

Committee:	Date:
Planning and Transportation	8 September 2015
Subject: Blackfriars Bridge & Paul's Walk London EC4V Installation of replacement stair and new lift to the north east end of Blackfriars Bridge.	Public
Ward: Castle Baynard	For Decision
Registered No: 15/00589/FULL	Registered on: 2 June 2015
Conservation Area: Whitefriars	Listed Building: Grade II

Summary

Applications for planning permission and listed building consent for the proposed development were considered by Members of the Planning and Transportation Committee on 31st July 2015. The Committee considered a report in respect of the Blackfriars Bridge and Paul's Walk replacement stair and new lift development which is attached in full. The cases were deferred as the Committee concluded that further discussion and consideration with regards to the design and size of the proposal were required.

Concerns were expressed regarding the height, bulk, maintenance requirements and waiting area at the top of the stairs in relation to the lift.

Compliance with the technical requirements for the lift means that it would not be possible to reduce the height or bulk or to alter the size of the lift. Thames Tideway Tunnels have since produced a number of improved visuals in respect of the height and bulk concerns. In addition, the lift specification has been revisited along with the access concerns.

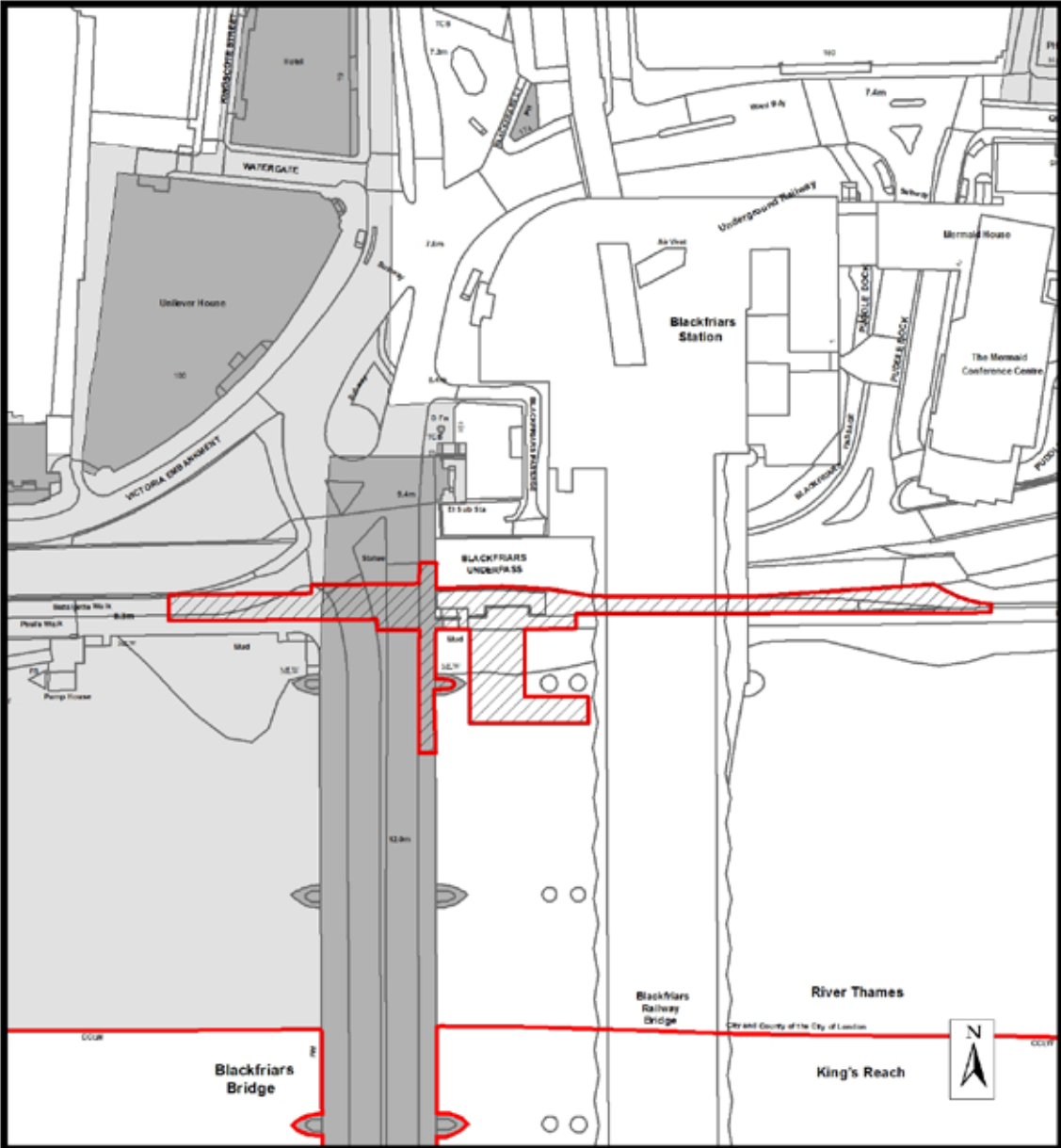
1. These details confirm that the revised scheme is less bulky than the consented lift and stair scheme under the DCO. The lift would be located approximately 6m away from Blackfriars Bridge to allow better views of the listed structure, would have less impact on the river and would open up the space and sightlines around the structure.
2. The stair and lift would give a more obvious and secure route between the bridge and the walkway.

I remain of the view that this would be an improvement on the DCO scheme and recommend that planning permission should be granted subject to conditions.

Recommendation

That planning permission and listed building consent be granted for the proposal in accordance with the conditions set out in the schedules included within appendix A and B or as amended to take account of agreements relating to the City's land and assets.

Site Location Plan



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ADDRESS:
 Blackfriars Bridge & Paul's Walk
 (Including worksite)

CASE No.
 15/00589/FULL
 15/00590/LBC

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



DEPARTMENT OF THE BUILT ENVIRONMENT

Blackfriars Bridge & Paul's Walk



Existing



Proposed

**15/00589/FULL &
15/00590/LBC**

Main Report

Introduction

1. On 31 July 2015 the Planning & Transportation Committee considered a report in respect of the Blackfriars Bridge and Paul's Walk replacement stair and new lift development which is attached in full.
2. The case was deferred as the Committee was of the view that further consideration of the design and size of the proposal was required to make the scheme acceptable.
3. The reasons for deferral were concerns about:
 1. Height of the lift shaft;
 2. Bulk of the lift shaft;
 3. Maintenance requirements and specification; and
 4. Waiting area at the top of the stairs.
4. The minutes record 'that planning permission be deferred for further work to be undertaken regarding the design and size of the proposal'.
5. Since that time a number of meetings have been held with the applicants. Compliance with the technical requirements for the lift means that it would not be possible to reduce the height or bulk of the lift or to alter the size and fundamental design approach. The applicants have sought to respond to members concerns in Appendix A.

Height of the lift shaft

6. Additional visuals have been provided to demonstrate the height of the lift shaft from a number of different views.
7. It is proposed that the lift structure will be approximately 10m tall from riverside walk level.
8. A cross-section of the lift shaft has been prepared to demonstrate that the lift structure would be no higher than what is required for the mechanics, lift car and the need for internal natural ventilation.
9. The height between the top landing and the top of the lift structure approved by the DCO would be 4.8m; the height of the proposed new lift structure is 4.58m.

Bulk of the lift shaft

10. The form is efficient in the amount of space it would occupy on Paul's walk as opposed to the consented lift under the DCO. This design allows for a more natural pedestrian flow along Paul's walk as it is set back towards the retaining highway wall, the design limits the impact on pedestrian movement. The round form eradicates hidden corners where anti-social behaviours might be shielded from public view.
11. This revised scheme would be less bulky than the consented lift and stair scheme under the DCO. The lift would be located approximately 6m away from Blackfriars Bridge to allow better views of the listed

structure and to open up the space and sightlines around the structure.

12. The fins around the lift shaft itself would allow air to circulate. As the lift would be south facing and glazed, it is proposed to clad the structure with vertical fins to provide shade and reduce the heat gain inside the shaft without the need for additional air-conditioning equipment in hot weather.
13. The stair and lift would give a more obvious and secure route between the bridge and the walkway.

Maintenance requirements and specification

14. A maintenance agreement would be secured through the property agreement with a commuted sum for the upkeep of the lift. The City Surveyor has indicated that the terms of the draft agreement are acceptable in principle.
15. The proposed lift and stair has a higher specification than that approved under the DCO and it has been designed to comply with the City's specification. It would accommodate more people within the lift car and would allow the occupants to enter and leave in a forward direction without turning or reversing.
16. The lift specification has been provided which the City Surveyor has reviewed and confirms that the parts and maintenance of this round lift would be standard and no different to that of a square lift.

Waiting area at the top of the stairs

17. The City's access officer and highways department have reviewed the plans and consider there is adequate width for waiting pedestrians and pushchairs.
18. The width of the staircase walkway is 2.1m from Bridge level to Riverside Walk level. In addition to this, the waiting area at the top of the lift would be 1.5m x 1.6m and in accordance with both Building Regulations and British Standards.
19. Due to the relatively short waiting time to travel one storey this space should be enough to cater for users under normal circumstances without causing congestion.
20. At Riverside Walk level, a clear width of 3.5m has been provided between the river wall parapet and the lift entrance.

Conclusion

21. The additional information sets out the reasons for the proposed design and how it compares to the approved scheme.
22. The space at the top of the stairs would accord with both Building Regulations and British Standards, the height of the lift is similar to that consented under the DCO, the fins surrounding the lift shaft provide for natural ventilation and the maintenance and upkeep would be the same as a standard square lift. The scheme is less bulky than

the consented lift and stair scheme under the DCO. The lift is located approximately 6m away from Blackfriars Bridge to allow better views of the listed structure than that approved under the DCO, have less impact on the river and to open up the space and sightlines around the structure.

23. The stair and lift would give a more obvious and secure route between the bridge and the walkway.
24. I remain of the view that this would be an improvement on the DCO scheme and recommend that planning permission and listed building consent be granted subject to conditions.

Background Papers:

Letter 26.08.15 Tideway

Report 15/00589/FULL presented to Planning and Transportation Committee on 31.07.15

Report 15/00590/LBC presented to Planning and Transportation Committee on 31.07.15

Applicants responses to Members comments and queries following Planning and Transportation Committee of 31.07.15

London Plan Policies See note

The London Plan is part of the development plan for the City. As such the London Plan is a material consideration to which the City of London Corporation must have regard in exercising its development control powers.

The London Plan policies which are most relevant to this application are set out below:

- Policy 5.12 Development proposals must comply with the flood risk assessment and management requirements set out in PPS25 and address flood resilient design and emergency planning; development adjacent to flood defences will be required to protect the integrity of existing flood defences and wherever possible be set back from those defences to allow their management, maintenance and upgrading to be undertaken in a sustainable and cost effective way.
- Policy 5.14 Water quality and wastewater infrastructure
- Policy 5.15 Water use and supplies
- Policy 6.10 development proposals should ensure high quality pedestrian environments and emphasis the quality of the pedestrian and street space.
- Policy 7.3 Creation of safe, secure and appropriately accessible environments.
- Policy 7.5 London's public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.
- Policy 7.8 Development should identify, value, conserve, restore, re-use and incorporate heritage assets, conserve the significance of heritage assets and their settings and make provision for the protection of archaeological resources, landscapes and significant memorials.
- Policy 7.24 Blue ribbon network providing a strategically important series of linked spaces.
- Policy 7.27 Development proposals should enhance recreational and leisure use of the Blue Ribbon Network and supporting infrastructure on and alongside to the river.
- Policy 7.29 Development proposals along the River Thames should be consistent with the published Thames Strategy.
- Policy 7.30 Development within or alongside London's docks should protect and promote the vitality, attractiveness and historical interest of London's remaining dock areas.

Relevant Local Plan Policies

CS9 Meet challenges of Thames/Riverside

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

CS10 Promote high quality environment

To promote a high standard and sustainable design of buildings, streets and spaces, having regard to their surroundings and the character of the City and creating an inclusive and attractive environment.

CS12 Conserve or enhance heritage assets

To conserve or enhance the significance of the City's heritage assets and their settings, and provide an attractive environment for the City's communities and visitors.

CS13 Protect/enhance significant views

To protect and enhance significant City and London views of important buildings, townscape and skylines, making a substantial contribution to protecting the overall heritage of the City's landmarks.

CS16 Improving transport and travel

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

CS18 Minimise flood risk

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

CS19 Improve open space and biodiversity

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

DM10.1 New development

To require all developments, including alterations and extensions to existing buildings, to be of a high standard of design and to avoid harm to the townscape and public realm, by ensuring that:

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;
- b) all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling;
- c) appropriate, high quality and durable materials are used;
- d) the design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm;
- e) development has attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets;
- f) the design of the roof is visually integrated into the overall design of the building when seen from both street level views and higher level viewpoints;
- g) plant and building services equipment are fully screened from view and integrated in to the design of the building. Installations that would adversely affect the character, appearance or amenities of the buildings or area will be resisted;
- h) servicing entrances are designed to minimise their effects on the appearance of the building and street scene and are fully integrated into the building's design;
- i) there is provision of appropriate hard and soft landscaping, including appropriate boundary treatments;
- j) the external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design;
- k) there is provision of amenity space, where appropriate;
- l) there is the highest standard of accessible and inclusive design.

