighting seeking to marry technical security requirements with intuitive wayfinding and a pleasing aesthetic.
- 2.5.2 It is proposed that the lift shaft will not be lit as a feature as this would compete with the visual prominence of the bridge. The glazed lift cars will however function as the main light source, their light becoming visible as the car travels up the shaft revealing itself through the increasing transparency between the cladding fins. The light of the moving lift cars would provide intuitive wayfinding for approaching visitors.
- 2.5.3 When the bridge is open but the lifts not in use one of the lifts would revert to the most visible position at bridge deck level, with the other at roof terrace level below, in order to reduce waiting times. During the hours of bridge closure the lighting to the lift cars would be turned-off signalling from the long distance approach that the bridge is closed.
- 2.5.4 To provide a sense of safety and security, especially under the bridge stairs, further lighting requirements include the provision of downlights at lift door openings to provide the appropriate lux levels on the ground surface immediately in front of the lift doors, supplemented by the additional light from the lift cars that will shine through the transparent glazed lift doors. Lighting for landings will be light fittings integrated with the cladding structure above the door openings.

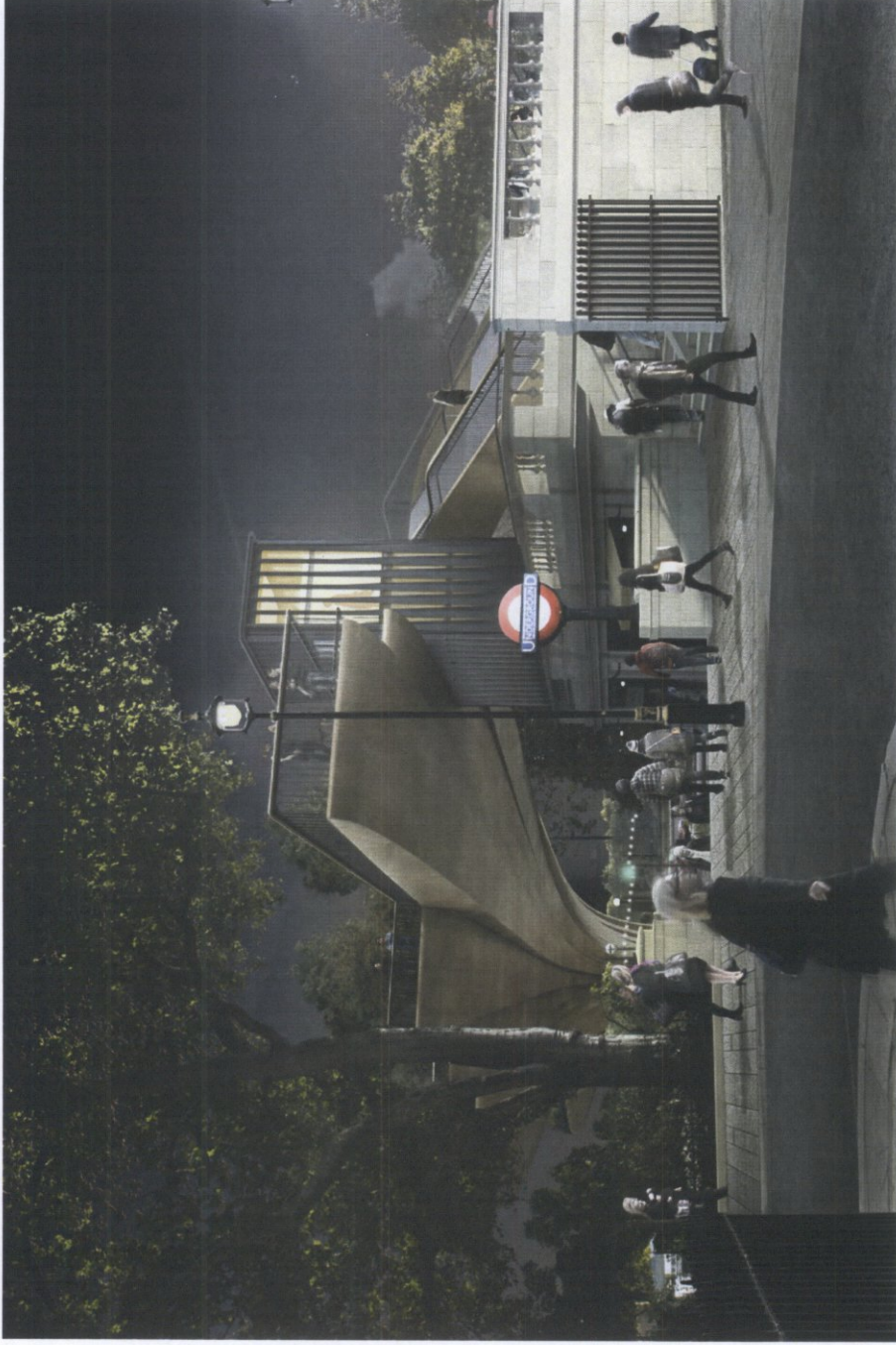
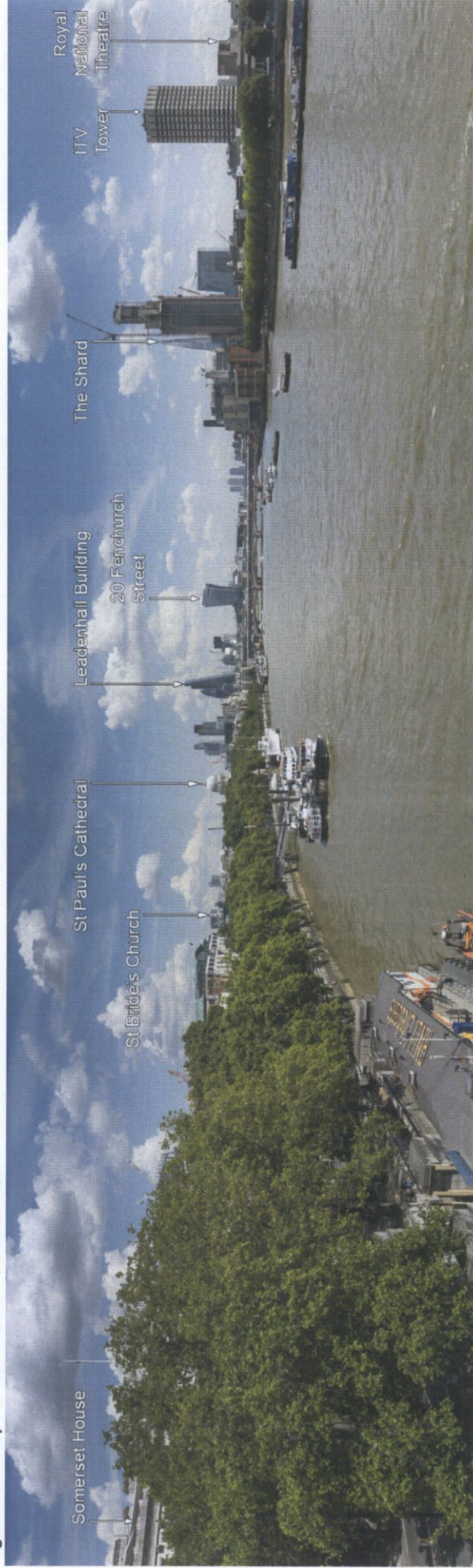


