

## **Background Papers**

### **Background Papers**

Online, 13<sup>th</sup> June 2018, James Warman

Online, 13<sup>th</sup> June 2018, Ian Hazell (commented on London Bridge application but representation relates to Cannon Street Rail Bridge)

Email, 20<sup>th</sup> June 2018, Michelle Lovric

Email, 20<sup>th</sup> June 2018, Port of London Authority

Letter, 27<sup>th</sup> June 2018, Environment Agency

Email, 28<sup>th</sup> June 2018, Worshipful Company of Lightmongers

Email, 28<sup>th</sup> June 2018, Jackie Power

Letter, 29<sup>th</sup> June 2018, Chris Livett Livett's

### **Application Documents and Consultee Representations**

Illuminated River Environmental Statement Volume 1 Non-Technical Summary

Illuminated River Volume 2

Illuminated River Volume 3 Heritage Townscape and Visual Impact Assessment

Volume 4 Appendix

Volume 5 Annex

Project Overview Design Statement

### **Blackfriars Railway Bridge (18/00452/FULEIA)**

Design Statement

Existing Drawing Numbers: 1028\_10\_BL\_X0101, 1028\_10\_BL\_X0102\_A, and 1028\_10\_BL\_X0161\_A.

01.06.2018 Email Heathrow

01.06.2018 Email NATS Safeguarding

Undated Letter Historic England

16.06.2018 Email Natural England

08.06.2018 Email Transport for London

19.06.2018 Letter London Borough of Tower Hamlets

27.06.2018 Memo CoL Department of Markets and Consumer Protection

### **Blackfriars Road Bridge (18/00455/FULEIA and 18/00456/LBC)**

Design Statement

Existing Drawing Numbers: 1028\_09\_BD\_X0101\_A, 1028\_09\_BD\_X0102 and 1028\_09\_BD\_X0161\_A

08.06.2018 Email London City Airport

15.06.2018 Email GLA

18.06.2018, Email TfL

19.06.2018 Letter London Underground

19.06.2018 Letter London Borough of Tower Hamlets

19.06.2018 Email Natural England

20.06.2018 Letter City of Westminster

### **Millennium Bridge (18/00458/FULEIA)**

Design Statement

Existing Drawing Numbers: 1028\_11\_MI\_X0101\_B, 1028\_11\_MI\_X0102\_B and 1028\_11\_MI\_X0161\_C.

14.06.2018 Email London City Airport

14.06.2018 Email NATS Safeguarding

18.06.2018 Email Transport for London

19.06.2018 Letter London Borough of Tower Hamlets

21.06.2018 Email Historic England

25.06.2018 Letter City of Westminster

### **Cannon Street Railway Bridge (18/00457/FULEIA)**

Design Statement

Existing Drawing Numbers: 1028\_13\_CA\_X0101\_A, 1028\_13\_CA\_X0102\_B and 1028\_13\_CA\_X0161\_A.

11.06.2018 Email NATS Safeguarding

12.06.2018 Email London City Airport

18.06.2018 Email Transport for London

19.06.2018 Letter London Borough of Tower Hamlets

20.06.2018 Letter City of Westminster

21.06.2018 Email Historic England

### **Southwark Bridge (18/00453/FULEIA and 18/00454/LBC)**

Design Statement

Existing Drawing Numbers: 1028\_12\_SO\_X0101\_A, 1028\_12\_SO\_X0102\_B and 1028\_12\_SO\_X0161\_A.

05.06.2018 Email Heathrow

06.06.2018 Letter Historic England

06.06.2018 Email NATS Safeguarding

08.06.2018 Email London City Airport

11.06.2018 Email Historic England

18.06.2018 Email Transport for London

20.06.2018 Email Natural England

25.06.2018 Letter City of Westminster

### **London Bridge (18/00451/FULEIA)**

Design Statement

Existing Drawing Numbers: 1028\_14\_LO\_X0101\_A, 1028\_14\_LO\_X0102\_A and 1028\_14\_LO\_X0161.

30.05.2018 Email Heathrow

31.05.2018 Email NATS Safeguarding

08.06.2018 Email London City Airport

12.06.2018 Letter London Underground

15.06.2018 Email Natural England

18.06.2018 Email Transport for London

26.06.2018 Letter London Borough of Tower Hamlets

# Comments for Planning Application 18/00458/FULEIA

## Application Summary

Application Number: 18/00458/FULEIA

Address: Millennium Bridge London EC4

Proposal: The installation of fixtures, fittings and ancillary equipment and associated works to illuminate the bridge in conjunction with the Illuminated River Project.  
  