DM10.4 Environmental enhancement

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

- a) the predominant use of the space, surrounding buildings and adjacent spaces;
- b) connections between spaces and the provision of pleasant walking routes;
- c) the use of natural materials, avoiding an excessive range and harmonising with the surroundings of the scheme and materials used throughout the City;

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

DM10.8 Access and inclusive design

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

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

DM12.1 Change affecting heritage assets

1. To sustain and enhance heritage assets, their settings and significance.
2. Development proposals, including proposals for telecommunications infrastructure, that have an effect upon heritage assets, including their settings, should be accompanied by supporting information to assess and evaluate the significance of heritage assets and the degree of impact caused by the development.
3. The loss of routes and spaces that contribute to the character and historic interest of the City will be resisted.
4. Development will be required to respect the significance, character, scale and amenities of surrounding heritage assets and spaces and their settings.

5. Proposals for sustainable development, including the incorporation of climate change adaptation measures, must be sensitive to heritage assets.

DM12.2 Development in conservation areas

1. Development in conservation areas will only be permitted if it preserves and enhances the character or appearance of the conservation area.
2. The loss of heritage assets that make a positive contribution to the character or appearance of a conservation area will be resisted.
3. Where permission is granted for the demolition of a building in a conservation area, conditions will be imposed preventing demolition commencing prior to the approval of detailed plans of any replacement building, and ensuring that the developer has secured the implementation of the construction of the replacement building.

DM12.3 Listed buildings

1. To resist the demolition of listed buildings.
2. To grant consent for the alteration or change of use of a listed building only where this would not detract from its special architectural or historic interest, character and significance or its setting.

DM12.4 Archaeology

1. To require planning applications which involve excavation or ground works on sites of archaeological potential to be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development.
2. To preserve, protect, safeguard and enhance archaeological monuments, remains and their settings in development, and to seek a public display and interpretation, where appropriate.
3. To require proper investigation and recording of archaeological remains as an integral part of a development programme, and publication and archiving of results to advance understanding.

DM15.6 Air quality

1. Developers will be required to consider the impact of their proposals on air quality and, where appropriate, provide an Air Quality Impact Assessment.

2. Development that would result in deterioration of the City's nitrogen dioxide or PM10 pollution levels will be resisted.
3. Major developments will be required to maximise credits for the pollution section of the BREEAM or Code for Sustainable Homes assessment relating to on-site emissions of oxides of nitrogen (NOx).
4. Developers will be encouraged to install non-combustion low and zero carbon energy technology. A detailed air quality impact assessment will be required for combustion based low and zero carbon technologies, such as CHP plant and biomass or biofuel boilers, and necessary mitigation must be approved by the City Corporation.
5. Construction and deconstruction and the transport of construction materials and waste must be carried out in such a way as to minimise air quality impacts.
6. Air intake points should be located away from existing and potential pollution sources (e.g. busy roads and combustion flues). All combustion flues should terminate above the roof height of the tallest building in the development in order to ensure maximum dispersion of pollutants.

DM15.7 Noise and light pollution

1. Developers will be required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces.
2. Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.
3. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development.
4. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.
5. Internal and external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance for nature conservation.

DM15.8 Contaminated land

Where development involves ground works or the creation of open spaces, developers will be expected to carry out a detailed site investigation to establish whether the site is contaminated and to determine the potential for pollution of the water environment or harm to human health and non-human receptors. Suitable mitigation must be identified to remediate any contaminated land and prevent potential adverse impacts of the development on human and non-human receptors, land or water quality.

DM16.2 Pedestrian movement

1. Pedestrian movement must be facilitated by provision of suitable pedestrian routes through and around new developments, by maintaining pedestrian routes at ground level, and the upper level walkway network around the Barbican and London Wall.
2. The loss of a pedestrian route will normally only be permitted where an alternative public pedestrian route of at least an equivalent standard is provided having regard to:
 - a) the extent to which the route provides for current and all reasonably foreseeable future demands placed upon it, including at peak periods;
 - b) the shortest practicable routes between relevant points.
3. Routes of historic importance should be safeguarded as part of the City's characteristic pattern of lanes, alleys and courts, including the route's historic alignment and width.
4. The replacement of a route over which pedestrians have rights, with one to which the public have access only with permission will not normally be acceptable.
5. Public access across private land will be encouraged where it enhances the connectivity, legibility and capacity of the City's street network. Spaces should be designed so that signage is not necessary and it is clear to the public that access is allowed.
6. The creation of new pedestrian rights of way will be encouraged where this would improve movement and contribute to the character of an area, taking into consideration pedestrian routes and movement in neighbouring areas and boroughs, where relevant.

DM16.8 River transport

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

DM18.1 Development in Flood Risk Area

1. Where development is proposed within the City Flood Risk Area evidence must be presented to demonstrate that:
 - a) the site is suitable for the intended use (see table 18.1), in accordance with Environment Agency and Lead Local Flood Authority advice;
 - b) the benefits of the development outweigh the flood risk to future occupants;
 - c) the development will be safe for occupants and visitors and will not compromise the safety of other premises or increase the risk of flooding elsewhere.
2. Development proposals, including change of use, must be accompanied by a site-specific flood risk assessment for:
 - a) all sites within the City Flood Risk Area as shown on the Policies Map; and
 - b) all major development elsewhere in the City.
3. Site specific flood risk assessments must address the risk of flooding from all sources and take account of the City of London Strategic Flood Risk Assessment. Necessary mitigation measures must be designed into and integrated with the development and may be required to provide protection from flooding for properties beyond the site boundaries, where feasible and viable.
4. Where development is within the City Flood Risk Area, the most vulnerable uses must be located in those parts of the development which are at least risk. Safe access and egress routes must be identified.
5. For minor development outside the City Flood Risk Area, an appropriate flood risk statement may be included in the Design and Access Statement.
6. Flood resistant and resilient designs which reduce the impact of flooding and enable efficient recovery and business continuity will be encouraged.

DM18.2 Sustainable drainage systems

1. The design of the surface water drainage system should be integrated into the design of proposed buildings or landscaping, where feasible and practical, and should follow the SuDS management train (Fig T) and London Plan drainage hierarchy.
2. SuDS designs must take account of the City's archaeological heritage, complex underground utilities, transport infrastructure and other underground structures, incorporating suitable SuDS elements for the City's high density urban situation.
3. SuDS should be designed, where possible, to maximise contributions to water resource efficiency, biodiversity enhancement and the provision of multifunctional open spaces.

DM18.3 Flood protection and climate

1. Development must protect the integrity and effectiveness of structures intended to minimise flood risk and, where appropriate, enhance their effectiveness.
2. Wherever practicable, development should contribute to an overall reduction in flood risk within and beyond the site boundaries, incorporating flood alleviation measures for the public realm, where feasible.

DM19.2 Biodiversity and urban greening

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

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

SCHEDULE

APPLICATION: 15/00589/FULL

Blackfriars Bridge & Paul's Walk London EC4V

Installation of replacement stair and new lift to the north east end of Blackfriars Bridge.

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 The authorised development shall be carried out in accordance with the Thames Tideway Tunnel River Transport Strategy for The Tideway Tunnel granted by development consent order 2014.
- 3 (1) The development shall be carried out in accordance with the Blackfriars Lift and Stairs Code of Construction Practice (BLS CoCP) (100-PP-QUA-00000-000007), unless otherwise agreed in writing by the local planning authority.
(2) Any plan, method statement or other document in respect of the development requiring approval of the local planning authority (or such other person as may be specified) further to the BLS CoCP shall be submitted to and approved by the local planning authority (or such other person as may be specified) in writing further to this condition and in accordance with the terms of the BLS CoCP.
REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 4 Site-specific remediation strategy
(1) No intrusive works shall be carried out for the installation of the lift and stairs, unless otherwise agreed in writing, until the following are submitted to and approved in writing by the local planning authority in consultation with the Environment Agency—
 - a. a preliminary risk assessment and site investigation scheme which identifies—
 - i. all previous uses
 - ii. potential contaminants associated with those uses
 - iii. a conceptual model of the site indicating sources, pathways and receptors
 - iv. a qualitative risk assessment of any potentially unacceptable risks arising from contamination at the site

v. a proposed site investigation scheme (based on the preliminary risk assessment) providing information for a detailed quantitative assessment of the risk to all receptors that may be affected, including those offsite.

b. a remediation strategy which includes—

i. the results of the site investigation

ii. a detailed quantitative risk assessment

iii. an options appraisal giving full details of the remediation measures required and how they shall be carried out

iv. a verification plan providing details of the data to be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for long-term monitoring of pollutant linkages, maintenance and arrangements for contingency action

v. a programme for the submission of elements detailed in (3) and (4) below.

(2) The authorised development shall be carried out in accordance with the approved details, unless otherwise agreed in writing by the local planning authority in consultation with the Environment Agency.

Verification report

(3) Prior to completion of the works, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the local planning authority in consultation with the Environment Agency. The report shall include results of sampling and monitoring carried out in accordance with the approved details to demonstrate that the site remediation criteria were met. It shall also include a plan for long-term monitoring of pollutant linkages, maintenance and arrangements for contingency action as identified in the verification plan. It shall also include details of any landscaping material imported as part of the scheme.

(4) The long-term monitoring and maintenance plan shall be implemented in accordance with the approved details, unless otherwise agreed in writing by the local planning authority in consultation with the

Environment Agency. Unexpected contamination

(5) If, in carrying out any works on this site, contamination not previously identified is found to be present, then unless otherwise agreed in writing by the local planning authority, no further development or works shall be carried out in the part of the site in which the contamination is identified until a remediation strategy is submitted to and approved in writing by the local planning authority in consultation with the Environment Agency. The authorised development shall be carried out in accordance with the approved details, unless otherwise approved in writing by the local planning authority.

REASON: To prevent pollution of the water environment in accordance with the following policy of the Local Plan: DM15.8.

- 5 Demolition of the existing stairs and construction of the foundations for the new lift and stairs shall not commence until a Construction Logistics Plan for these and the remaining phases of construction has been submitted to and approved in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved details.
REASON: To ensure that construction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1.
- 6 (1) No alterations shall be made to any existing access or any new access provided until details of the design, are submitted to and approved by the local highway authority. Any such works shall be completed prior to their use.
(2) The authorised development shall be carried out in accordance with the approved details, unless otherwise approved by the highway authority.
REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policies of the Local Plan: DM15.6, DM15.7 and DM21.3.
- 7 (1) Any part of an existing pipe subway, including and fixtures and fittings associated with the safe working of the pipe subway, removed, disassembled, or damaged in the course of the authorised project shall be reinstated in accordance with details submitted to and approved by the relevant planning authority.
(2) Where any pipe or wire located in an existing pipe subway is diverted during the construction of the works at this site it shall be reinstated in the pipe subway on completion of the works unless otherwise agreed with the relevant planning authority
(3) Any lighting, power supplied, pumps and discharge damaged or removed as a result of works to or demolition of a section of the subway must be relocated and reconfigured either side of the area of the work being carried out, to ensure their continued function and they must be reinstated on completion of these works in accordance with details submitted to and approved by the relevant planning authority.

(4) Works affecting the pipe subway or the access to it shall not commence until written details in respect of security, access arrangements (including closure of access points and pipe sections) and health and safety measures shall be submitted and approved by the relevant planning authority for approval in consultation in with the City of London Police and the Metropolitan Police.
(5) All works shall be carried out in compliance with the approved details unless otherwise agreed with the relevant planning authority in consultation with the City of London Police and Metropolitan Police.

(6) For the purpose of this requirement "pipe" and "wire" bear the same meaning as in paragraph (4) of Article 58 (Application of pipe subways legislation) of this order;

"existing pipe subway" means any subway belonging to the Mayor and Commonalty and Citizens of the City of London to which the London County Council (Subways) Act 1893 applies or any public service works vested in the said Mayor and Commonalty and Citizens in accordance with Part V of the City of London (various powers) Act 1900.

- 8 No groundworks or excavation on the foreshore or Paul's Walk for the lift and stairs structures shall take place before details of the foundation design and piling configuration which should avoid disturbance to the Roman Boat and other significant archaeological remains which are to remain in-situ have been submitted to and approved in writing by the Local Planning Authority. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policy of the Local Plan: DM12.4.

- 9 Excavation of the lift and stairs structures shall not take place until the developer has secured the implementation of a programme of archaeological work to be carried out in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. This shall include all on site work, including details of any temporary works which may have an impact on the archaeology of the site and all off site work such as the analysis, publication and archiving of the results. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority. The authorised development shall be carried out in accordance with the approved details by a suitably qualified person or body

REASON: In order to allow an opportunity for investigations to be made in an area where remains of archaeological interest are understood to exist in accordance with the following policy of the Local Plan: DM12.4.