Figure 2.29 - View of proposed lift shaft by night.

River Prospect 15B.1: Waterloo Bridge: downstream – close to the Westminster bank

- 1.2.3 This viewpoint, a protected River Prospect focused on St Paul's Cathedral, is representative of the view from recreational users crossing Waterloo Bridge, at the northern end of the bridge.
- 1.2.4 The view in winter is an open vista looking down the River Thames, focused on Blackfriars Bridge towards the background of the view, and the varied skyline of the City of London in the distance (landmarks annotated on Figure 1.1). The view is framed by the buildings fronting onto both the north and south banks, and the avenues of mature London plane trees also along both banks in this location. Permanent and temporary moorings are located along both the north bank and within the river channel.
- 1.2.5 In summer, the mature trees along Victoria Embankment and on the south bank form more distinct features (illustrated in Figure 1.1), providing screening for buildings beyond.
- 1.2.6 By Year 1 of construction, the South Bank Centre development (if consented) would be under construction and the Royal National Theatre and Doon Street developments would be complete, altering the skyline visible on the south bank in the foreground of the view. Also by Year 1 of construction, the developments at Sea Containers House and South Bank Tower / Kings Reach Tower in the middle ground would be complete. By Year 3 of construction, the South Bank Centre development would be complete.

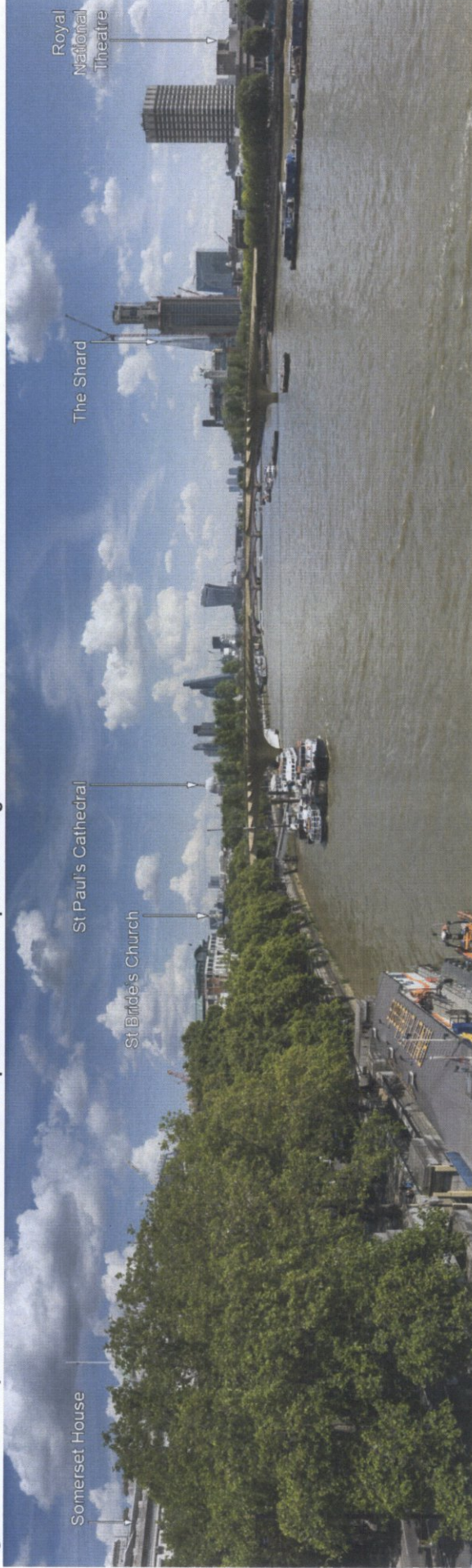
Figure 1.1 Prospect View 15B.1 – summer view



River Prospect 15B.1: View from Waterloo Bridge: downstream – close to the Westminster bank

- 1.4.14 The view in the summer of Year 25 of operation is illustrated in Figure 1.3 below. The increased maturity of the planting on the proposed bridge, in addition to new planting on the south bank around the landing, would strongly reinforce the green character of the bridge and increase the positive contribution it would make to the vista. However the increase in the planting height would obscure the peristyle section of St. Paul's Cathedral from the view. Plant maintenance and management activities would be required to ensure views towards this key landmark would be largely retained where practicable. While there would be some additional obstruction of views down the river, the overall river character and distinctive landmarks would not be adversely altered. Overall, due to the strong visibility of the matured planting, the magnitude of change is considered to be high.
- 1.4.15 The high magnitude of change assessed alongside the high sensitivity of the receptor would give rise to a moderate beneficial effect, and therefore a significant permanent beneficial effect, in the summer of Year 25 of operation.

