

Committee:	Date:
Planning and Transportation	10 July 2018
Subject: London Bridge London, EC4 Blackfriars Railway Bridge, EC4 Southwark Bridge, EC4 Blackfriars Road Bridge, EC4 Cannon Street Railway Bridge, EC4 Millennium Bridge, EC4 The installation of fixtures, fittings and ancillary equipment and associated works to illuminate the bridge in conjunction with the Illuminated River Project.	Public
Ward: Bridge And Bridge Without, Castle Baynard, Vintry, Dowgate, Queenhithe	For Decision
Registered No: 18/00451/FULEIA, 18/00452/FULEIA, 18/00453/FULEIA and 18/00454/LBC, 18/00455/FULEIA and 18/00456/LBC, 18/00457/FULEIA, 18/00458/FULEIA	Registered on: 10 May 2018
Conservation Area: Whitefriars	Listed Building: No

Summary

This report covers the planning and listed building consent applications associated with the Illuminated River Project within the City. The project comprises a major public art installation, designed by artist Leo Villareal, which would illuminate fifteen of the central London bridges across the River Thames.

The City's bridges included in this project are Blackfriars Road Bridge, Blackfriars Railway Bridge, Millennium Bridge, Southwark Bridge, Cannon Street Railway Bridge and London Bridge. With the exception of the Blackfriars Bridge applications, all applications are cross boundary. Identical planning applications have been submitted to the London Borough of Southwark. The proper approach is for each authority to determine the application as made. (However, any permission issued by the City would relate to land in the City).

The lighting design will be specific to each bridge respecting and revealing their distinctive histories and architectural features, while the kinetic motion of the lighting across the fifteen bridges would create a coherent art installation that references the river as a continuous living system. The new lighting would restrict predominantly to the sides and undersides of the bridges. The

illumination on all bridges would be kinetic with subtle changes in the colour and intensity of the light. A detailed explanation of the proposals for each bridge is set out in the report. As the illumination would be restricted to 'artistic lighting' it would not alter the existing road, rail or navigational lighting on any of the bridges.

The lighting scheme seeks to enhance an appreciation of the character and significance of each bridge, to minimise visual clutter, reducing unwanted light spill/trespass and deliver creative public art which is striking, in recognition of the Bridges as landmarks, but which is also sensitive, acknowledging the place of them in the context of the wider hierarchy of cultural landmarks on the Thames in views which have been identified as important to London's character strategically, and those which comprise part of a familiar and cherished riparian environment.

In relation to arts and culture, the proposal is considered to be a high-quality artwork in an appropriate location and would accord therefore with policies CS11, DM11.1 and DM11.2 of the Local Plan.

In relation to the historic environment, the proposed lighting schemes have been designed to ensure visual sensitivity, discreetly integrating lighting into an overall design and reducing light pollution, in accordance with Local Plan Policy DM 10.1. It is considered, that the lighting has been designed so as to conserve and enhance the significance and setting of the City's heritage assets, preserving and enhancing the special interest/significance and character and appearance and significance of the City's listed buildings and conservation areas, in accordance with the duties at sections 16, 66 and 72 of the Act, and in accordance with core principle ten of the NPPF (para 17), London Plan Policy 7.8 City of London Local Plan Policies CS12, DM 12.1, DM 12.2 and DM 12.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15, 3.16, 3.17 and 3.18.

In relation to ecology subject to conditions, the proposal would have a negligible impact on ecology and accords with policies CS19 and DM19.2 of the City of London Local Plan, Southwark Core Strategy Strategic Policy 11, and Saved Southwark Plan Policies 3.28. 22.

In relation to sustainability, it is considered that careful consideration has been given to the design of the scheme such that it would comply with policy DM15.7 of the City of London Local Plan and Saved Southwark Plan Policies 3.4.