This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of a CD containing the Environmental Statement may be obtained from Montagu-Evans, 5 Bolton Street, London, W1J 8BA.  
  
Please note: This is a cross boundary application. An identical application has been submitted to the London Borough of Southwark. All representations received will be shared with the London Borough of Southwark.

Case Officer: Gemma Delves

## Customer Details

Name: Mr james warman

Address: queens quay 58 upper thames st london

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:Of all London's bridges this has a special serenity at night because it is unlit and gives anyone on the bridge unparalleled views of London's riverside and St Paul's with minimum light pollution.i can't help but think that to illuminate this bridge would diminish the essence of its appeal.

# Comments for Planning Application 18/00451/FULEIA

## Application Summary

Application Number: 18/00451/FULEIA

Address: London Bridge London EC4

Proposal: The installation of fixtures, fittings and ancillary equipment and associated works to illuminate the bridge in conjunction with the Illuminated River Project.  
  
This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of a CD containing the Environmental Statement may be obtained from Montagu-Evans, 5 Bolton Street, London, W1J 8BA.  
  
Please note: This is a cross boundary application. An identical application has been submitted to the London Borough of Southwark. All representations received will be shared with the London Borough of Southwark.

Case Officer: Catherine Linford

## Customer Details

Name: Mr Ian Haxell

Address: 13 Horseshoe Wharf Apartments 6 Clink Street London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: Is the committee aware that most nights there are floodlights on the surface of Cannon St railway station which may well drown out the illumination at the side of the bridge? Careful coordination with Network Rail would be required if the desired effect is to be achieved.

[REDACTED]

---

**From:** Michelle Lovric <[REDACTED]>  
**Sent:** 22 June 2018 10:17  
**To:** PLN - Comments  
**Subject:** FW: Attn Catherine Linford

Resending email from June 20th

---

**From:** Michelle Lovric <[REDACTED]>  
**Sent:** 20 June 2018 10:03  
**To:** 'PLNComments@cityoflondon.uk' <PLNComments@cityoflondon.uk>  
**Cc:** [REDACTED]  
[REDACTED]  
**Subject:** Attn Catherine Linford

Dear Ms Linford

Proposed new illuminations of London Bridge

Thank you for your letter of June 8<sup>th</sup>. I am writing on behalf of around 100 residents in Clink Street who will be directly impacted by the proposed illuminations.

We are concerned about possible light pollution through the night, as many have bedrooms on the river.

We are also concerned about the brightness of the proposed illuminations.

Given that we are such a large group, and that our residential amenity is likely to be substantially affected by any increase in the lighting, we wondered if some kind of presentation could be arranged for us, or for CGIs sent to show the effect of the lighting. Could you post me a copy of the CD mentioned in your letter (to 5, Winchester Wharf, 4 Clink Street London SE1 9DL)? I'd be most grateful.

We would also like to suggest that the illuminations are turned off by 11pm each night, for both amenity and environmental reasons. We already suffer from the loud music of party boats on the river. If the lighting were to provoke or incite more noise from those on the boats – this would also affect our amenity.

Should the applicants/officers visit at least one of our homes to understand and assess the impact on this substantial community?

We are, in fact, surprised that we were not approached before the application went in, but perhaps those concerned are not aware of the density of the residential population that will be impacted? People are often surprised to hear how many people live in this street.

Do you have an opposite number at Southwark Council who is protecting the interests of Southwark residents? If so, I would be grateful to have that contact and their email. We have received a letter from you – for which we are grateful - but nothing from Southwark Council by way of consultation, and we are now late into the consultation period.

I am copying this to our ward councillors too.  
I look forward to hearing from you  
Yours sincerely  
Michelle Lovric, Clink Street Residents Group

## Devlia, Neel

---

**From:** Delves, Gemma  
**Sent:** 28 June 2018 14:28  
**To:** Devlia, Neel  
**Cc:** Linford, Catherine  
**Subject:** FW: Illuminated River - See references in main text of email (DC830)

Hi Neel

Please can the below be added to the list of background papers for the illuminated River applications?