- 10 No groundworks or excavation on the foreshore shall take place before details of the foundations and design of temporary works including the Jack Up barge which should avoid disturbance to the Roman Boat and other significant archaeological remains which are to remain in-situ have been submitted to and approved in writing by the Local Planning Authority. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.
- REASON: To ensure the preservation of archaeological remains in accordance with the following policy of the Local Plan: DM12.4.

- 11 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) particulars and samples of the materials to be used on all external faces of the lift and stair structure including external ground and upper level surface, handrails, balustrades and soffits;
 - (b) details of walkway surfaces including materials to be used
 - (c) details of the junction between the new stair structure and Blackfriars Bridge;
 - (d) details of all works of dismantlement, reinstatement works and works of making good to Blackfriars Bridge;
 - (e) Before any works herein are permitted, the structural feasibility of supporting the retained fabric shall be demonstrated by the submission to and approved by the Local Planning Authority of appropriate drawings and/or calculations and all development pursuant to this permission shall be carried out in accordance with the approved details;

(f) No part of the structure of Blackfriars Bridge shall be demolished or dismantled before a contract or series of contracts for the carrying out of substantial works of reinstatement have been made and planning permission has been granted for the works for which the contracts provide.

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM3.2, DM10.1, DM10.5, DM12.2.

- 12 (1) Construction of the landscaping works shall not commence until details of the landscaping works, which shall accord with the approved drawings, are submitted to and approved in writing by the local planning authority.
- (2) Unless otherwise agreed in writing by the local planning authority, the landscaping information shall comprise details of all hard and soft landscaping works, including:
- a. location, quantity, species, size and density of any proposed planting
 - b. cultivation, importation of materials and other operations to ensure plant establishment
 - c. monitoring and maintenance
 - d. proposed finished ground levels
 - e. hard-surfacing materials
 - f. minor structures such as furniture, refuse or other storage units, signs and lighting
 - g. retained historic landscape features and proposals for restoration, where relevant
 - h. a programme for implementation of all landscaping works
 - i. details of fencing/enclosures
 - j. areas of public access
 - k. details of existing trees to be retained

I. details of the surface water drainage system

(3) All hard and soft landscaping works shall be carried out in accordance with the approved details, not later than the end of the first planting season following completion of the development, unless otherwise approved in writing by the local planning authority.

(4) The approved landscaping works shall be carried out by suitably trained or qualified personnel to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards or other recognised codes of good practice.

Replacement trees and shrubs

(5) If, within a period of five years from the date of the planting of any tree or shrub, that tree or shrub (or any tree or shrub planted to replace it) is removed, uprooted, destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted in the same place, unless the local planning authority approves in writing any variation.

REASON: In the interests of visual amenity in accordance with the following policies of the Local Plan: DM10.1, DM19.2.

- 13 Unless otherwise agreed in writing with the Local Planning Authority, provision must be made within the development for City Walkways lift and stairs to be constructed in accordance with specifications to be submitted to and approved in writing by the Local Planning Authority prior to commencement of the construction of permanent structures permitted, such specifications to include the positions, widths, levels and finishes of the City Walkway.
REASON: To ensure that facilities are provided for the City Walkway in accordance with the following policy of the Local Plan: DM16.2.
- 14 All new works and finishes and works of making good to the retained fabric shall match the existing adjacent work with regard to the methods used and to materials, colour, texture and profile unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.
REASON: To ensure the protection of the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.
- 15 The works hereby approved are only those specifically indicated on the drawing(s) referred to in conditions to this consent.
REASON: In order to safeguard the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.

INFORMATIVES

1 During the construction phase of the development, the City of London Corporation encourages all owners/developers to commit to the principles outlined in the City of London Corporation's Local Procurement Charter, i.e.

- to identify opportunities for local small to medium sized businesses to bid/tender for the provision of goods and services;

- aim to achieve the procurement of goods and services, relating to the development, from small to medium sized businesses based in the City and the surrounding boroughs, towards a target of 10% of the total procurement spend;

- or where the procurement of goods and services is contracted out

- ensure the above two principles are met by inserting local procurement clauses in the tender documentation issued to contractors or subcontractors (further information can be found in our 'Guidance note for developers').

For additional details please refer to the City of London's 'Local Procurement Charter' and 'Local Procurement - Guidance Note for City Developers'. These documents can be found at

http://www.cityoflondon.gov.uk/Corporation/LGNL_Services/Environment_and_planning/Planning

Further guidance can be obtained by contacting the 'City Procurement Project' which provides free advice to City based businesses and City developers. They can signpost you to local supplier databases, give one to one advice and provide written guidance via the City of London Corporation's Local Purchasing Toolkit and other resources.

To access free support in procuring locally please call 020 7332 1532 or email city.procurement@cityoflondon.gov.uk

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

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

- a full pre application advice service has been offered;

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

- 3 This permission is granted having regard to planning considerations only and is without prejudice to the position of the City of London Corporation as ground landlords; and the work must not be instituted until the consent of the City of London Corporation as freeholders has been obtained by the Head Lessee.
- 4 This permission is granted having regard to planning considerations only and is without prejudice to the position of the City of London Corporation or Transport for London as Highway Authority; and work must not be commenced until the consent of the Highway Authority has been obtained.
- 5 Improvement or other works to the public highway shown on the submitted drawings require separate approval from the local highway authority and the planning permission hereby granted does not authorise these works.
- 6 Access for people with disabilities is a material consideration in the determination of planning applications. The City of London Corporation has published design standards giving advice on access for people with disabilities and setting out the minimum standards it expects to see adopted in the City buildings. These can be obtained from the City's Access Adviser, City Planning Officer and District Surveyor. Further advice on improving access for people with disabilities can be obtained from the City's Access Adviser. Your attention is drawn to the Disability Discrimination provisions of the Equality Act 2010 to ensure that disabled people are not significantly disadvantaged.

Service providers, etc., should make "reasonable adjustments" to facilitate access to their premises and the City asks all applicants for planning permission to ensure that physical barriers to access premises are minimised in any works carried out.

- 7 Where groundworks not shown on the approved drawings are to take place below the level of the existing structure (including works for underpinning, new lift pits, foundations, lowering of floor levels, new or replacement drainage, provision of services or similar) prior notification should be given in writing to the Department of the Built Environment in order to determine whether further consents are required and if the proposed works have archaeological implications.
- 8 The Department of the Built Environment (Highways and Streetworks Team) must be consulted on the following matters which require specific approval:
 - (a) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with

the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme.

(b) The provision of City Walkway drainage facilities and maintenance arrangements thereof.

9 The Markets and Consumer Protection Department (Environmental Health Team) must be consulted on the following matters:

(c) The control of noise and other potential nuisances arising from the demolition and construction works on this site and compliance with the Construction (Design and Management) Regulations 2007; the Environmental Health Team should be informed of the name and address of the project manager and/or main contractor as soon as they are appointed.

(d) Alterations to the drainage and sanitary arrangements.

(e) The requirements of the Health and Safety at Work etc Act 1974 and the other relevant statutory enactments (including the Offices, Shops and Railway Premises Act 1963); in particular:

- the identification, encapsulation and removal of asbestos in accordance with a planned programme;
- provision for window cleaning (internal and external) to be carried out safely.

(k) The control of noise from plant and equipment;

(l) Methods of odour control.

10 The Director of Markets and Consumer Protection (Environmental Health Team) advises that:

Noise and Dust

(c)
Failure to notify the Markets and Consumer Protection Department of the start of the works or to provide the working documents will result in the service of a notice under section 60 of the Control of Pollution Act 1974 (which will dictate the permitted hours of work including noisy operations) and under Section 80 of the Environmental Protection Act 1990 relating to the control of dust and other air borne particles. The restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.

11 The Directorate of the Built Environment should be consulted on:

(a) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window cill, rainwater pipe, oil fuel inlet pipe or box, carriageway entrance, or any other projection beneath, over or into any public way (including any cleaning equipment overhanging any public footway or carriageway). You are advised that highway projection licenses do not authorise the licensee to trespass on someone else's land. In the case of projections extending above, into or below land not owned by the developer permission will also be required from the land owner. The City Surveyor must be consulted if the City of London Corporation is the land owner. In such cases please also contact the Corporate Property Officer, City Surveyor's Department.

(b) Underground construction works within the vicinity of St. Paul's Cathedral as defined by the St. Paul's Cathedral Preservation Act 1935.

12 A licence is required from the Department for Environment, Food & Rural Affairs under the Food and Environment Protection Act, 1985 for the deposit of materials for the purposes of waste disposal or marine construction within the River Thames tidal waters. You should contact DEFRA, Nobel House, 17 Smith Street, London SW1P 3JR (020 7238 6000) to discuss the requirements for a licence.

13 The grant of approval under the Town and Country Planning Acts does not overcome the need to also obtain any licences and consents which may be required by other legislation. The following list is not exhaustive:

(g) Works affecting Transport for London operational land and structures:

Borough Integration and Partnerships
Transport for London
Windsor House
42-50 Victoria Street
London, SW1H 0TL

(h) Works affecting a GLA road:

Borough Integration and Partnerships
Transport for London
Windsor House
42-50 Victoria Street
London, SW1H 0TL

(k) Works affecting railway operational land and structures:

Planning Surveyor
Railtrack
355 Euston Road
London NW1 3AG

(l) Works affecting the River Thames:

Planning Manager
Port of London Authority
Devon House
58-60 St. Katharine's Way
London E1 9LB

(m) Works affecting water supplies, land drainage and flood defences:

Environment Agency,
North London Planning Liaison Team
9th floor, Eastbury House
30-34 Albert Embankment
London, SE1 7TL

- 14 You are advised to discuss the location of the proposed tree(s) with the City Planning Officer who will advise in respect to any potential archaeological remains.
- 15 If at any time ground works or excavations are to take place below existing ground levels for works related to the existing tree(s) or any new tree(s), you are requested to contact the City Planning Officer to establish whether the site has archaeological potential.
- 16 The developer is advised to contact the Director of Open Spaces prior to works commencing regarding the protection of nearby trees during works (Contact Martin Rodman, Client Services Manager on 020 7247 8548).
- 17 The Water Resources Act 1991 and the Thames Region Flood Defence Byelaws 1994 require formal consent to be obtained from the Environment Agency for certain works in, over, under or adjacent to main rivers including: the erection or construction of any post, fence, building or structure within 16 meters of any sea wall; any pipe, telephone wire or electrical main or cable that is within 8 meters from the top edge of the batter enclosing the river; and the removal of turf forming part of the flood protection works or any change to the drainage into the flood protection works or the river.

Appendix A

Applicants responses to Members comments and queries following Planning and Transportation Committee of 31.07.15

31 July 2015 Planning and Transportation Committee - Blackfriars lift and stairs - 15/00589/FULL and 15/00590/LBC
Member comments and queries

Ref	Query/Comment Raised	Response
1	Why has the design now changed from the DCO lift and stairs	<p>The principle of the development is already established. TWUL is seeking approval for an improved design and layout for the new stairs and lift, to that already consented in the development consent order (DCO).</p> <p>The lapsing of application 05/00153/FUL for the redevelopment of Bridge House (which incorporated stairs similar to that proposed in the DCO) presented an opportunity to propose a better design that improves the setting of the listed bridge, and maximises space on the Thames Path / Paul's Walk beneath.</p> <p>Through detailed design development, and further discussions with the City of London (CoL) and Historic England, this alternative design has emerged, which is considered to be a significant improvement over the existing stairs and DCO design.</p> <p>The proposed development will provide improved access from the road bridge to the riverside walk, a shorter step-free route from Blackfriars Station to the relocated Blackfriars Millennium Pier, and an improved area of public realm on the Thames Path between Blackfriars road and rail bridges.</p>

2	<p>Would there be adequate space on the lift landing (for wheelchairs and pushchairs) to prevent congestion whilst waiting for the lift.</p>	<p>The clear space that should be provided in front of a lift is 1500mm by 1500mm in accordance with both Building Regulations and British Standards.</p> <p>The top landing for the lift has been designed to accommodate 1600mm by 1500mm, avoiding congestion and allowing the stairs to be used at the same time.</p> <p>Due to the relatively short waiting time to travel one storey this is enough to cater for users under normal circumstances.</p> <p>A clear width of 3.5m has been allowed between the river wall parapet and the lift entrance.</p>
3	<p>Provide justification for the height of the lift</p>	<p>It is proposed that the lift will be approximately 10m tall from ground level. The design has been through an iterative process of design review with CoL officers and Historic England.</p> <p>The height of the lift is determined by the need for internal natural ventilation and follows the following design considerations from the top landing to the top of the shaft:</p> <ol style="list-style-type: none"> 1. The height of the lift cabin at top landing level including equipment area; 2. The height of the mechanical vents required to support the natural ventilation design; 3. The need for a heat buffer between the cabin equipment in the ceiling and the mechanical vents i.e. 600mm; <p>The height between the top landing and the top of the lift in the DCO application was 4.8m, the height of the new lift is 4.58m and therefore less high than the indicative DCO option.</p>