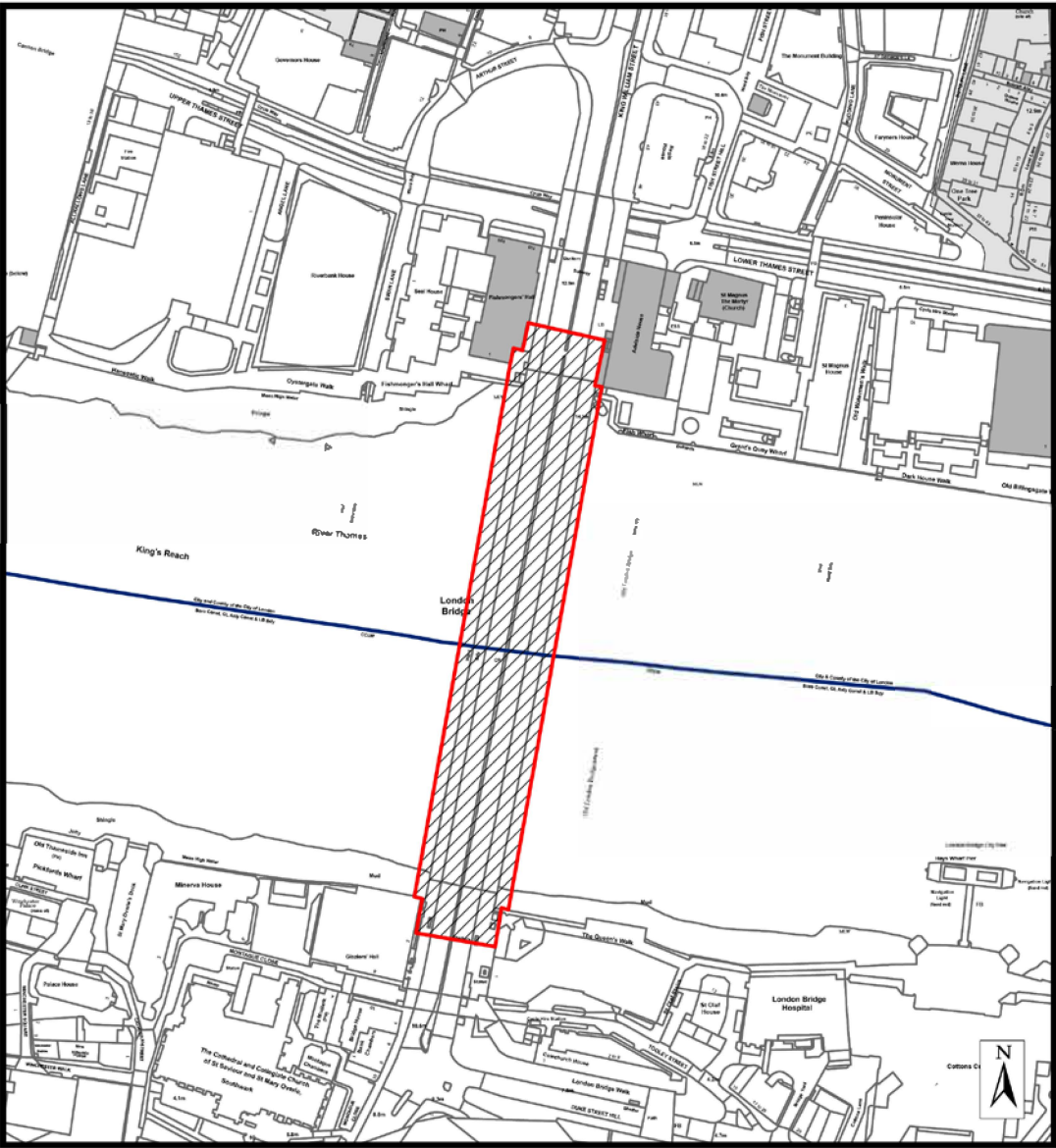
In relation to amenity, subject to conditions, the proposal would not have a significant detrimental impact on human health or residential amenity and accords with policy DM21.3 of the City of London Local Plan and policy 3.2 of the saved Southwark Plan Policies.

It is recommended that the planning applications and listed building consent applications relating to the Illuminated River project are approved (insofar as it relates to land in the City), subject to conditions as set out in the report.

Recommendation

That the committee resolve to grant planning permission subject to the imposition of the conditions set out in the Schedule appended to this report.