Thanks

Gemma

---

**From:** Lucy Owen <lucy.owen@pla.co.uk>  
**Sent:** 20 June 2018 16:45  
**To:** 'rvrlc@lambeth.gov.uk' <rvrlc@lambeth.gov.uk>; 'southplanningteam@westminster.gov.uk' <southplanningteam@westminster.gov.uk>; Linford, Catherine <Catherine.Linford@cityoflondon.gov.uk>; Delves, Gemma <Gemma.Delves@cityoflondon.gov.uk>; 'patrick.cronin@southwark.gov.uk' <patrick.cronin@southwark.gov.uk>; 'planning@wandsworth.gov.uk' <planning@wandsworth.gov.uk>; 'planning@rbkc.gov.uk' <planning@rbkc.gov.uk>  
**Subject:** Illuminated River - See references in main text of email (DC830)

FAO: Gemma Delves and Catherine Linford - City of London  
FAO: Matthew Mason - City of Westminster  
FAO: Emily Walsh – Kensington and Chelsea  
FAO: Rozina Vrlc – Lambeth  
FAO: Patrick Cronin – Southwark  
FAO: John Vale - Wandsworth

Thank you for consulting the PLA on the following applications for the Illuminated River Project (IRP):

City of London: 18/00451/FULEIA (London Bridge), 18/00452/FULEIA (Blackfriars Railway Bridge), 18/00453/FULEIA (Southwark Bridge), 18/00455/FULEIA (Blackfriars Bridge), 18/00457/FULEIA (Cannon Street), 18/00458/FULEIA (Millennium Bridge)  
City of Westminster: 18/03769/FULL (Chelsea Bridge), 18/03772/FULL (Vauxhall Bridge), 18/03774/FULL (Grosvenor Bridge), 18/03775/FULL (Westminster), 18/03777/FULL (Lambeth), 18/03780/FULL (Waterloo), 18/03782/FULL (Golden Jubilee Bridge)  
Kensington and Chelsea: PP/18/02574 (Albert Bridge), PP/18/02584 (Chelsea Bridge)  
Lambeth: 18/01990/EIAFUL (Golden Jubilee Bridge) 18/01991/EIAFUL (Westminster Bridge), 18/10992/LB (Westminster Bridge), 18/01993/EIAFUL (Lambeth Bridge), 18/01995/EIAFUL (Vauxhall Bridge)  
Southwark: 18/AP/1553 (Blackfriars Railway Bridge), 18/AP/1554 (Millennium Bridge), 18/AP/1555 (Southwark Bridge), 18/AP/1558 (London Bridge), 18/AP/1559 (Tower Bridge)  
Wandsworth: 2018/2362 (Albert Bridge), 2018/2365 (Grosvenor Bridge), 2018/2366 (Chelsea Bridge)

Whilst each Council's interest relates to specific bridge(s), the PLA's interest extends to all 15 bridges. One consultation response has therefore been produced and I trust this is acceptable.

The PLA had extensive pre-application discussions with the Applicant and their consultants and attended the regular Project Advisory Group meetings. The discussions at pre-application were extremely useful given the scope of the development that is proposed and the PLA would like to highlight the constructive nature of those discussions. The Applicant is also aware of the need for River Works Licences from the PLA.

Notice has been served on the PLA but this appears to be limited to Tower Bridge and London Bridge. It is questioned why Notice has not been served on the PLA for all the bridges where the PLA owns the riverbed.

### Policy Context

The Vision for the Tidal Thames ("Thames Vision") sets out a 20 year view of the river's future, developed with stakeholders with the goal of making the most of its potential, for the benefit of all. The Thames Vision contains a number of goals and priority actions including:

- Community and Culture: More people enjoying the Thames and its banks.

The Illuminated River Project clearly has the potential to bring people to the River and the riverside, particularly at night to enjoy the Thames in accordance with this Thames Vision goal.

In addition, there would appear to be support for the IRP in the extant London Plan (2015) which seeks at policy 4.6 to provide support for and enhancement of arts, culture, sport and entertainment. The draft London Plan (2017) also contains policies that support the proposed development for example, policy HC5 supports London's culture and creative industries and policy HC6 supports London's night time economy. Policy SI16 C seeks to support development proposals for cultural facilities and events, taking into consideration the protection and other uses of the waterways.