4	Provide justification for the fins	<p>Arup produced a study to compare the impact of solar shading fins on solar gains. Calculations were performed using a combination of excel and IES VE software. The study identifies the solar gains incurred in the lift shaft and observes a significant reduction in gains due to the incorporation of solar shading fins. This will have a significant effect on the temperature in the lift car. The study demonstrated that by not incorporating the solar fins into the lift shaft design the risk of overheating in the lift shaft / lift car is greatly increased, with the external temperatures for the area being over 23°C for 17% of the summer's daylight hours. Arup therefore recommended that the solar fins are incorporated into the design, not only to reduce the solar gains into the lift shaft but to also improve occupant comfort and reduce the potential for health risks.</p> <p>Arup also recommended that emergency extract fans are incorporated into the lift car to ensure passenger safety. The fan should be connected to the mains power supply with a battery back-up for operation during a power out scenario.</p> <p>The ventilation louvers can be designed to provide sufficient ventilation to avoid the incorporation of a fan in the lift shaft if solar fins are incorporated into the design.</p> <p>The fins proposed have been reviewed at length with the CoL Planning, Engineering and Environmental Enhancement teams and developed in consultation with them.</p>
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5	Explain the design	<p>The design development of the lift has been through an iterative process of design development with City of London officers and Historic England.</p> <p>We have taken the opportunity to provide a distinct architectural feature. The new lift would be a bespoke round design, complement the listed bridge rather than competing or seeking to replicate its intricacy. Its circular form was inspired by the form of the surviving piers of the former West Blackfriars and St Paul's Rail Bridge (London, Dover and Chatham Railway), which are adjacent to Blackfriars Rail Bridge. The circular form is efficient in the amount of space it occupies on the Thames Path and therefore being in the best interest for pedestrian movement, and the lack of corners eradicates hidden corners where anti-social behaviour might be shielded from public view. To this end, the bespoke lift car and shaft would also be fully glazed to minimize its visual bulk and allow clear sightlines through the structure, particularly at Pauls Walk level.</p>
6	Lift maintenance and parts	<p>The lift mechanism specifications are generic. A list of critical spares will be proposed and reviewed with CoL and provided by the supplier.</p>

7	Removal of the existing landscape, installed by Thameslink.	<p>It will be required to remove all of the existing landscaping on the City Walkway between Blackfriars Road Bridge and west of Blackfriars Rail Bridge up to White Lion Hill to enable construction access whilst maintaining the width of the pedestrian access on the Riverside Walk.</p> <p>Part of the existing landscaping in this area will need to be removed to facilitate the construction and operation of the new Pier. The proposals in this planning application present an opportunity to develop a consolidated scheme of improved landscaping for this stretch of Paul's Walk.</p> <p>The replacement landscape will be developed with CoL - including the art installation CoL proposed beneath Blackfriars Rail Bridge - and secured by a planning condition.</p> <p>It is planned to find suitable opportunity to re-use the birch trees and the project are working with the CoL Environmental Enhancement team to enable this.</p>
8	The City of London School and noise sensitive activities.	<p>The project team has met the City of London School several times and continues to liaise with them to minimise the impact of all the TTT works to teaching and exams.</p> <p>Noise monitors are in place to ensure noise is within agreed trigger levels.</p>

Appendix B

Report 15/00589/FULL presented to Planning and Transportation Committee
on 31.07.15

Report 15/00590/LBC presented to Planning and Transportation Committee
on 31.07.15

Committee:	Date:
Planning and Transportation	31 July 2015
Subject: Blackfriars Bridge & Paul's Walk London EC4V Installation of replacement stair and new lift to the north east end of Blackfriars Bridge.	Public
Ward: Castle Baynard	For Decision
Registered No: 15/00589/FULL	Registered on: 2 June 2015
Conservation Area: Whitefriars	Listed Building: Grade II

Summary

The proposed development relates to the Thames Tideway Tunnel project (the project), granted development consent on 12 September 2014. The Development Consent Order (DCO) came into force on 24 September 2014.

The principle of the development is established. Thames Water Utilities Ltd. (TWUL) is seeking approval for an improved design and layout for the new stairs and lift. The lift and stairs are classed as "associated development" within Work No. 17b, Schedule 1 of the DCO i.e. not part of the nationally Significant Infrastructure (NSIP) works.

The DCO required that the lift and stairs are available for use by the public prior to the temporary closure of the Riverside Walkway beneath Blackfriars Bridge to enable the construction of the interception of the Main Fleet Combined Sewer Overflow (CSO) for the Thames Tideway Tunnel.

The new lift and stairs differ in a number of ways from those envisaged by the DCO provide a much improved arrangement.

As this alternative design would extend beyond the consented parameters and principles in the DCO, TWUL is seeking approval for the improved design through these applications for planning permission and listed building consent.

The proposed permanent works comprise a circular glazed lift structure, a new elevated walkway and stairs, and remodelled landscape.

The lift and stairs provide improved access from the road bridge to the riverside walk, a shorter step-free route from Blackfriars Station to the relocated Blackfriars Millennium Pier, and an improved area of public realm on the Thames Path between Blackfriars road and rail bridges.

The proposed lift and stairs would be an improvement on that permitted by the DCO whilst providing a more sympathetic relationship with Blackfriars Bridge

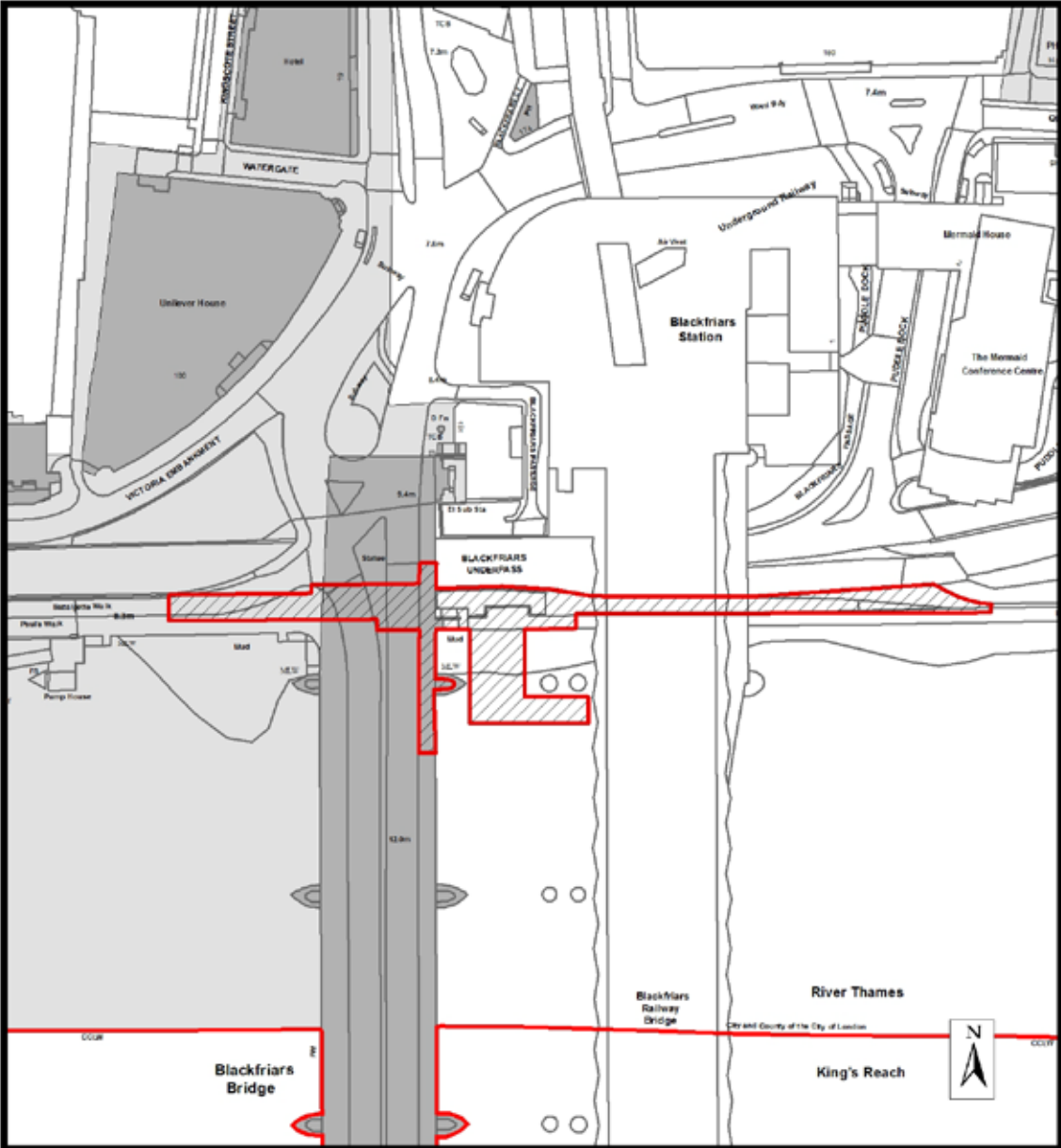
and would provide a clearly discernable accessible link between the Riverside Walk and the footway on Blackfriars Bridge.

The proposal complies with the Development Plan and the application is recommended subject to the proposed conditions.

Recommendation

That planning permission be granted for the proposal in accordance with the conditions set out in the attached schedule or as amended to take account of agreements relating to the City's land and assets.

Site Location Plan



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ADDRESS:
 Blackfriars Bridge & Paul's Walk
 (Including worksite)

CASE No.
 15/00589/FULL
 15/00590/LBC

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



DEPARTMENT OF THE BUILT ENVIRONMENT

Blackfriars Bridge & Paul's Walk



Existing



Proposed

**15/00589/FULL &
15/00590/LBC**

Main Report

Background:

1. The proposed development relates to the Thames Tideway Tunnel project (the project), granted development consent on 12 September 2014. The DCO came into force on 24 September 2014.
2. The principle of the development is established. TWUL is seeking approval for an improved design and layout for the new stairs and lift. The lift and stairs are classed as “associated development” within Work No. 17b, Schedule 1 of the DCO i.e. not part of the nationally Significant Infrastructure (NSIP) works.
3. The design envisaged by the DCO would have utilised the existing break in the parapet of Blackfriars Bridge, with a landing structure bridging over Paul’s Walk. From the bridge structure, a set of stairs would cantilever out over the river before turning and landing on Paul’s Walk and a lift would provide step free access to the northern part of Paul’s Walk. There would be some associated works to the river wall and flood defences.
4. The DCO gives TWUL powers to construct a new permanent lift and replacement stairs. Through detailed design development an alternative scheme has emerged. As this design extends beyond the consented parameters and principles in the DCO, TWUL is seeking approval for the improved design through these applications for planning permission and listed building consent.
5. This report covers both applications for planning permission and listed building consent subject to separate schedules of conditions.

Site:

6. The site on the north side of the River Thames extends some 40m to the west and 150m to the east of Blackfriars Road Bridge (Blackfriars Bridge), including an area beneath and on the bridge. The site area is 0.28 ha. Works are required both on Blackfriars Bridge and the riverside walk below.
7. From west to east the site includes an area of undercroft beneath Blackfriars Bridge and the westbound down ramp at Victoria Embankment. The undercroft area is hoarded to prevent anti-social behaviour and is inaccessible to the public. The site includes an area of pedestrian footway on the eastern side of Blackfriars Bridge and the existing eastern stairs connecting Blackfriars Bridge to the riverside walkway (known as Paul’s Walk) beneath.
8. To the east of Blackfriars Bridge, the site comprises an area of Paul’s Walk, associated landscaping, a substation, a kiosk on a plinth and one CCTV column. The site continues to the east, occupying the northern section of Paul’s Walk, beneath Blackfriars Rail Bridge to White Lion Hill. The red line boundary for the development extends into the river as a jack up barge and floating pontoon would be required for construction purposes. The site is bordered to the north by the retaining wall to the

Blackfriars Underpass. Bridge House, an office building, and Blackfriars Station are within close proximity.

9. The Grade II listed pillars of the former St Paul's railway bridge are located close by within the river. Blackfriars Road Bridge is Grade II listed.

Proposal:

10. Planning permission is sought for the removal of the existing stairs on the north east side of Blackfriars Bridge, the provision of new stairs, a lift, and associated landscaping, in connection with the Thames Tideway Tunnel project. The scheme includes works to the listed bridge and associated construction activities, including provision of a temporary construction access from White Lion Hill and the use of the undercroft beneath Blackfriars Bridge for construction offices, welfare and storage.
11. The new lift and stairs permitted under the DCO would not be progressed were this permission to be granted. In this revised scheme the stairs would extend along the back of Paul's Walk / Thames Path rather than wrapping around the new lift. The lift itself would be a distinct architectural feature and all structures would be located along the northern edge of Paul's Walk.
12. Listed building consent is required for the demolition of the 1960s stairs which are an integral part of the bridge structure. Consent is also required for the new stairs and lift, which could require works to the parapet of the listed bridge including the removal of a section of the existing parapet and repair works to the section affected by the demolition of the existing stairs.