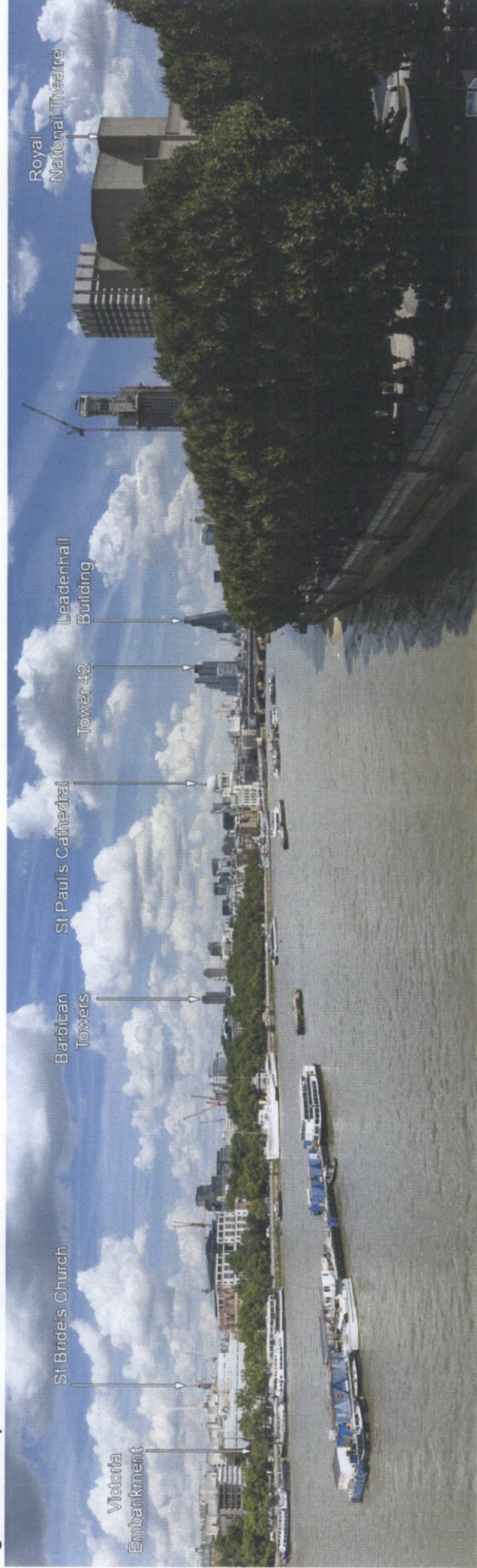
Figure 1.3 River Prospect 15B.1 – summer of Year 25 of operation verifiable photomontage



Viewpoint 29: Waterloo Bridge: downstream – close to the South Bank

- 1.2.7 This viewpoint is representative of the view from recreational users crossing Waterloo Bridge, close to the South Bank.
- 1.2.8 The view in winter is an open vista looking down the River Thames and focused on the varied skyline along the north bank of the River and the City of London in the background (landmarks annotated on Figure 1.2). The view is framed to the right by the dense avenue of mature London plane trees on the South Bank. Permanent and temporary moorings are evident along the north bank and within the river channel.
- 1.2.9 In summer, the mature trees along the south bank form a distinct feature and screen the majority of buildings beyond. The mature trees in leaf along the Victoria Embankment are also more evident against the built frontage of along the Victoria embankment.
- 1.2.10 By Year 1 of construction, the South Bank Centre development (if consented) would be under construction and the Royal National Theatre and Doon Street developments would be complete, altering the skyline visible on the south bank in the foreground of the right hand side of the view. Also by YFear 1 of construction, the developments at Sea Containers House and South Bank Tower / Kings Reach Tower in the middle ground would be complete. By Year 3 of construction, the South Bank Centre development would be complete.