Finally, the draft Cultural Strategy for London (2018) includes specific reference to the IRP, referring to it as a 'major new attraction for the City.' The Cultural Strategy refers to the IRP having two practical aims: (1) making the riverside pathways safer and more welcoming and (2) through technology making the lighting on the bridges more environmentally sustainable. The IRP is identified under policy 7 as a project which will integrate culture into major infrastructure projects.

In principle the IRP would therefore appear to make an important contribution towards realising a number of cultural goals and policies. As such, the PLA is supportive in principle of the project. This is subject to the detailed technical consideration of the proposal and its impacts on the river and river users as set out below.

### Phasing

It is proposed to light 15 existing bridges from Albert Bridge to Tower Bridge. It is currently proposed to carry out the project in five phases. Phase one relates to London Bridge, Cannon Street Railway Bridge, Southwark Bridge and Millennium Bridge and it is proposed that installation on these four bridges will take place from September to December 2018. The phasing plan highlights that the phasing strategy 'will be subject to change as the scheme progresses' therefore given the detailed navigational planning that will be required, a condition on any grant of planning permission should condition phase 1 installation to be between September and December 2018. A detailed phasing plan for each subsequent phase of the project should then be required to be submitted and approved on completion of each phase. This would mean for example that the phase 2 phasing plan should be submitted on completion of the phase 1 installation works.

### Installation and Maintenance

At this stage in the project it is not possible to provide detailed installation methodologies for each bridge. The Applicant has advised that these will not be fully developed until principal contractors are appointed post planning. Therefore to support the planning application (and River Works Licence) draft / outline rules have been developed for the phase 1 bridges and are set out in the Project Overview document. A framework Code of Construction Practice (CoCP) has also been submitted.

The detailed installation methodologies and risk assessments are of critical importance to the PLA to ensure the safety of navigation is maintained during construction. Therefore a condition on any planning permission must require the submission and approval of detailed rules for the phase 1 bridges prior to the commencement of the phase 1 construction works. Detailed rules must then be submitted for each subsequent phase prior to the

commencement of construction works for that phase. This would allow adjustments to be made to the installation methodologies if required.

A condition must also require the submission and approval of detailed CoCP's prior to the commencement of each phase of work. The Applicant is advised that it will be important to use the correct terminology in these documents. For example, the Framework CoCP makes reference to night time working where closure of a 'navigational channel' is required. As the navigable channel is shown by the pecked lines on the PLA's charts and is a single entity, it is assumed that the Applicant actually means closure of the main navigable arch.

Whilst it is anticipated that there would be a decreased maintenance requirement associated with the new LED fittings compared to the existing lighting and that any maintenance required will be undertaken as part of the existing maintenance regime, it will be important to fully understand the maintenance methodologies and timings. It is therefore recommended that a condition on any grant of planning permission requires the submission and approval of maintenance methodologies for each bridge. The PLA would then need to be notified of the timings of any maintenance works.

Should the project be time limited (the scoping report referred to 'more than 10 years') then it will be important that a condition on any grant of planning permission secures the submission and approval of a decommissioning plan at the appropriate time.

### Lighting/Light Spill

Due to the changing nature of the River and riverside within the project area, 13 of the bridges have been classed as urban setting with high district brightness (Class E4) and Albert and Chelsea bridges have been classed as suburban medium district brightness (Class E3). The Applicant has used these classifications and undertaken calculations to determine the target luminance level on the face of each bridge; illustrative lux levels 1 m above the highest spring tide level; and has assessed compliance with the 'Institution of Lighting Professionals Guidance for Reduction of Obtrusive Light'.

A range of mitigation measures are also proposed during the operational phase including:

- Directional lighting
- No direct lighting of the water column
- Use of light shields
- Retaining the existing bridge 'light up' hours

Tables 3.3a and 3.3b in the Environmental Statement (ES) set out the existing and target luminance and illustrative lux levels.

In terms of luminance on the face of the bridge, levels would be significantly reduced at Albert Bridge, Chelsea Bridge and Tower Bridge. Nine bridges would have target luminance levels higher than the existing average luminance levels and on three bridges the luminance levels would stay the same as existing.