Consultation:

13. The views of other City of London departments have been taken into account in considering the proposed development. Some detailed matters remain to be dealt with through conditions and separate property and development agreements.
14. The application has been publicised on site and in the press. The residents of Southwark opposite the site have been consulted and no objections were received.
15. Historic England, Port of London Authority and TfL raise no objection.
16. Network rail raises no objection but strongly recommends the developer agrees an Asset Protection Agreement with them to enable approval of detailed works.

Policies:

17. The development plan consists of the London Plan, and the City of London Local Plan. The London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix A of this report.

18. There is relevant City of London and GLA supplementary planning guidance in respect of Sustainable Design and Construction.
19. Government Guidance is contained in the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (PPG). Chapter 12 of the NPPF sets out key policy considerations for applications relating to designated and non-designated heritage assets. Other relevant guidance is provided by English Heritage including the documents Conservation Principles, and The Setting of Heritage Assets. Building in Context (EH/CABE) and the PPS5 Practice Guide in respect of the setting of heritage assets.

Considerations:

20. The Corporation, in determining the planning application has the following main statutory duties to perform:
 - To have regard to the provisions of the development plan, so far as material to the application and to any other material considerations (Section 70 Town & Country Planning Act 1990);
 - To determine the application in accordance with the development plan unless other material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004);
 - For development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990) and;
 - For development within or adjoining a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area and its setting (S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).
21. Paragraph 131 of the NPPF advises, “In determining planning applications, local planning authorities should take account of:
 - the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - the desirability of new development making a positive contribution to local character and distinctiveness.”
22. The NPPF states at paragraph 14 that “at the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking For decision-taking this means: approving development proposals that accord with the development plan without delay...” It further states at Paragraph 2 that:
 - “Planning Law requires that applications for planning permission must

be determined in accordance with the development plan unless material considerations indicate otherwise”.

23. It states at paragraph 7 that sustainable development has an economic, social and environmental role.
24. In considering the planning application before you, account has to be taken of the statutory and policy framework, the documentation accompanying the application, and views of both statutory and non-statutory consultees.
25. The principal issues in considering this planning application are:
 - The extent to which the proposals comply with Government policy advice (NPPF).
 - The extent to which the proposals comply with the relevant policies of the London Plan and the Local Plan.
 - The impact of the proposal on the significance of designated and non-designated heritage assets as well as the setting of listed buildings and structures surrounding the site. This includes consideration as to the impact of the proposal on Blackfriars Bridge.
 - Impact on nearby buildings, walkways and spaces.
 - The extent to which the proposals are consistent with the Thames Tideway Tunnel Development consent Order (TTT).
26. The principal issues in considering the listed building consent are:
 - Whether the new lift and stair and the creation of a new opening to the Blackfriars Bridge balustrade would preserve the listed bridge, its settings or any features of special architectural or historic interest which it possesses.
 - Whether the replacement balustrade in the existing opening is acceptable.

The Need for the Proposal:

27. The interception of the Main Fleet CSO requires a temporary construction site at Blackfriars Bridge Foreshore. This requires the relocation of existing structures, including the Blackfriars Millennium Pier from the west side to the east side of Blackfriars Bridge.
28. TWUL has committed, at the request of the City to maintain direct step free access by providing a new permanent lift and replacement stairs linking Blackfriars Bridge to Paul's Walk below, to the east of the bridge as set out in the DCO.
29. The DCO requires that the new lift and replacement stairs are operational and available for use by members of the public before the Thames Path and the stairs on the western side of Blackfriars Bridge are stopped up. This alternative design extends beyond the consented parameters and principles in the DCO and therefore cannot be constructed using DCO powers.

Design:

30. The scheme provides improved access from the road bridge to the riverside walk, a shorter step-free route from Blackfriars Station to the relocated Blackfriars Millennium Pier, and an improved area of public realm on the Thames Path between Blackfriars road and rail bridges.
31. The lift shaft would be the most distinctive element of the proposals. Its cylindrical design approximately 3m in diameter and 10m in height is inspired by the form of the near-by piers of the former St Paul's Rail Bridge. The shaft would be constructed with clear glass panels to reduce its visual weight. Grey perforated metal fins mounted on the outside of the glass would reduce heat gain inside the lift and negate the need for air conditioning plant. The circular platform of the lift would take up less space on the footway than would a conventional square shaft and would eradicate corners where anti-social behaviour could be hidden from view.
32. The new staircase 2.1m wide is designed as a run of two flights of stairs separated by an intermediate landing, the full length aligned parallel to the riverside walkway. The steps would be faced with York-stone paving to match the character of the local townscape and would incorporate a contrasting nosing. A robust vertical stainless steel balustrade would maximise the visibility of users of the steps and two 50mm diameter stainless steel handrails with a brushed finish would incorporate lighting units to illuminate both sides of the steps. At the top of the steps a short length of upper level walkway would join the stairs and lift to the Blackfriars Bridge pavement through a new opening in the bridge balustrade. The stair support columns are slender and discrete to allow for minimal obstruction of the City Walkway and to reduce opportunities for crime or antisocial behaviour.
33. A plant room to service the lift is located underneath the stairs, faced in a granite cladding to closely match the tones of the existing landscaping scheme along St Paul's Walk. The existing City Police CCTV column would be replaced with a new column relocated between the new stairs and the underpass retaining wall.
34. The proposals require significant works to the Grade II listed Blackfriars Bridge. The existing 1960s concrete stair access to the deck of the bridge would be demolished. A new opening in the bridge balustrade would be required approximately 6m to the north and the existing gap for the current stairs would need to be closed and the parapet restored. The new opening would be created by removing a short section of the decorative balustrade. Archive research of original and historic drawings and visual inspection have confirmed that this parapet is an assembly comprising a number of cast or wrought iron sections that include the hand rail, gothic balustrade, base section, and cornice plate with decorative brackets/modillions. These separate iron elements do not align vertically and it is not possible to create a vertical sided opening without cutting through the various iron sections. It is proposed to therefore cut and remove the minimum length of parapet required to

access the new stair. This follows the approach adopted for the construction of the existing stair in the 1960s. The granite piers flanking the existing opening would be reutilised for the new opening in the bridge balustrade. To close and repair the existing opening it is proposed to re-use the elements taken from the new opening depending on the condition of existing or to employ replica castings.

35. The proposals are an improvement over the existing steps and the approved Development Consent Order proposals. The new, straight, alignment of the stairs would be visually less intrusive at the riverside walkway level than the existing stairs and would have a more sympathetic relationship with the listed Blackfriars Bridge. The new lift shaft would form a visually distinctive new element on this stretch of the riverside walkway and would highlight the presence of a means of ascending up to the bridge from the level of the riverside walkway.
36. Careful consideration has been given to the relationship of the stairs to the Grade II listed Blackfriars Bridge and it is not considered that the significance of the bridge would be diminished by the implementation of the proposals. The existing appearance of the opening from Blackfriars Bridge footway onto the steps would be replicated a short distance to the north of its current position. Although there are a number of other listed buildings or structures in the vicinity of Blackfriars bridgehead, they are too distant for the proposals to have any impact upon them. None of the views identified in the Mayor of London's London View Management Framework would be impacted by the proposals.

Access:

37. The proposed development will provide improved access from the road bridge to the riverside walk, a shorter step-free route from Blackfriars Station to the relocated Blackfriars Millennium Pier and an improved area of public realm on the Thames Path between Blackfriars road and rail bridges.
38. These works are being undertaken before the main Thames Tideway Tunnel works to ensure the lift and new stairs are in place, before the Thames Path and Blackfriars Bridge (western) stairs are stopped up (DCO Schedule 3 Requirements BLABF9).
39. The operational requirements for the lift and stairs have been discussed with the City Access Officer, who has had input on all aspects of the design to ensure adequate access and equalities provisions.
40. The Lift would be built to the City's specification and the new lift would have a circular 13 person lift car with an internal diameter of approximately 1.8m. The lift doors will be 1.1m wide. The car is a "through car" reducing the need for wheelchairs, mobility scooter or prams to reverse out of the lift.
41. Maintenance access for the lift would be at Paul's Walk level with the plant rooms located below the bottom flight of stairs.

42. The lift would be connected to the new stairs at bridge level by a landing, which would have an opaque glazed treatment. The landing would be 1.6m wide x 1.66m long.
43. The lift has been designed to meet City specifications and would have the benefit of manufacturers' warranties.
44. Corduroy paving will be provided at the top and bottom of the stairs.
45. TWUL would take responsibility for the lift and stairs for the first five years, after that The City would take responsibility for and maintain the proposed new lift and stairs. This would be subject to separate agreements. Thames Tideway Tunnel is in discussion and will agree with the City an appropriate commuted sum for this purpose which will be secured through the property agreement.
46. During construction of the lift and stairs, pedestrian access on the Thames Path / Paul's Walk would be maintained at all times, utilising a crash deck over for the majority of the works. It will be necessary for short periods to stop pedestrians, using gates, and construction personnel would manage the process (when lifting in large material for example).
47. To ensure access during construction, it is proposed that the line of the existing metallic hoarding beneath the bridge be amended to divert pedestrians whilst the existing stairs are being dismantled.
48. To facilitate a single lane closure would be required at regular intervals on both Blackfriars Bridge and White Lion Hill and the eastern footpath of Blackfriars Bridge would need to be closed and a diversion put in place.

Landscaping:

49. The existing landscape at this site consists of angular raised grassed planters and benches between Blackfriars Road and Rail Bridge. The planters are finished in stone, with anti-skate studs. The planters are predominantly grassed, with some access covers and lighting. There are eleven silver birch trees, including three on a second tier planter. The landscape was completed in 2013/14, replacing a 1960s design.
50. The works require the removal of the existing landscape for the proposed works and construction access to accord with the Riverside Walk Enhancement Strategy. The final landscaping scheme would be developed by TWUL and implemented pursuant to a planning condition or other agreement in consultation with the Director of Open Spaces and the Environmental Enhancement Team.
51. The landscaping proposals submitted are illustrative and not for approval.

Construction:

52. The constrained nature of the site presents a challenge in respect of construction logistics and methodology. A construction strategy has

been developed through early involvement of the contractor, extensive reviewing and testing of alternatives and pre-application discussions with officers, Transport for London (TfL), Port of London Authority (PLA), Environment Agency (EA) and other key stakeholders. TWUL are in consultation with the City's highway's officers and TfL in respect of the effect of these works on the construction of the Cycle Super Highway.

53. The strategy is to access and service the site from Blackfriars Bridge, White Lion Hill and from the River Thames. It is proposed to use a jack up barge with a tracked trawler crane in the river between Blackfriars Road and Rail Bridges, with deliveries anticipated by river and also possibly by a mobile crane from Blackfriars Bridge if required. Additional construction access to the site will be provided from White Lion Hill.
54. During the early stages of construction it is envisaged that the majority of materials required would be transported by river utilising the area of hard-standing at the bottom of White Lion Hill to provide land-based access for deliveries and removals of materials and small plant. This use of this hard-standing will minimise the number of road closures required on White Lion Hill.
55. It is anticipated that in a worst case scenario there would be a maximum of 21 construction vehicles (equating to 42 movements) for the peak phases of construction.
56. The TWUL have been in regular consultation with the City of London School to ensure that any noisy operations would not interfere with any noise sensitive school activities.

Archaeology:

57. The site is in an area of significant archaeological potential where remains from all periods are likely to survive. There is high potential for the survival of Roman and post medieval remains. The scouring action of the river and past human activity will have had an effect on the degree and extent of archaeological survival. Remains of the prow of a first century Roman ship is understood to be preserved in situ beneath the foreshore in the vicinity of the site. Part of this ship was recovered from the then foreshore in the 1960's.
58. The applicants propose to avoid risk of damage to the ship by designing a foundation that avoids disturbance and limits intrusions that might alter in situ preservation. Further information regarding ground conditions and the location of the boat will be collated to inform the detailed foundation design.
59. Conditions are recommended to cover a programme of archaeological work and foundation design.

Conditions and Agreements:

60. The conditions attached to the planning permission and the listed building consent are drafted to include the provisions within the requirements attached to the DCO. I request that I be authorised to

amend and re-draft conditions as necessary in order to take account of agreements relating to City land and assets.

Conclusions:

61. The proposed lift and stairs would provide enhanced access safeguarding the listed status of the structures whilst providing a more sympathetic relationship with Blackfriars Bridge and would provide a clearly discernable accessible link between the riverside walk and the footway on Blackfriars Bridge.
62. It is considered that the proposal complies with the Development Plan and that the planning application should be approved subject to the recommended conditions, and one that preserves and enhances the listed building.

Listed Building Consent

63. Listed building consent is required for the works to Blackfriars Bridge.
64. On balance the proposal would not result in substantial harm to the special architectural or historic importance of Blackfriars Bridge and it is recommended that listed building consent is granted.