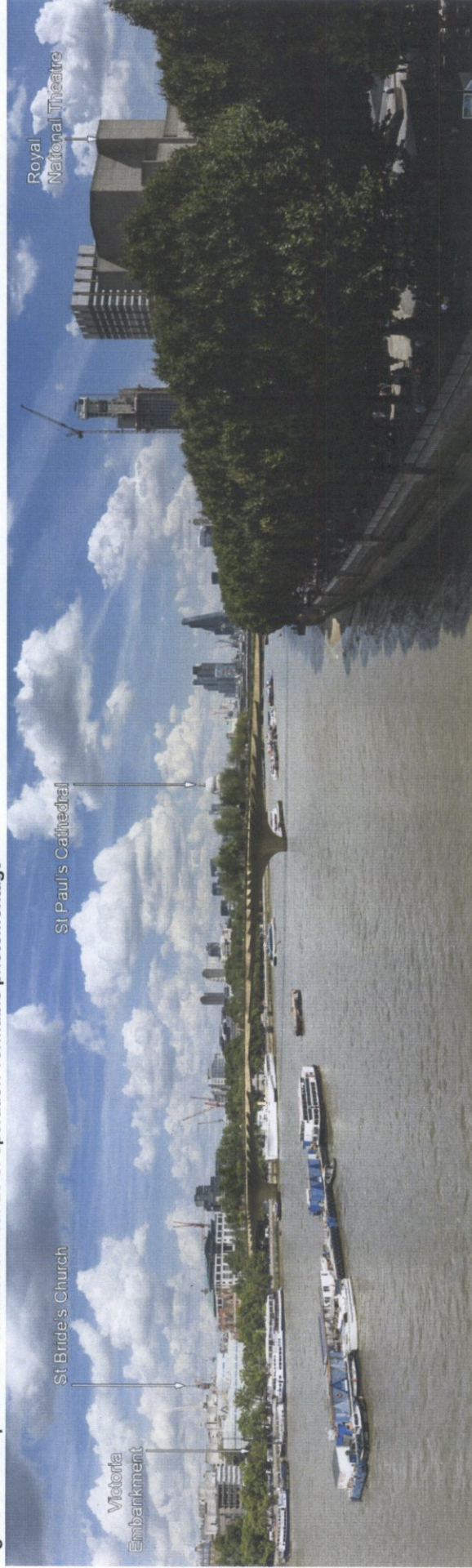
Figure 1.2 Viewpoint 29 – summer view



Viewpoint 29: Waterloo Bridge: downstream – close to the South Bank

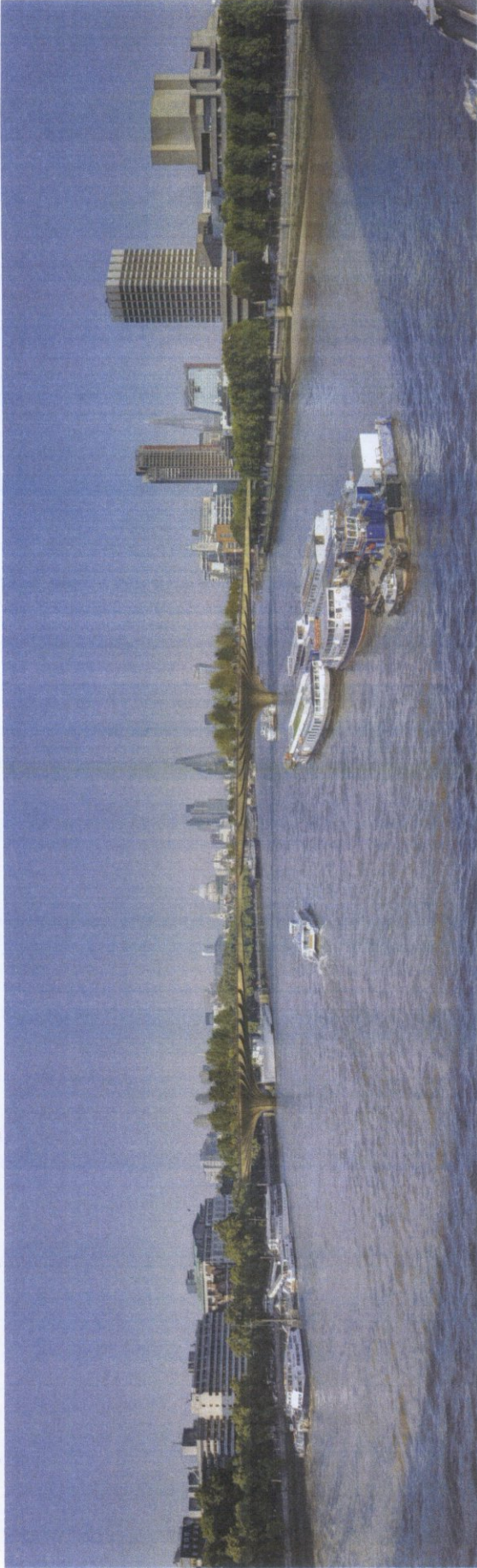
- 1.4.20 The view in the summer of Year 25 of operation is illustrated in Figure 1.4 below. The increased maturity of the planting on the proposed bridge would make it a much more distinctive feature within the foreground of the view, increasing the positive influence of the new structure in the river. However, the planting design, when viewed from this location, would also further obscure views of the distinctive historical skyline along the north bank close to Blackfriars Bridge, Blackfriars Bridge, and the peristyle of St Paul's Cathedral, although the dome and lantern would still be clearly visible.
- 1.4.21 Although there would be additional screening of these landmarks, the minimal change to other aspects of the panorama, means the level of effect is considered to remain moderate adverse, and therefore a significant permanent adverse effect, in the summer of Year 25 of operation.