In terms of lux levels, again there is a mixture of results with reductions in light spill at Albert Bridge, Southwark Bridge, London Bridge and Tower Bridge. At all other bridges the lux levels would increase over existing levels and this increase would be between 0.7 lux and 4.7 lux. The maximum reflected light at 1m above the highest spring tide level will be <5 lux directly beneath Albert Bridge, Chelsea Bridge, Grosvenor Bridge, Vauxhall Bridge, Lambeth Bridge, Westminster Bridge, Golden Jubilee Bridge, Blackfriars Road Bridge, Blackfriars Railway Bridge, Millennium Bridge, Southwark Bridge and Tower Bridge. The maximum reflected light beneath Waterloo Bridge, Cannon Bridge and London Bridge will be approximately <6 lux.

Based on the above information, the Applicant has concluded that the ILP *"will meet or exceed the recommendations of the Institution of Lighting Professionals Guidance for Reduction of Obtrusive light"*

As the Applicant recognises, the work they have undertaken on luminance and lux levels are targets and illustrative. A condition on any grant of planning permission should therefore require the spill light survey and



luminance survey to be undertaken again on completion of each phase of the project and a report submitted showing compliance against the levels set out in tables 3.3.a and 3.3b. The condition should provide the opportunity to require the lighting to be adjusted if the levels set out in tables 3.3a and 3.3b are being exceeded.

The use of energy efficient LED's would help contribute to the Thames Vision priority action 'to encourage the uptake of new and green technologies to reduce the port's environmental impact.' Additionally the removal of existing redundant lighting on the sides and underside of the bridges where required to facilitate the new installation would provide a positive benefit, reducing the clutter on the bridges. The removal of this redundant lighting should therefore be required by condition. The PLA's navigational lighting will remain.

It will be important to ensure that there is no conflict between the proposed lighting and the standard navigational lighting for open/closed arches. This will require the carrying out of trials to ensure continued visibility of the navigational lighting and to establish if there is any potential electromagnetic interference. It will also need to be established whether there is a need to provide mitigation or to re-arrange any of the PLA's existing systems. This will need to be progressed with the PLA as each phase of the project is progressed and will be addressed through the PLA's RWL regime.

### Conclusions

The IRP provides an exciting opportunity to bring more people to the River and riverside in line with a number of organisations goals and policies. Subject to the securing of the necessary conditions detailed above, the impacts on the river and river users would appear to be acceptable and the PLA has no objection to the proposed development.

I hope the above is of assistance.

Regards  
Lucy

Lucy Owen  
Deputy Director of Planning and Environment  
Port of London Authority

London River House, Royal Pier Road  
Gravesend, Kent, DA12 2BG  
01474 562384  
07738 028540  
[www.pla.co.uk](http://www.pla.co.uk)



Catherine Linford  
Corporation Of London  
Planning & Transportation Department  
PO Box 270  
London  
EC2P 2EJ

**Our ref:** NE/2018/128721/01-L01  
**Your ref:** 18/00457/FULEIA  
**Date:** 27 June 2018

Dear Ms Linford

**The Installation Of Fixtures, Fittings And Ancillary Equipment And Associated Works To Illuminate The Bridge In Conjunction With The Illuminated River Project. This Application Is Accompanied By An Environmental Statement Which Is Available For Inspection With The Planning Application. Copies Of A Cd Containing The Environmental Statement May Be Obtained From Montagu-Evans, 5 Bolton Street, London, W1J 8BA.**

**Please Note: This Is A Cross Boundary Application. An Identical Application Has Been Submitted To The London Borough Of Southwark. All Representations Received Will Be Shared With The London Borough Of Southwark. Cannon Street Railway Bridge Cousin Lane London, EC4**

Thank you for consulting the Environment Agency on the above planning application which we received on 31 May 2018.

We have **no objection** to the planning application as submitted, subject to the attached **condition**. Without this condition, the proposed development may pose an unacceptable risk to the environment.

Please note this response is for **Millennium Bridge, Blackfriars Bridge, London Bridge, Cannon Street Railway Bridge and Blackfriars Railway Bridge.**

#### **Planning Condition 1 Lighting**

No development shall take place until a detailed lighting management strategy has been submitted to and approved in writing by the local planning authority. This shall deal with the treatment of any environmentally sensitive areas, their aftercare and maintenance as well as a plan detailing the proposed works and lighting levels.

Such a strategy shall include details of the following:

- the location and direction of artificial lights on each bridge / adjacent to the River Thames
- details of how the ambient light levels will be lowered throughout the post midnight hours, for example 12 am - 5am
- The works shall be carried out in accordance with the approved strategy.