Background Papers:

Email 29.06.15 TfL Planning
Memo 26.06.15 Department of Markets and Consumer Protection
Letter 22.06.15 Port of London Authority
Letter 23.06.15 Access Advisor, City of London
Letter 10.06.15 Historic England
Email 22.06.15 Network Rail
Letter 28.06.15 City of London Conservation Area Advisory Committee
Planning Statement
Design and Access Statement
Transport Statement
Environment Report
Heritage Statement
Draft Blackfriars Lift and Stairs Code of Construction practice
The Thames Water Utilities Limited (Thames Tideway Tunnel)
Order (s1:2014/2384) as amended by the Thames Water Utilities Limited
(Thames Tideway Tunnel) (Correction)
Order (s1:2015/723) and Notice of Variation No1 to the Deemed marine
Licence.

Appendix A

London Plan Policies See note

The London Plan is part of the development plan for the City. As such the London Plan is a material consideration to which the City of London Corporation must have regard in exercising its development control powers.

The London Plan policies which are most relevant to this application are set out below:

- Policy 5.12 Development proposals must comply with the flood risk assessment and management requirements set out in PPS25 and address flood resilient design and emergency planning; development adjacent to flood defences will be required to protect the integrity of existing flood defences and wherever possible be set back from those defences to allow their management, maintenance and upgrading to be undertaken in a sustainable and cost effective way.
- Policy 5.14 Water quality and wastewater infrastructure
- Policy 5.15 Water use and supplies
- Policy 6.10 development proposals should ensure high quality pedestrian environments and emphasis the quality of the pedestrian and street space.
- Policy 7.3 Creation of safe, secure and appropriately accessible environments.
- Policy 7.5 London's public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.
- Policy 7.8 Development should identify, value, conserve, restore, re-use and incorporate heritage assets, conserve the significance of heritage assets and their settings and make provision for the protection of archaeological resources, landscapes and significant memorials.
- Policy 7.24 Blue ribbon network providing a strategically important series of linked spaces.
- Policy 7.27 Development proposals should enhance recreational and leisure use of the Blue Ribbon Network and supporting infrastructure on and alongside to the river.
- Policy 7.29 Development proposals along the River Thames should be consistent with the published Thames Strategy.
- Policy 7.30 Development within or alongside London's docks should protect and promote the vitality, attractiveness and historical interest of London's remaining dock areas.

Relevant Local Plan Policies

CS9 Meet challenges of Thames/Riverside

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

CS10 Promote high quality environment

To promote a high standard and sustainable design of buildings, streets and spaces, having regard to their surroundings and the character of the City and creating an inclusive and attractive environment.

CS12 Conserve or enhance heritage assets

To conserve or enhance the significance of the City's heritage assets and their settings, and provide an attractive environment for the City's communities and visitors.

CS13 Protect/enhance significant views

To protect and enhance significant City and London views of important buildings, townscape and skylines, making a substantial contribution to protecting the overall heritage of the City's landmarks.

CS16 Improving transport and travel

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

CS18 Minimise flood risk

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

CS19 Improve open space and biodiversity

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

DM10.1 New development

To require all developments, including alterations and extensions to existing buildings, to be of a high standard of design and to avoid harm to the townscape and public realm, by ensuring that:

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;
- b) all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling;
- c) appropriate, high quality and durable materials are used;
- d) the design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm;
- e) development has attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets;
- f) the design of the roof is visually integrated into the overall design of the building when seen from both street level views and higher level viewpoints;
- g) plant and building services equipment are fully screened from view and integrated in to the design of the building. Installations that would adversely affect the character, appearance or amenities of the buildings or area will be resisted;
- h) servicing entrances are designed to minimise their effects on the appearance of the building and street scene and are fully integrated into the building's design;
- i) there is provision of appropriate hard and soft landscaping, including appropriate boundary treatments;
- j) the external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design;
- k) there is provision of amenity space, where appropriate;
- l) there is the highest standard of accessible and inclusive design.

DM10.4 Environmental enhancement

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

- a) the predominant use of the space, surrounding buildings and adjacent spaces;
- b) connections between spaces and the provision of pleasant walking routes;

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

DM10.8 Access and inclusive design

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

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

DM12.1 Change affecting heritage assets

1. To sustain and enhance heritage assets, their settings and significance.
2. Development proposals, including proposals for telecommunications infrastructure, that have an effect upon heritage assets, including their settings, should be accompanied by supporting information to assess and evaluate the significance of heritage assets and the degree of impact caused by the development.
3. The loss of routes and spaces that contribute to the character and historic interest of the City will be resisted.

4. Development will be required to respect the significance, character, scale and amenities of surrounding heritage assets and spaces and their settings.
5. Proposals for sustainable development, including the incorporation of climate change adaptation measures, must be sensitive to heritage assets.

DM12.2 Development in conservation areas

1. Development in conservation areas will only be permitted if it preserves and enhances the character or appearance of the conservation area.
2. The loss of heritage assets that make a positive contribution to the character or appearance of a conservation area will be resisted.
3. Where permission is granted for the demolition of a building in a conservation area, conditions will be imposed preventing demolition commencing prior to the approval of detailed plans of any replacement building, and ensuring that the developer has secured the implementation of the construction of the replacement building.

DM12.3 Listed buildings

1. To resist the demolition of listed buildings.
2. To grant consent for the alteration or change of use of a listed building only where this would not detract from its special architectural or historic interest, character and significance or its setting.

DM12.4 Archaeology

1. To require planning applications which involve excavation or ground works on sites of archaeological potential to be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development.
2. To preserve, protect, safeguard and enhance archaeological monuments, remains and their settings in development, and to seek a public display and interpretation, where appropriate.
3. To require proper investigation and recording of archaeological remains as an integral part of a development programme, and publication and archiving of results to advance understanding.

DM15.6 Air quality

1. Developers will be required to consider the impact of their proposals on air quality and, where appropriate, provide an Air Quality Impact Assessment.
2. Development that would result in deterioration of the City's nitrogen dioxide or PM10 pollution levels will be resisted.
3. Major developments will be required to maximise credits for the pollution section of the BREEAM or Code for Sustainable Homes assessment relating to on-site emissions of oxides of nitrogen (NOx).
4. Developers will be encouraged to install non-combustion low and zero carbon energy technology. A detailed air quality impact assessment will be required for combustion based low and zero carbon technologies, such as CHP plant and biomass or biofuel boilers, and necessary mitigation must be approved by the City Corporation.
5. Construction and deconstruction and the transport of construction materials and waste must be carried out in such a way as to minimise air quality impacts.
6. Air intake points should be located away from existing and potential pollution sources (e.g. busy roads and combustion flues). All combustion flues should terminate above the roof height of the tallest building in the development in order to ensure maximum dispersion of pollutants.

DM15.7 Noise and light pollution

1. Developers will be required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces.
2. Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.
3. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development.
4. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.

5. Internal and external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance for nature conservation.

DM15.8 Contaminated land

Where development involves ground works or the creation of open spaces, developers will be expected to carry out a detailed site investigation to establish whether the site is contaminated and to determine the potential for pollution of the water environment or harm to human health and non-human receptors. Suitable mitigation must be identified to remediate any contaminated land and prevent potential adverse impacts of the development on human and non-human receptors, land or water quality.

DM16.2 Pedestrian movement

1. Pedestrian movement must be facilitated by provision of suitable pedestrian routes through and around new developments, by maintaining pedestrian routes at ground level, and the upper level walkway network around the Barbican and London Wall.

2. The loss of a pedestrian route will normally only be permitted where an alternative public pedestrian route of at least an equivalent standard is provided having regard to:

- a) the extent to which the route provides for current and all reasonably foreseeable future demands placed upon it, including at peak periods;
- b) the shortest practicable routes between relevant points.

3. Routes of historic importance should be safeguarded as part of the City's characteristic pattern of lanes, alleys and courts, including the route's historic alignment and width.

4. The replacement of a route over which pedestrians have rights, with one to which the public have access only with permission will not normally be acceptable.

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

6. The creation of new pedestrian rights of way will be encouraged where this would improve movement and contribute to the character of an area, taking into consideration pedestrian routes and movement in neighbouring areas and boroughs, where relevant.

DM16.8 River transport

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

DM18.1 Development in Flood Risk Area

1. Where development is proposed within the City Flood Risk Area evidence must be presented to demonstrate that:
 - a) the site is suitable for the intended use (see table 18.1), in accordance with Environment Agency and Lead Local Flood Authority advice;
 - b) the benefits of the development outweigh the flood risk to future occupants;
 - c) the development will be safe for occupants and visitors and will not compromise the safety of other premises or increase the risk of flooding elsewhere.
2. Development proposals, including change of use, must be accompanied by a site-specific flood risk assessment for:
 - a) all sites within the City Flood Risk Area as shown on the Policies Map; and
 - b) all major development elsewhere in the City.
3. Site specific flood risk assessments must address the risk of flooding from all sources and take account of the City of London Strategic Flood Risk Assessment. Necessary mitigation measures must be designed into and integrated with the development and may be required to provide protection from flooding for properties beyond the site boundaries, where feasible and viable.
4. Where development is within the City Flood Risk Area, the most vulnerable uses must be located in those parts of the development which are at least risk. Safe access and egress routes must be identified.
5. For minor development outside the City Flood Risk Area, an appropriate flood risk statement may be included in the Design and Access Statement.
6. Flood resistant and resilient designs which reduce the impact of flooding and enable efficient recovery and business continuity will be encouraged.

DM18.2 Sustainable drainage systems

1. The design of the surface water drainage system should be integrated into the design of proposed buildings or landscaping, where feasible and practical, and should follow the SuDS management train (Fig T) and London Plan drainage hierarchy.
2. SuDS designs must take account of the City's archaeological heritage, complex underground utilities, transport infrastructure and other underground structures, incorporating suitable SuDS elements for the City's high density urban situation.
3. SuDS should be designed, where possible, to maximise contributions to water resource efficiency, biodiversity enhancement and the provision of multifunctional open spaces.

DM18.3 Flood protection and climate

1. Development must protect the integrity and effectiveness of structures intended to minimise flood risk and, where appropriate, enhance their effectiveness.
2. Wherever practicable, development should contribute to an overall reduction in flood risk within and beyond the site boundaries, incorporating flood alleviation measures for the public realm, where feasible.

DM19.2 Biodiversity and urban greening

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

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

SCHEDULE

APPLICATION: **15/00589/FULL**

Blackfriars Bridge & Paul's Walk London EC4V

Installation of replacement stair and new lift to the north east end of Blackfriars Bridge.

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 The authorised development shall be carried out in accordance with the Thames Tideway Tunnel River Transport Strategy for The Tideway Tunnel granted by development consent order 2014.
- 3 (1) The development shall be carried out in accordance with the Blackfriars Lift and Stairs Code of Construction Practice (BLS CoCP) (100-PP-QUA-00000-000007), unless otherwise agreed in writing by the local planning authority.
(2) Any plan, method statement or other document in respect of the development requiring approval of the local planning authority (or such other person as may be specified) further to the BLS CoCP shall be submitted to and approved by the local planning authority (or such other person as may be specified) in writing further to this condition and in accordance with the terms of the BLS CoCP.
REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 4 Site-specific remediation strategy
(1) No intrusive works shall be carried out for the installation of the lift and stairs, unless otherwise agreed in writing, until the following are submitted to and approved in writing by the local planning authority in consultation with the Environment Agency—
 - a. a preliminary risk assessment and site investigation scheme which identifies—
 - i. all previous uses
 - ii. potential contaminants associated with those uses
 - iii. a conceptual model of the site indicating sources, pathways and receptors
 - iv. a qualitative risk assessment of any potentially unacceptable risks arising from contamination at the site

v. a proposed site investigation scheme (based on the preliminary risk assessment) providing information for a detailed quantitative assessment of the risk to all receptors that may be affected, including those offsite.

b. a remediation strategy which includes—

i. the results of the site investigation

ii. a detailed quantitative risk assessment

iii. an options appraisal giving full details of the remediation measures required and how they shall be carried out

iv. a verification plan providing details of the data to be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for long-term monitoring of pollutant linkages, maintenance and arrangements for contingency action

v. a programme for the submission of elements detailed in (3) and (4) below.

(2) The authorised development shall be carried out in accordance with the approved details, unless otherwise agreed in writing by the local planning authority in consultation with the Environment Agency.

Verification report

(3) Prior to completion of the works, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the local planning authority in consultation with the Environment Agency. The report shall include results of sampling and monitoring carried out in accordance with the approved details to demonstrate that the site remediation criteria were met. It shall also include a plan for long-term monitoring of pollutant linkages, maintenance and arrangements for contingency action as identified in the verification plan. It shall also include details of any landscaping material imported as part of the scheme.

(4) The long-term monitoring and maintenance plan shall be implemented in accordance with the approved details, unless otherwise agreed in writing by the local planning authority in consultation with the

Environment Agency. Unexpected contamination

(5) If, in carrying out any works on this site, contamination not previously identified is found to be present, then unless otherwise agreed in writing by the local planning authority, no further development or works shall be carried out in the part of the site in which the contamination is identified until a remediation strategy is submitted to and approved in writing by the local planning authority in consultation with the Environment Agency. The authorised development shall be carried out in accordance with the approved details, unless otherwise approved in writing by the local planning authority.