Figure 1.4 Viewpoint 29 – summer of Year 25 of operation verifiable photomontage



River Prospect 15B.2: View north-east from Waterloo Bridge: downstream – at the centre of the bridge, to St Paul’s Cathedral

Summer of Year 25 of operation verifiable photomontage



Existing night time winter view



River Prospect 15B.2: View north-east from Waterloo Bridge: downstream – at the centre of the bridge, to St Paul's Cathedral

Night time winter of Year 1 of operation verifiable photomontage



Night time winter of Year 25 of operation verifiable photomontage

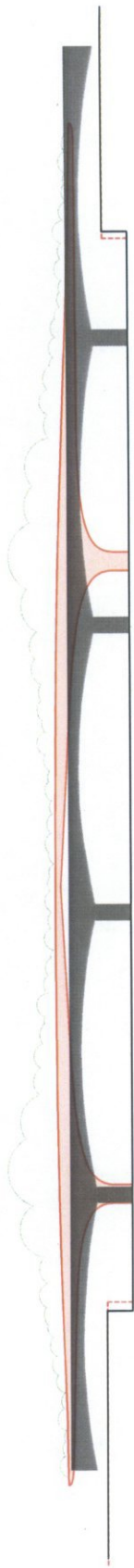




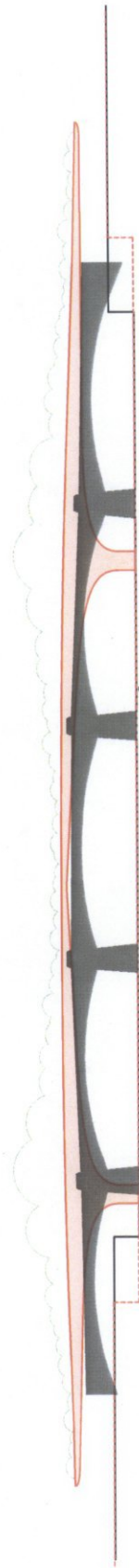


Figure 1.4: Visualisation of the Garden Bridge (This image is for illustrative purposes only and does not represent the final proposal)

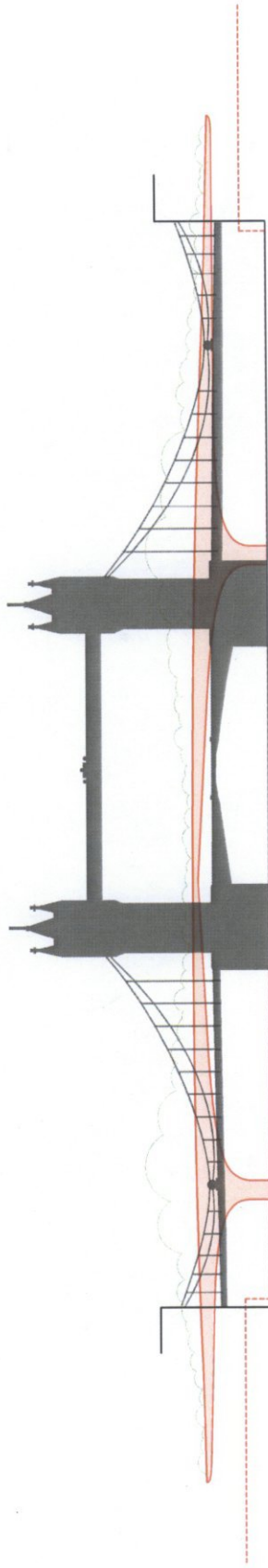
Appendix B: Illustrative Bridge Overlay



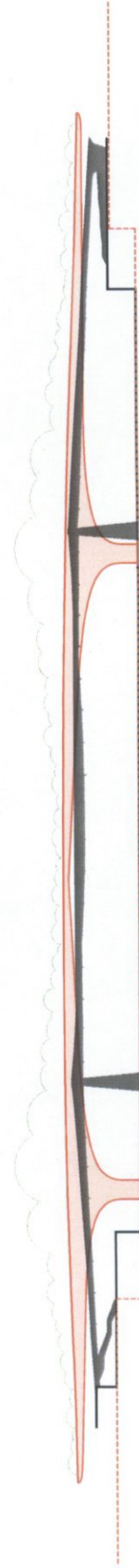
Waterloo Bridge



Blackfriars Bridge



Tower Bridge



Millennium Bridge

Illustrative Overlay of the Garden Bridge onto selected River Thames bridges
(Source: Mariners Guide to Bridges on the Tidal Thames used as a reference)