Cont/d..

## **Reason**

This condition is necessary to ensure the protection of wildlife and supporting habitat in line with national planning policy. Artificial lighting may disrupt long term Circadian rhythms which may impact on breeding seasons and thus a carefully balanced ecosystem. This condition is in accordance with the [London Plan- Policy 7.19 Biodiversity and access to nature](#), which sets out that (A) “ The Mayor will work with all relevant partners to ensure a proactive approach to the protection, enhancement, creation, promotion and management of biodiversity in support of the Mayor’s Biodiversity Strategy”. It seeks to obtain (C) “positive gains for nature” and ensures development proposals “make a positive contribution to the protection, enhancement, creation and management of biodiversity”

The National Planning Policy Framework (NPPF) paragraph 109 recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible.

## **Further Advice**

The location and direction of external artificial lights, especially those within 5 metres of the top of bank of the watercourse are maintained at background levels. The Environment Agency considers background levels to be a Lux level of 0-2. The lighting scheme should incorporate these sensitivities.

As discussed at pre application meetings we recommend lowering of ambient light levels and the potential to maintain darker periods throughout the post midnight hours, for example 12 am-5am, which may further benefit river and terrestrial species.

Bats, Fish, Eels and invertebrate species could potential be negatively affected by the installation of lights at the specified bridge sites along the Thames. Lighting may disrupt long term Circadian rhythms which may impact on breeding seasons and thus a carefully balanced ecosystem.

We recommend post lighting checks should take place to ensure that all the lighting has been installed by the contractors in accordance with the design.

## **Informatives**

### **Flood Risk Activity Permit**

Under the terms of the Environmental Permitting Regulations a Flood Risk Activity Permit is required from the Environment Agency for any proposed works or structures, in, under, over or within 16 metres of tidal defences on the River Thames, designated a ‘main river’. Details of lower risk activities that may be Excluded or Exempt from the Permitting Regulations can be found on the gov.uk website. Please contact us at [PSO-Thames@environment-agency.gov.uk](mailto:PSO-Thames@environment-agency.gov.uk)

### **Marine Management Organisation Licence**

A Marine Management Organisation Licence covers inshore areas, and include any area which is submerged at mean high water spring tide up to the territorial limit. They also include the waters of every estuary, river or channel where the tide flows at mean high water spring tide. Should you require a licence or further information, this is available at <https://www.gov.uk/guidance/do-i-need-a-marine-licence>

Please do not hesitate to contact us if you have any further questions.

We would be happy to discuss or meet with the applicant to discuss optimising their lighting to benefit migrating species.

Yours sincerely

**Ms Juliet Amoruso**  
**Planning advisor**

Direct e-mail [hnl sustainableplaces@environment-agency.gov.uk](mailto:hnl sustainableplaces@environment-agency.gov.uk)

cc Montague Evans LLP

End

**From:** Phillip Hyde [REDACTED]  
**Sent:** 28 June 2018 19:52  
**To:** Delves, Gemma <[Gemma.Delves@cityoflondon.gov.uk](mailto:Gemma.Delves@cityoflondon.gov.uk)>  
**Subject:** Letter of Support WC Lightmongers - Illuminating the Bridges Project



28 June 2018

Gemma Delves

City of London

[gemma.delves@cityoflondon.gov.uk](mailto:gemma.delves@cityoflondon.gov.uk)

Dear **Gemma Delves**,

**Illuminating the Bridges Project**

As the Worshipful Company of Lightmongers we are concerned with the art and science of lighting and how it can be used to enhance our night time experience. London is one of the world's pre-eminent cities attracting millions of visitors every year who contribute to the economy. It is only fitting it should have world class lighting.

There is a growing movement for cities to use lighting to enhance the night time experience and studies have shown that this has brought real value to the local community. This is both financial but also in the civic pride it brings to citizens. Look at any postcards of London and you will see night time images.

Over the years there have been many attempts to bring a coordinated lighting plan to the river but these have all failed. This initiative by the Illuminated River Foundation is built on a solid foundation and has all the hallmarks of success. It will be a unique attraction to London to have all 15 bridges not only illuminated but done so in a coordinated way as a show piece of public art across the city.