REASON: To prevent pollution of the water environment in accordance with the following policy of the Local Plan: DM15.8.

- 5 Demolition of the existing stairs and construction of the foundations for the new lift and stairs shall not commence until a Construction Logistics Plan for these and the remaining phases of construction has been submitted to and approved in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved details.
REASON: To ensure that construction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1.
- 6 (1) No alterations shall be made to any existing access or any new access provided until details of the design, are submitted to and approved by the local highway authority. Any such works shall be completed prior to their use.
(2) The authorised development shall be carried out in accordance with the approved details, unless otherwise approved by the highway authority.
- 7 The proposed pedestrian access shall be as shown on the access plan (307-DA-PNC-BR016-300015 REVAB) and shall be in place before the existing route is closed.
REASON: To ensure continuous pedestrian access by the public during construction.
- 8 (1) Any part of an existing pipe subway, including and fixtures and fittings associated with the safe working of the pipe subway, removed, disassembled, or damaged in the course of the authorised project shall be reinstated in accordance with details submitted to and approved by the relevant planning authority.
(2) Where any pipe or wire located in an existing pipe subway is diverted during the construction of the works at this site it shall be reinstated in the pipe subway on completion of the works unless otherwise agreed with the relevant planning authority
(3) Any lighting, power supplied, pumps and discharge damaged or removed as a result of works to or demolition of a section of the subway must be relocated and reconfigured either side of the area of the work being carried out, to ensure their continued function and they must be reinstated on completion of these works in accordance with details submitted to and approved by the relevant planning authority.

(4) Works affecting the pipe subway or the access to it shall not commence until written details in respect of security, access arrangements (including closure of access points and pipe sections) and health and safety measures shall be submitted and approved by the relevant planning authority for approval in consultation in with the City of London Police and the Metropolitan Police.
(5) All works shall be carried out in compliance with the approved details unless otherwise agreed with the relevant planning authority in consultation with the City of London Police and Metropolitan Police.

(6) For the purpose of this requirement "pipe" and "wire" bear the same meaning as in paragraph (4) of Article 58 (Application of pipe subways legislation) of this order;

"existing pipe subway" means any subway belonging to the Mayor and Commonalty and Citizens of the City of London to which the London County Council (Subways) Act 1893 applies or any public service works vested in the said Mayor and Commonalty and Citizens in accordance with Part V of the City of London (various powers) Act 1900.

- 9 No works shall take place before details of the foundation design and piling configuration to include further information regarding ground conditions and the location of the Roman boat and a detailed method statement which should avoid disturbance to the Roman Boat and other significant archaeological remains which are to remain in-situ have been submitted to and approved in writing by the Local Planning Authority. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policy of the Local Plan: DM12.4.
- 10 No works shall take place until the developer has secured the implementation of a programme of archaeological work to be carried out in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. This shall include all on site work, including details of any temporary works which may have an impact on the archaeology of the site and all off site work such as the analysis, publication and archiving of the results. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority. The authorised development shall be carried out in accordance with the approved details by a suitably qualified person or body
REASON: In order to allow an opportunity for investigations to be made in an area where remains of archaeological interest are understood to exist in accordance with the following policy of the Local Plan: DM12.4.
- 11 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
(a) particulars and samples of the materials to be used on all external faces of the lift and stair structure including external ground and upper level surface, handrails, balustrades and soffits;
(b) details of walkway surfaces including materials to be used
(c) details of the junction between the new stair structure and Blackfriars Bridge;

(d) details of all works of dismantlement, reinstatement works and works of making good to Blackfriars Bridge;

(e) Before any works herein are permitted, the structural feasibility of supporting the retained fabric shall be demonstrated by the submission to and approved by the Local Planning Authority of appropriate drawings and/or calculations and all development pursuant to this permission shall be carried out in accordance with the approved details;

(f) No part of the structure of Blackfriars Bridge shall be demolished or dismantled before a contract or series of contracts for the carrying out of substantial works of reinstatement have been made and planning permission has been granted for the works for which the contracts provide.

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM3.2, DM10.1, DM10.5, DM12.2.

- 12 (1) Construction of the landscaping works shall not commence until details of the landscaping works, which shall accord with the approved drawings, are submitted to and approved in writing by the local planning authority.
- (2) Unless otherwise agreed in writing by the local planning authority, the landscaping information shall comprise details of all hard and soft landscaping works, including:
- a. location, quantity, species, size and density of any proposed planting
 - b. cultivation, importation of materials and other operations to ensure plant establishment
 - c. monitoring and maintenance
 - d. proposed finished ground levels
 - e. hard-surfacing materials
 - f. minor structures such as furniture, refuse or other storage units, signs and lighting
 - g. retained historic landscape features and proposals for restoration, where relevant
 - h. a programme for implementation of all landscaping works
 - i. details of fencing/enclosures
 - j. areas of public access
 - k. details of existing trees to be retained
 - l. details of the surface water drainage system
- (3) All hard and soft landscaping works shall be carried out in accordance with the approved details, not later than the end of the first planting season following completion of the development, unless otherwise approved in writing by the local planning authority.
- (4) The approved landscaping works shall be carried out by suitably trained or qualified personnel to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards or other recognised codes of good practice.
- Replacement trees and shrubs

(5) If, within a period of five years from the date of the planting of any tree or shrub, that tree or shrub (or any tree or shrub planted to replace it) is removed, uprooted, destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted in the same place, unless the local planning authority approves in writing any variation.

REASON: In the interests of visual amenity in accordance with the following policies of the Local Plan: DM10.1, DM19.2.

- 13 Provision must be made within the development for City Walkways to be constructed in accordance with specifications to be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development hereby permitted, such specifications to include the positions, widths, levels and finishes of the City Walkway.

REASON: To ensure that facilities are provided for the City Walkway in accordance with the following policy of the Local Plan: DM16.2.

- 14 All new works and finishes and works of making good to the retained fabric shall match the existing adjacent work with regard to the methods used and to materials, colour, texture and profile unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.
- REASON: To ensure the protection of the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.

- 15 The works hereby approved are only those specifically indicated on the drawing(s) referred to in conditions to this consent.

REASON: In order to safeguard the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.

INFORMATIVES

- 1 During the construction phase of the development, the City of London Corporation encourages all owners/developers to commit to the principles outlined in the City of London Corporation's Local Procurement Charter, i.e.

- to identify opportunities for local small to medium sized businesses to bid/tender for the provision of goods and services;

- aim to achieve the procurement of goods and services, relating to the development, from small to medium sized businesses based in the City and the surrounding boroughs, towards a target of 10% of the total procurement spend;

- or where the procurement of goods and services is contracted out
- ensure the above two principles are met by inserting local procurement clauses in the tender documentation issued to contractors or subcontractors (further information can be found in our 'Guidance note for developers').

For additional details please refer to the City of London's 'Local Procurement Charter' and 'Local Procurement - Guidance Note for City Developers'. These documents can be found at

http://www.cityoflondon.gov.uk/Corporation/LGNL_Services/Environment_and_planning/Planning

Further guidance can be obtained by contacting the 'City Procurement Project' which provides free advice to City based businesses and City developers. They can signpost you to local supplier databases, give one to one advice and provide written guidance via the City of London Corporation's Local Purchasing Toolkit and other resources.

To access free support in procuring locally please call 020 7332 1532 or email city.procurement@cityoflondon.gov.uk

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

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

a full pre application advice service has been offered;

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

- 3 This permission is granted having regard to planning considerations only and is without prejudice to the position of the City of London Corporation as ground landlords; and the work must not be instituted until the consent of the City of London Corporation as freeholders has been obtained by the Head Lessee.
- 4 This permission is granted having regard to planning considerations only and is without prejudice to the position of the City of London Corporation or Transport for London as Highway Authority; and work must not be commenced until the consent of the Highway Authority has been obtained.

- 5 Improvement or other works to the public highway shown on the submitted drawings require separate approval from the local highway authority and the planning permission hereby granted does not authorise these works.

- 6 Access for people with disabilities is a material consideration in the determination of planning applications. The City of London Corporation has published design standards giving advice on access for people with disabilities and setting out the minimum standards it expects to see adopted in the City buildings. These can be obtained from the City's Access Adviser, City Planning Officer and District Surveyor. Further advice on improving access for people with disabilities can be obtained from the City's Access Adviser. Your attention is drawn to the Disability Discrimination provisions of the Equality Act 2010 to ensure that disabled people are not significantly disadvantaged.

Service providers, etc., should make "reasonable adjustments" to facilitate access to their premises and the City asks all applicants for planning permission to ensure that physical barriers to access premises are minimised in any works carried out.

- 7 Where groundworks not shown on the approved drawings are to take place below the level of the existing structure (including works for underpinning, new lift pits, foundations, lowering of floor levels, new or replacement drainage, provision of services or similar) prior notification should be given in writing to the Department of the Built Environment in order to determine whether further consents are required and if the proposed works have archaeological implications.

- 8 The Department of the Built Environment (Highways and Streetworks Team) must be consulted on the following matters which require specific approval:
 - (a) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme.

 - (b) The provision of City Walkway drainage facilities and maintenance arrangements thereof.

- 9 The Markets and Consumer Protection Department (Environmental Health Team) must be consulted on the following matters:
 - (c) The control of noise and other potential nuisances arising from the demolition and construction works on this site and compliance with the Construction (Design and Management) Regulations 2007; the

Environmental Health Team should be informed of the name and address of the project manager and/or main contractor as soon as they are appointed.

(d) Alterations to the drainage and sanitary arrangements.

(e) The requirements of the Health and Safety at Work etc Act 1974 and the other relevant statutory enactments (including the Offices, Shops and Railway Premises Act 1963); in particular:

- the identification, encapsulation and removal of asbestos in accordance with a planned programme;
- provision for window cleaning (internal and external) to be carried out safely.

(k) The control of noise from plant and equipment;

(l) Methods of odour control.

- 10 The Director of Markets and Consumer Protection (Environmental Health Team) advises that:

Noise and Dust

(c)

Failure to notify the Markets and Consumer Protection Department of the start of the works or to provide the working documents will result in the service of a notice under section 60 of the Control of Pollution Act 1974 (which will dictate the permitted hours of work including noisy operations) and under Section 80 of the Environmental Protection Act 1990 relating to the control of dust and other air borne particles. The restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.

- 11 The Directorate of the Built Environment should be consulted on:

(a) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window cill, rainwater pipe, oil fuel inlet pipe or box, carriageway entrance, or any other projection beneath, over or into any public way (including any cleaning equipment overhanging any public footway or carriageway). You are advised that highway projection licenses do not authorise the licensee to trespass on someone else's land. In the case of projections extending above, into or below land not owned by the developer permission will also be required from the land owner. The City Surveyor must be consulted if the City of London Corporation is the land owner. In such cases please also contact the Corporate Property Officer, City Surveyor's Department.

(b) Underground construction works within the vicinity of St. Paul's Cathedral as defined by the St. Paul's Cathedral Preservation Act 1935.

12 A licence is required from the Department for Environment, Food & Rural Affairs under the Food and Environment Protection Act, 1985 for the deposit of materials for the purposes of waste disposal or marine construction within the River Thames tidal waters. You should contact DEFRA, Nobel House, 17 Smith Street, London SW1P 3JR (020 7238 6000) to discuss the requirements for a licence.

13 The grant of approval under the Town and Country Planning Acts does not overcome the need to also obtain any licences and consents which may be required by other legislation. The following list is not exhaustive:

(g) Works affecting Transport for London operational land and structures:

Borough Integration and Partnerships
Transport for London
Windsor House
42-50 Victoria Street
London, SW1H 0TL

(h) Works affecting a GLA road:

Borough Integration and Partnerships
Transport for London
Windsor House
42-50 Victoria Street
London, SW1H 0TL

(k) Works affecting railway operational land and structures:

Planning Surveyor
Railtrack
355 Euston Road
London NW1 3AG

(l) Works affecting the River Thames:

Planning Manager
Port of London Authority
Devon House
58-60 St. Katharine's Way
London E1 9LB

(m) Works affecting water supplies, land drainage and flood defences:

Environment Agency,
North London Planning Liaison Team
9th floor, Eastbury House
30-34 Albert Embankment
London, SE1 7TL

- 14 You are advised to discuss the location of the proposed tree(s) with the City Planning Officer who will advise in respect to any potential archaeological remains.
- 15 If at any time ground works or excavations are to take place below existing ground levels for works related to the existing tree(s) or any new tree(s), you are requested to contact the City Planning Officer to establish whether the site has archaeological potential.
- 16 The developer is advised to contact the Director of Open Spaces prior to works commencing regarding the protection of nearby trees during works (Contact Martin Rodman, Client Services Manager on 020 7247 8548).
- 17 The Water Resources Act 1991 and the Thames Region Flood Defence Byelaws 1994 require formal consent to be obtained from the Environment Agency for certain works in, over, under or adjacent to main rivers including: the erection or construction of any post, fence, building or structure within 16 meters of any sea wall; any pipe, telephone wire or electrical main or cable that is within 8 meters from the top edge of the batter enclosing the river; and the removal of turf forming part of the flood protection works or any change to the drainage into the flood protection works or the river.