Site Location Plan



© Crown copyright and database rights 2018 OS 100023243

ADDRESS:
London Bridge

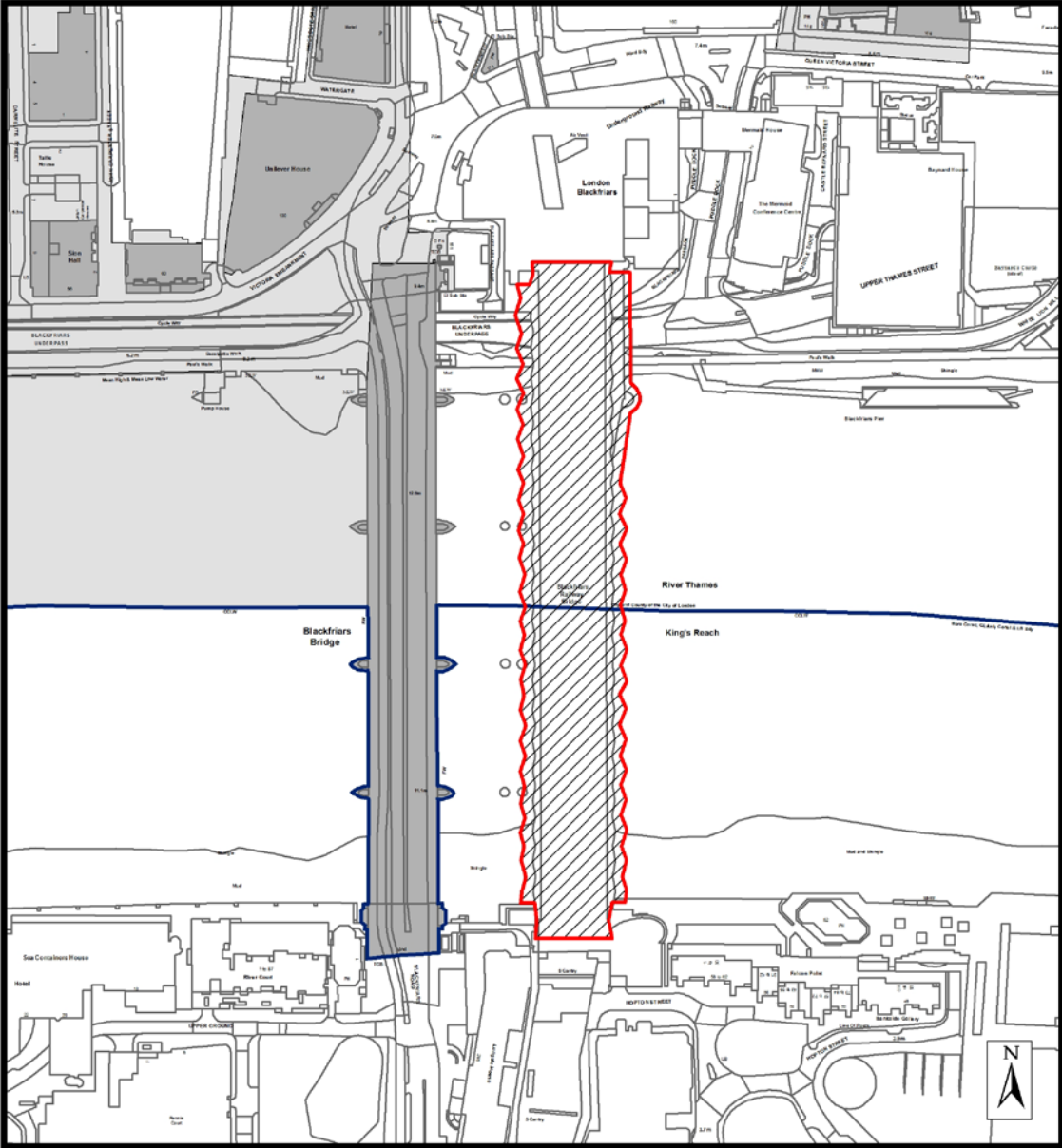
CASE No.
18/00451/FULEIA

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



DEPARTMENT OF THE BUILT ENVIRONMENT





Site Location Plan



© Crown copyright and database rights 2018 OS 100023243

ADDRESS:
Blackfriars Rail Bridge

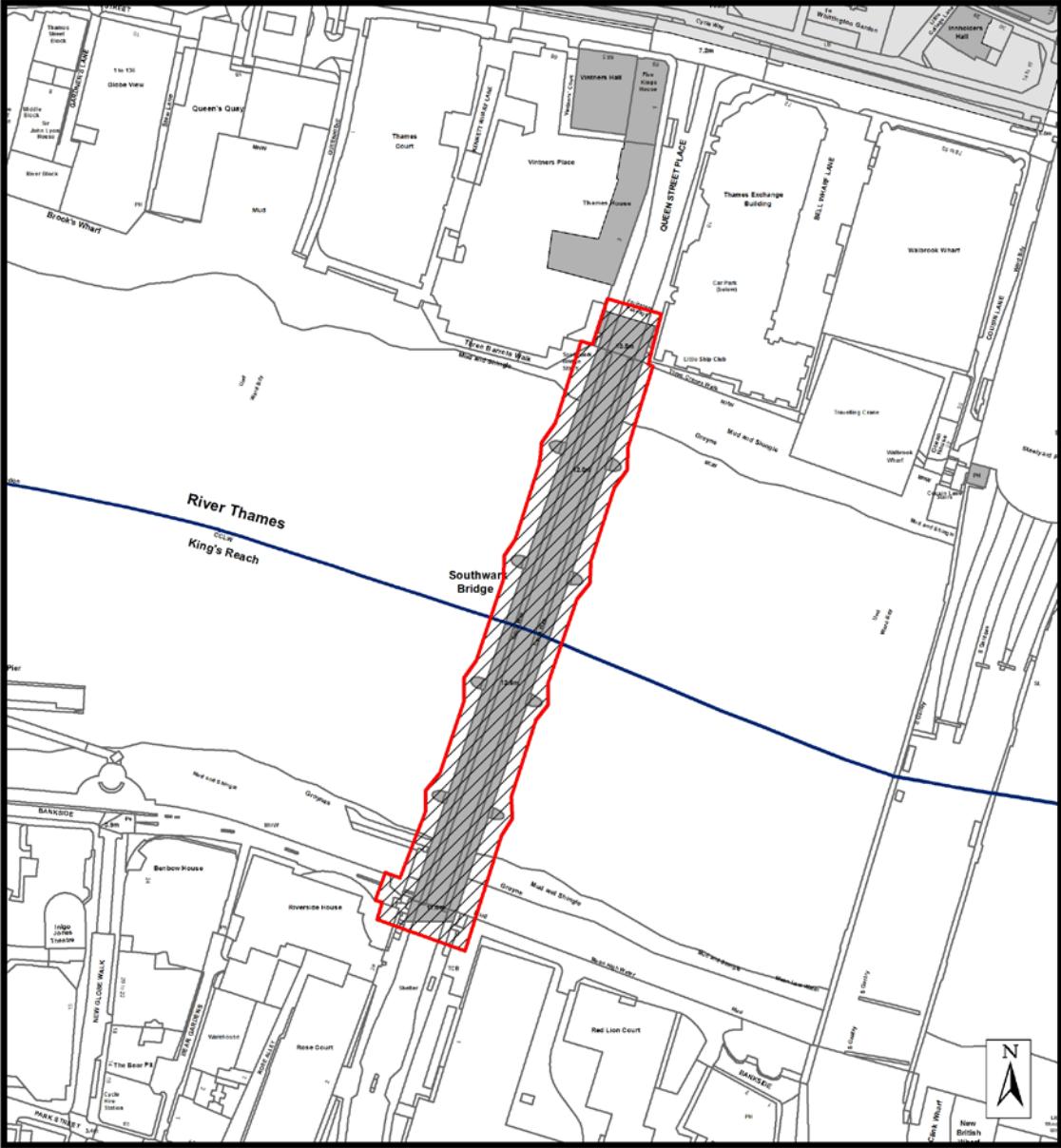
CASE No.
18/00452/FULEIA

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



DEPARTMENT OF THE BUILT ENVIRONMENT





Site Location Plan



© Crown copyright and database rights 2018 OS 100023243

ADDRESS:
Southwark Bridge

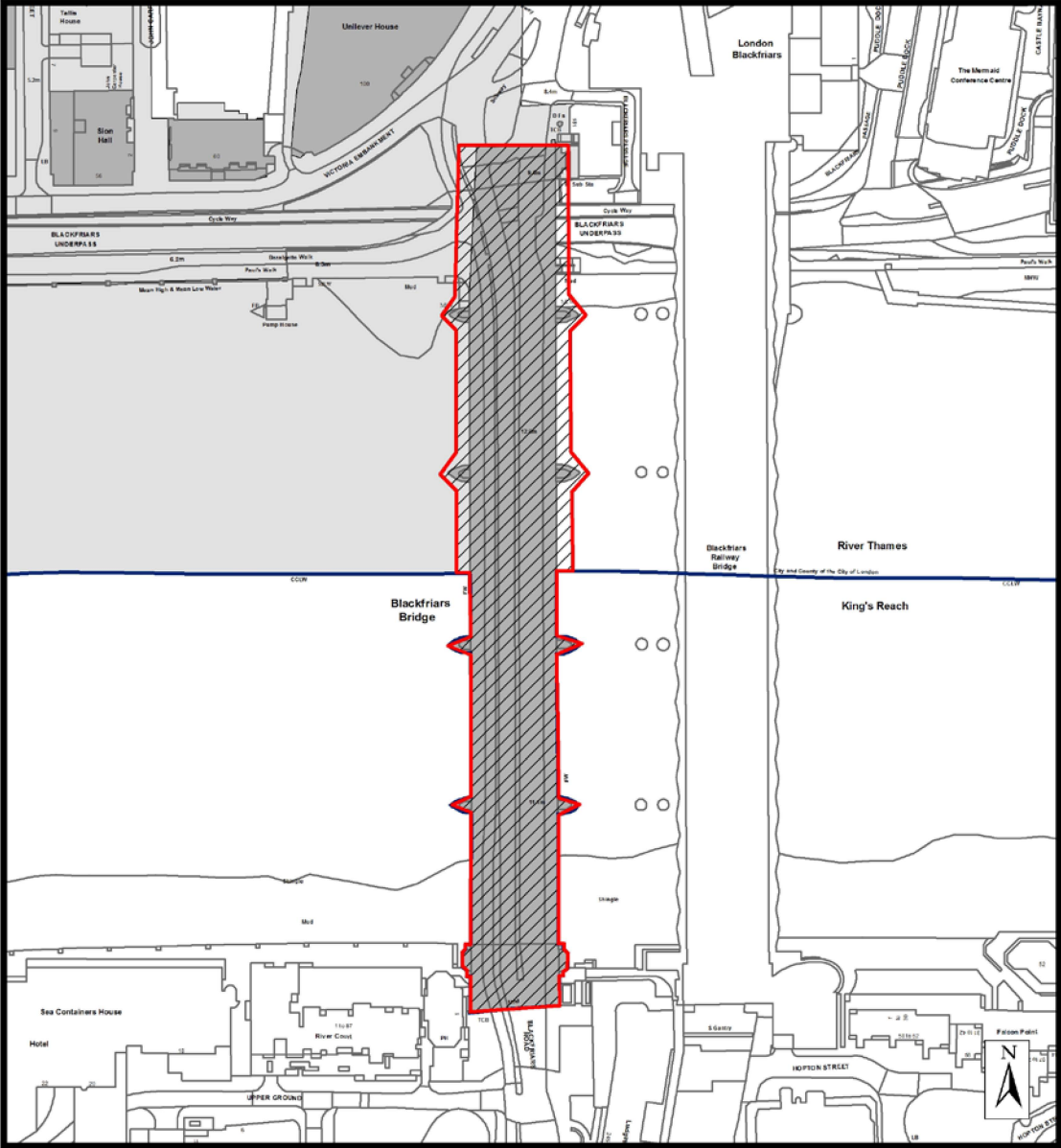
CASE No.
18/00453/FULEIA & 18/00454/LBC

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