It also has the possibility to reach out and engage with local communities as well as being part of all major celebrations centered around the city. We hope that beyond the initial 10 year period of this project the local boroughs can work together to maintain the installations well into the future. It has the potential to become one of London's iconic symbols.

The Worshipful Company of Lightmongers fully support and endorse this exciting project and look forward to seeing the first bridges illuminated next year.

Yours sincerely

[REDACTED]

**Phillip Hyde**

**Clerk**

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 28 June 2018 18:22  
**To:** PLN - Comments  
**Cc:** [REDACTED]  
**Subject:** Blackfriars Railway Bridge - Illuminated River Project

For the attention of Gemma Delves

Department of the Built Environment  
City of London  
PO Box 270  
Guildhall  
London EC2P 2EJ

Your ref: 18/00456/LBC

Good afternoon,

With reference to your letter dated the 8th June - received during the week beg. 12th June re the above development. I have some concerns and would like to make the following comments.

I have looked at the documents on-line to appraise myself of this scheme.

I left a message for the planning officer to clarify some points as I have mobility issues and was not able to visit the Guildhall in time to request further information/clarification. But did not receive a reply to my message (left on 27th June).

My first concern is about the installation (length of time and noise nuisance) of the project and secondly the permanent nature of the lighting.

I live next to Blackfriars Railway bridge on the south side - my bedroom window and main living area face the station and are about 50 yards from the railway bridge. It is already illuminated at night as it is a working station.

I assume the illumination will be from dawn to dusk although I could not find this in the documents - only the information about the status of all the bridges and their current illumination times.

I do feel that as Blocks 1-3 Falcon Point are so close to railway bridge the illuminations will be visually intrusive into the most of floors and a further source of light pollution - from which I will not be able to escape or 'turn off'. Regardless of the what the promotional material states throughout the documentation and the stated energy saving nature of the lights to be used. It may also cause intrusion to the other Falcon Point blocks as many of their (bedroom) windows face the station.

I am a captive audience not a visiting one; being disabled and also having one through room from north to south means I will have to install different blinds/curtains or black-out material if I want to escape an escalation of the light pollution. This is just one more light source in the continuing brightening of the night time landscape around my home.

I would need to know what ameliorating measures the promoters of the scheme and City of London will be providing for residents living so close to the railway bridge if this application is approved - and also how my needs are to be taken into account when deciding on this application.

Yours faithfully

J Power

Jackie Power (Ms)  
2 Falcon Point  
Hopton Street  
London SE1 9JW

# LIVETT'S



KNOT HOUSE  
2-7 BREWERY SQUARE  
LONDON  
SE1 2LF

29<sup>th</sup> July 2018

Ms Gemma Delves  
The Department of the Built Environment  
City of London  
PO Box 270  
Guildhall  
London EC2P 2EJ

Dear Ms Delves

**Re: Illuminated River**

Livett's has been part of the Thames community for many years; our family have worked the river for many generations with pride and a great appreciation for its role within the city. We are passionate about developing the positive usage of the Thames. As such, we are writing to support the planning applications submitted for Illuminated River.

We believe that this project will positively contribute to the economy of the river, increasing the opportunities on the riverside for recreation and enjoyment.

This exciting project provides a unique opportunity to deliver a unified artwork along the river, as well as bringing a new appreciation of these sometimes-overlooked crossings. Public art on this scale will be an important part of London's cultural offering for both Londoners and visitors alike.

This project will enhance the chosen bridges highlighting their architectural heritage and the features of each of them, giving a new perspective on them and their surrounding environments. It will refresh key river views.



Christopher J Livett  
WATERMAN TO HM THE QUEEN

LIVETT'S LAUNCHES LIMITED DIRECTORS | C. J. LIVETT, B. LIVETT  
REGISTERED OFFICE | PO Box 288 Chislehurst Kent REGISTERED NO. | 3113932 VAT NUMBER | 668360017

Terms & Conditions available on request



This scheme has been developed through extensive engagement with stakeholders and residents. It appreciates the environmental impacts of light at night, not only for residents but for wildlife so the scheme has been developed with this sensitivity in mind. As part of the project the inefficient, outdated light fittings will be replaced new, modern and energy efficient fixtures reducing their carbon footprint.

We believe that this project will positively contribute to London's World City status, and whole-heartedly support these applications.

Yours sincerely



Chris Livett  
Managing Director