Committee:	Date:
Planning and Transportation	31 July 2015
Subject: Blackfriars Bridge & Paul's Walk London EC4V Alterations to Blackfriars bridge including the removal of the existing public stair and the installation of a new public stair and lift from Paul's Walk.	Public
Ward: Castle Baynard	For Decision
Registered No: 15/00590/LBC	Registered on: 2 June 2015
Conservation Area: Whitefriars	Listed Building: Grade II

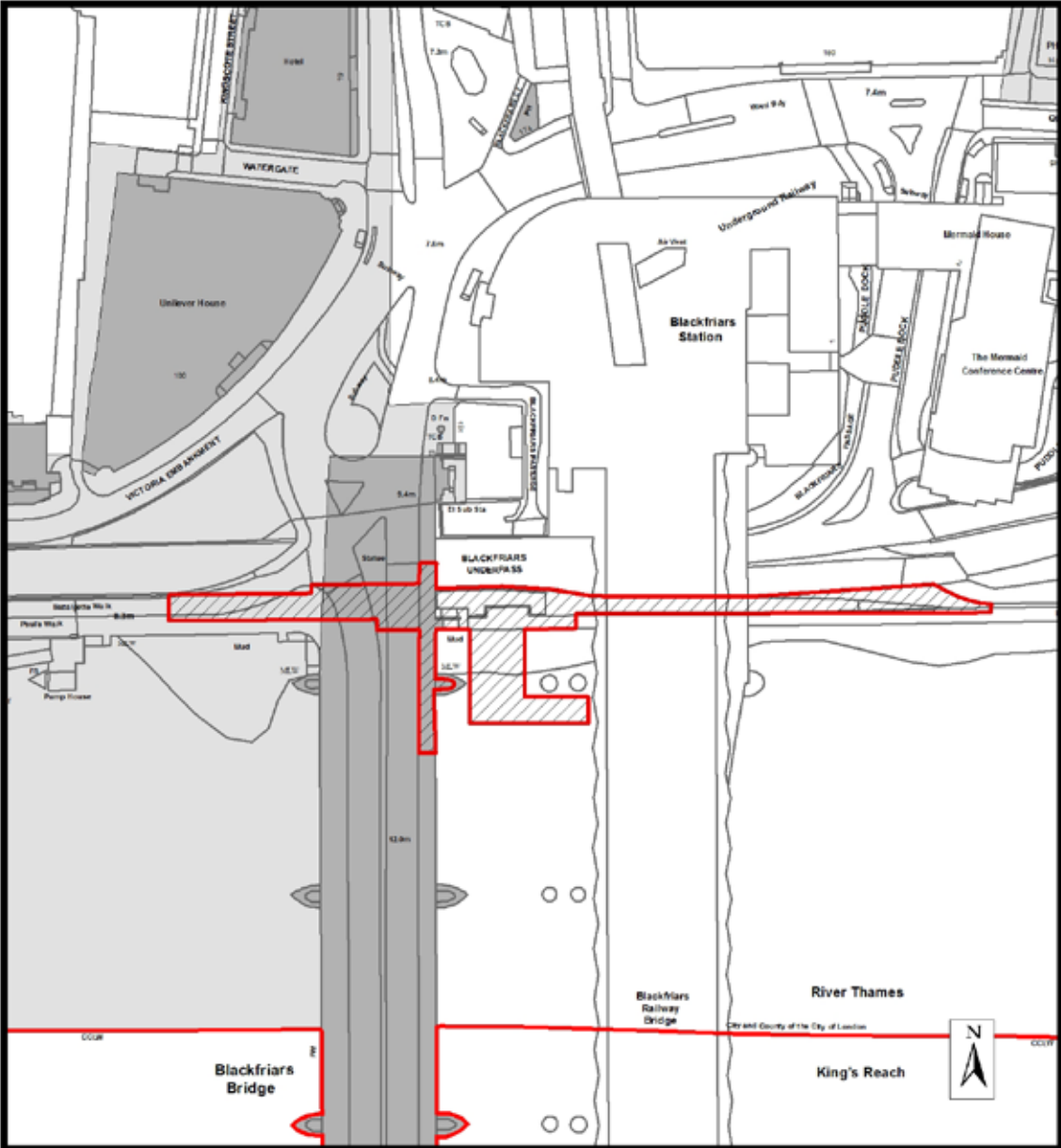
Summary

For the full report see application reference 15/00589/FULL.

Recommendation

That listed building consent be granted in accordance with the attached schedule.

Site Location Plan



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ADDRESS:
 Blackfriars Bridge & Paul's Walk
 (Including worksite)

CASE No.
 15/00589/FULL
 15/00590/LBC

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



DEPARTMENT OF THE BUILT ENVIRONMENT

Blackfriars Bridge & Paul's Walk



Existing



Proposed

**15/00589/FULL &
15/00590/LBC**

Relevant Local Plan Policies

CS10 Promote high quality environment

To promote a high standard and sustainable design of buildings, streets and spaces, having regard to their surroundings and the character of the City and creating an inclusive and attractive environment.

CS12 Conserve or enhance heritage assets

To conserve or enhance the significance of the City's heritage assets and their settings, and provide an attractive environment for the City's communities and visitors.

DM10.1 New development

To require all developments, including alterations and extensions to existing buildings, to be of a high standard of design and to avoid harm to the townscape and public realm, by ensuring that:

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;
- b) all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling;
- c) appropriate, high quality and durable materials are used;
- d) the design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm;
- e) development has attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets;
- f) the design of the roof is visually integrated into the overall design of the building when seen from both street level views and higher level viewpoints;
- g) plant and building services equipment are fully screened from view and integrated in to the design of the building. Installations that would adversely affect the character, appearance or amenities of the buildings or area will be resisted;
- h) servicing entrances are designed to minimise their effects on the appearance of the building and street scene and are fully integrated into the building's design;
- i) there is provision of appropriate hard and soft landscaping, including appropriate boundary treatments;

- j) the external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design;
- k) there is provision of amenity space, where appropriate;
- l) there is the highest standard of accessible and inclusive design.

DM10.4 Environmental enhancement

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

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

DM10.8 Access and inclusive design

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

- a) inclusive and safe for all who wish to use it, regardless of disability, age, gender, ethnicity, faith or economic circumstance;

- b) convenient and welcoming with no disabling barriers, ensuring that everyone can experience independence without undue effort, separation or special treatment;
- c) responsive to the needs of all users who visit, work or live in the City, whilst recognising that one solution might not work for all.

DM12.1 Change affecting heritage assets

1. To sustain and enhance heritage assets, their settings and significance.
2. Development proposals, including proposals for telecommunications infrastructure, that have an effect upon heritage assets, including their settings, should be accompanied by supporting information to assess and evaluate the significance of heritage assets and the degree of impact caused by the development.
3. The loss of routes and spaces that contribute to the character and historic interest of the City will be resisted.
4. Development will be required to respect the significance, character, scale and amenities of surrounding heritage assets and spaces and their settings.
5. Proposals for sustainable development, including the incorporation of climate change adaptation measures, must be sensitive to heritage assets.

DM12.2 Development in conservation areas

1. Development in conservation areas will only be permitted if it preserves and enhances the character or appearance of the conservation area.
2. The loss of heritage assets that make a positive contribution to the character or appearance of a conservation area will be resisted.
3. Where permission is granted for the demolition of a building in a conservation area, conditions will be imposed preventing demolition commencing prior to the approval of detailed plans of any replacement building, and ensuring that the developer has secured the implementation of the construction of the replacement building.

DM12.3 Listed buildings

1. To resist the demolition of listed buildings.
2. To grant consent for the alteration or change of use of a listed building only where this would not detract from its special architectural or historic interest, character and significance or its setting.

DM12.4 Archaeology

1. To require planning applications which involve excavation or ground works on sites of archaeological potential to be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development.
2. To preserve, protect, safeguard and enhance archaeological monuments, remains and their settings in development, and to seek a public display and interpretation, where appropriate.
3. To require proper investigation and recording of archaeological remains as an integral part of a development programme, and publication and archiving of results to advance understanding.

SCHEDULE

APPLICATION: 15/00590/LBC

Blackfriars Bridge & Paul's Walk London EC4V

Alterations to Blackfriars bridge including the removal of the existing public stair and the installation of a new public stair and lift from Paul's Walk.

CONDITIONS

- 1 The works hereby permitted must be begun before the expiration of three years from the date of this consent.
REASON: To ensure compliance with the terms of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 2 Works to the listed Blackfriars Bridge and associated features shall not commence until an intrusive investigation of the condition and method of assembly for the bridge parapet has been undertaken and a detailed construction method statement has been submitted to and approved in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved details.
REASON: To ensure the protection of the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.
- 3 No works to the listed Sturgeon lamp standards shall take place until details of a method statement for a condition survey, removal and secure storage of the affected lamp standards has been submitted to and approved in writing by the local planning authority. The condition survey should be submitted to the local planning authority within 6 weeks of the work being carried out.
Details of a method statement for the identified conservation work and reinstatement of the listed Sturgeon lamp standards including detailed specifications shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the works affected thereby.
REASON: To ensure the protection of the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.
- 4 No works of temporary protection of the Sturgeon lamp standards which are to be retained in-situ shall be carried out until details of the protection have been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure the protection of the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.

- 5 All new works and finishes and works of making good to the retained fabric shall match the existing adjacent work with regard to the methods used and to materials, colour, texture and profile unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.
REASON: To ensure the protection of the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.
- 6 The works hereby approved are only those specifically indicated on the drawing(s) referred to in conditions to this consent.
REASON: In order to safeguard the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.
- 7 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission:
REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.



Ms Kathryn Stubbs

Ref: 100-CO-PLN-LTTDT-000019

Assistant Director Historic Environment
Department of the Built Environment
City of London

26 August 2015

Dear Kathryn,

15/00589/FULL - Blackfriars lift and stairs - archaeological works (draft conditions 9 and 10)

The planning application for the Blackfriars Lift and stairs has been submitted with a Heritage Statement to which is appended a Jack –up barge Method Statement. The JUB method statement broadly explains the method of installation in para 4.4.7- 4.4.21.

I am grateful for your offer to considering the drafting of Condition 9 and 10 in response to clarification of the potential impact to archaeology as a result of the intrusion of jack up barge supporting legs into the submerged riverbed at Blackfriars. The following confirms the clarification previously submitted by email dated 20 August 2015 issued by Zoe Chick.

Apart from the insertion of the legs, no other intrusive activities are associated with the installation and operation of the barge. It is also worth noting that the method of installation involves the displacement of submerged riverbed deposits and, as such, archaeological observations are not feasible. Given this major logistical restrictions to archaeological measures that may be undertaken, it has been necessary to give careful consideration to ensure any potential significant effects are avoided.

The barge is positioned to minimise the risk to archaeological remains, by avoiding impact that might harm the assumed presence of the in situ Roman Blackfriars ship stem post, which lay beyond the coffer dam constructed to allow partial excavation of the ship in 1963 as illustrated in ES vol 18 Appendix E Plate E3 (copy attached).

In addition to the published records of the Blackfriars Roman ship discovery we have considered:

- evidence produced from a recent archaeological foreshore survey, which included investigation of deposits within a very limited tidal foreshore exposure;
- comprehensive bathymetric survey data prepared by TTT.

Based on this information it is possible to confirm that following partial removal of the Roman boat in 1963, only the stem post remains in situ beneath the foreshore. This is located c 3.4m south of the foot of the river wall at c.97.00ATD. Bathymetric data indicates foreshore dynamics to be relatively stable, with a surface level at c.98.00mATD in the location of the stem post. It is presumed, therefore, that the stem post has not

been eroded
and c.1m of
the level at
Roman boat
occur. It is

Bazalgette Tunnel Limited (trading as Tideway)
The Point
37 North Wharf Road
Paddington, London
W2 1AF

Tel: 020 3147 7700
Fax: 020 3147 7701
Web: www.thamestidewaytunnel.co.uk

VAT No. [TBC]
Registered in England and Wales No. 9553573
Registered office: The Point, 37 North Wharf Road,
London, W2 1AF.

Thames Tideway Tunnel Limited (trading as Tideway)
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Web: www.thamestidewaytunnel.co.uk

VAT No. [TBC]
Registered in England and Wales No. 8751040
Registered office: The Point, 37 North Wharf Road, London,
W2 1AF.

since 1963
deposits overlie
which the
timber might
unclear from the

archaeological foreshore survey results whether these comprise actively reworked beach deposits or earlier deposits, but a combination of the two is likely. The foreshore survey also indicates that no further significant in situ archaeological features are likely to be present.

Yours sincerely

Ken Whittaker
Archaeology and Heritage Lead
Tideway