DEPARTMENT OF THE BUILT ENVIRONMENT





Site Location Plan



© Crown copyright and database rights 2018 OS 100023243

ADDRESS:
Blackfriars Road Bridge

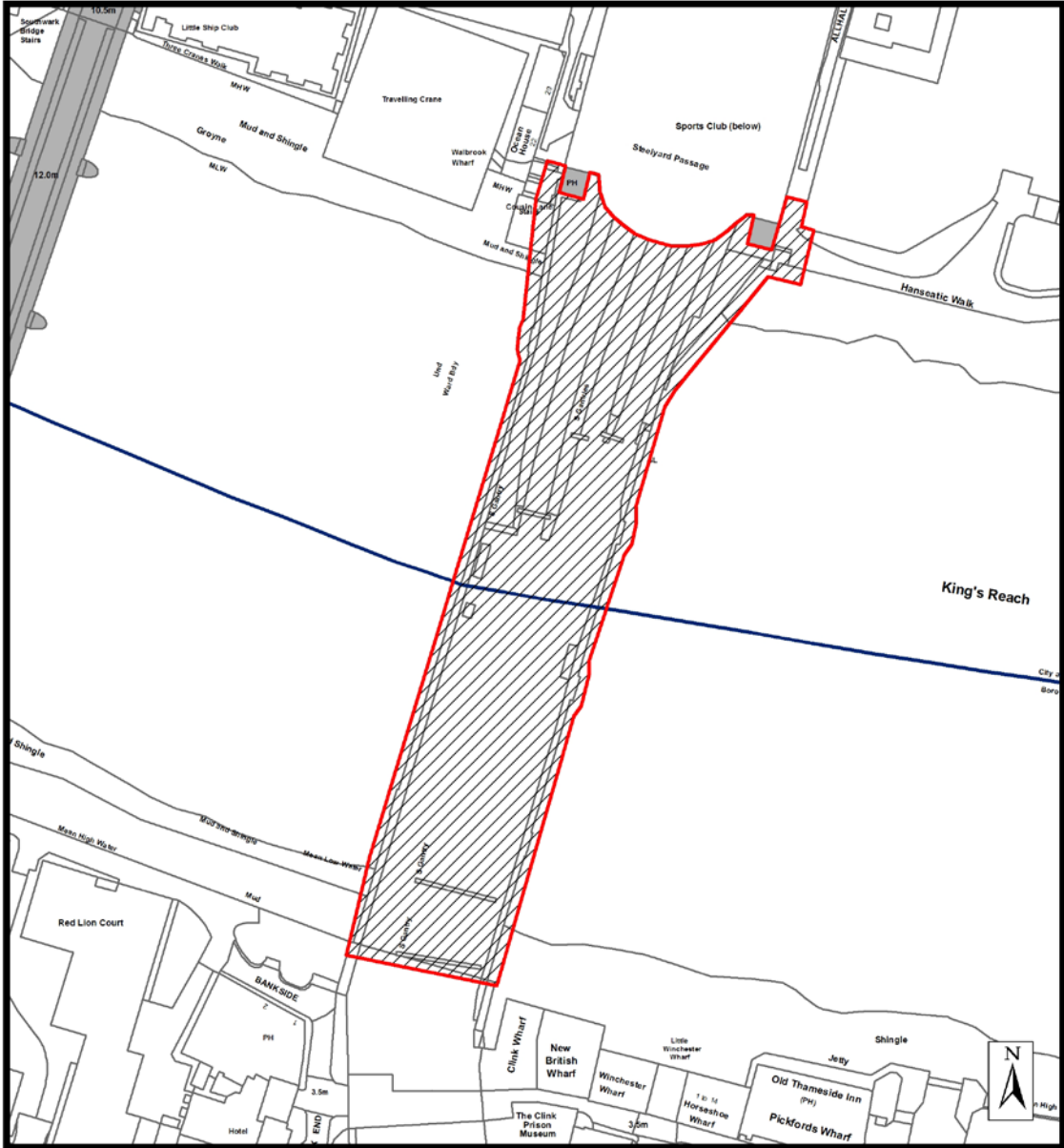
CASE No.
18/00455/FULEIA & 18/00456/LBC

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



DEPARTMENT OF THE BUILT ENVIRONMENT





Site Location Plan



© Crown copyright and database rights 2018 OS 100023243

ADDRESS:
Cannon Street Rail Bridge

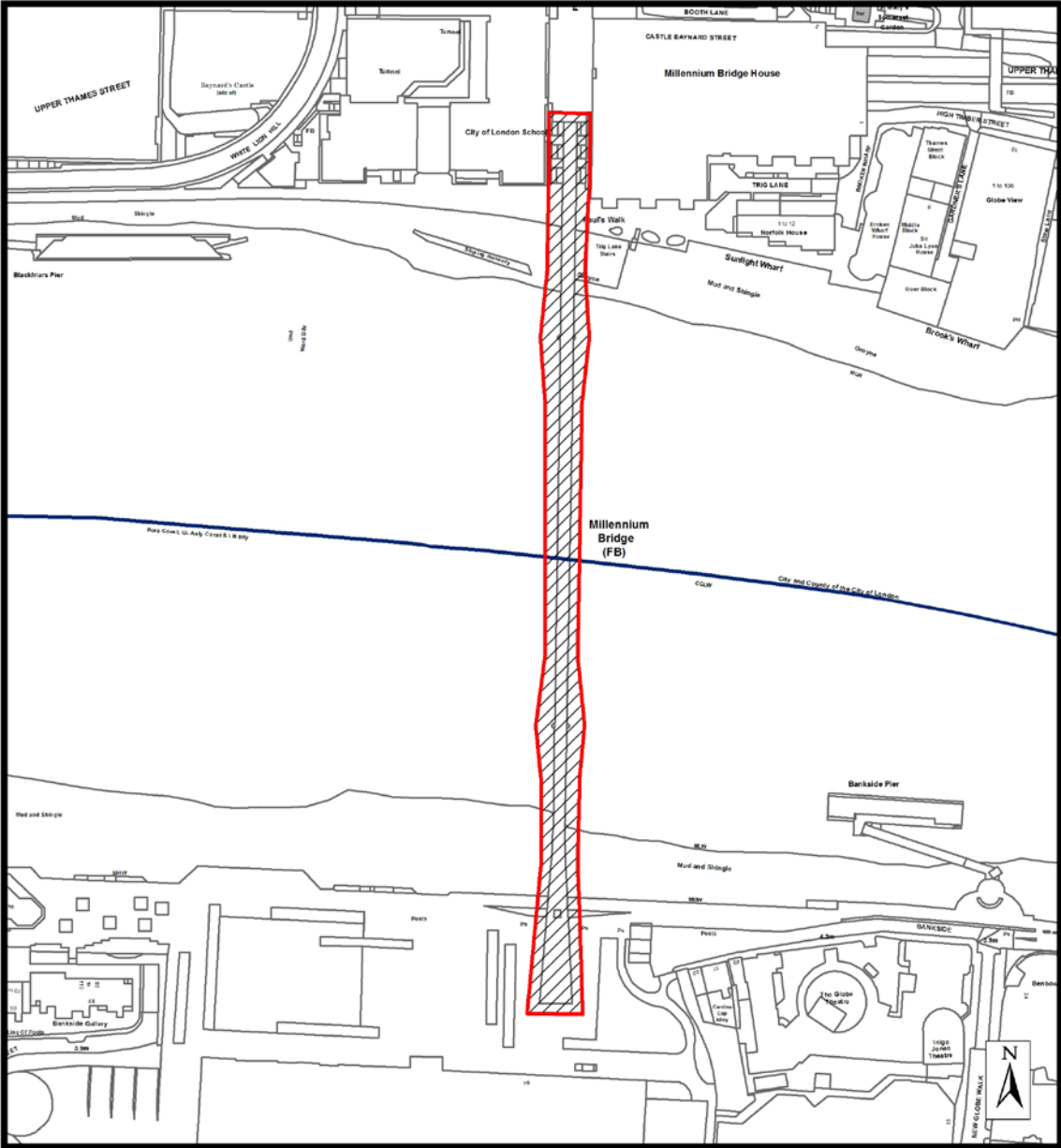
CASE No.
18/00457/FULEIA

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



DEPARTMENT OF THE BUILT ENVIRONMENT





Site Location Plan



© Crown copyright and database rights 2018 OS 100023243

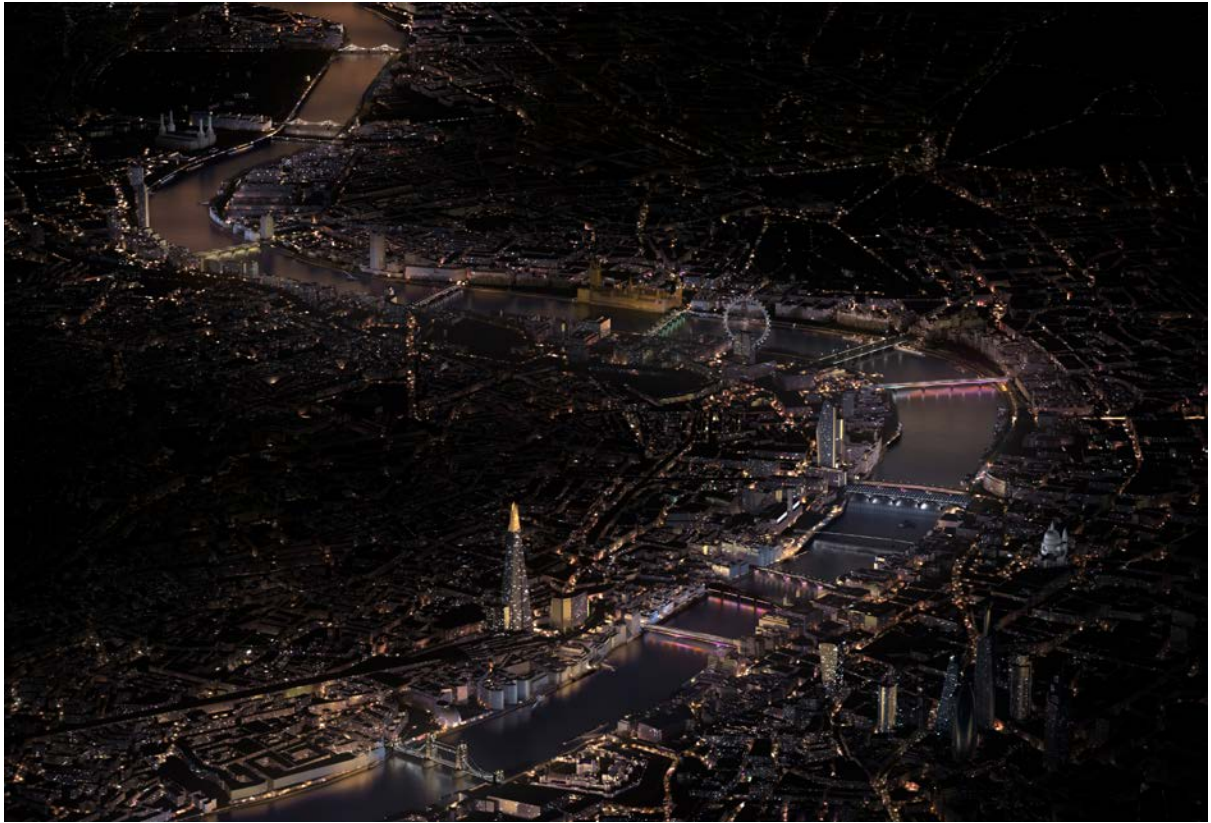
ADDRESS:
Millennium Bridge

CASE No.
18/00458/FULEIA

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



DEPARTMENT OF THE BUILT ENVIRONMENT



Overview of bridges



Blackfriars Road Bridge – Existing



Blackfriars Road Bridge – Proposed



Blackfriars Rail Bridge – Existing



Blackfriars Rail Bridge – Proposed



Millennium Bridge – Existing



Millennium Bridge – Proposed



Southwark Bridge – Existing



Southwark Bridge – Proposed



Cannon Street Rail Bridge – Existing



Cannon Street Rail Bridge – Proposed



London Bridge – Existing



London Bridge - Proposed

Main Report

Environmental Statement

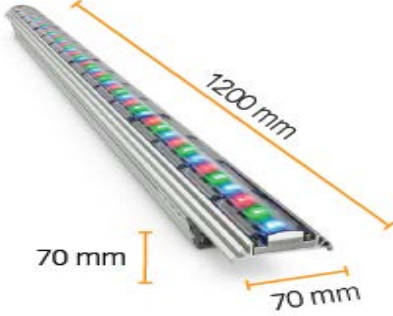

1. The application is for EIA development and is accompanied by an Environmental Statement (ES). The ES is a means of drawing together, in a systematic way, an assessment of a project's likely significant environmental effects. This is to ensure that the importance of the predicted effects and the scope for reducing them are properly understood by the public and the competent authority before it makes its decision.
2. The Local Planning Authority must take the Environmental Statement into consideration in reaching its decision as well as comments made by the consultation bodies and any representations from members of the public about environmental issues as required by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
3. The duties imposed by regulation 26 of the EIA Regulations require the local planning authority to undertake the following steps:
 - a. To examine the environmental information;
 - b. To reach a reasoned conclusion on the significant effects of the proposed development on the environment, taking into account the examination referred to at (a) above, and where appropriate, their own supplementary examination;
 - c. To integrate that conclusion into the decision as to whether planning permission is to be granted; and
 - d. If planning permission or subsequent consent is to be granted, consider whether it is appropriate to impose monitoring measures.
4. The local planning authority must not grant planning permission unless satisfied that the reasoned conclusion referred to at paragraph 3(b) above is up to date.
5. The draft statement attached to this report at Appendix A sets out the conclusions reached on the matters identified in regulation 26. It is the view of the officers that the reasoned conclusions set out in the statement are up to date.
6. Representations made by anybody required by the EIA Regulations to be invited to make representations and any representations duly made by any other person about the environmental effects of the development also forms part of the environmental information before your Committee.
7. The Environmental Statement is available in the Members' Room, along with the application, drawings, relevant policy documents and the representations received in respect of the application.

Project and Report Overview

8. This report covers the planning and listed building consent applications associated with the Illuminated River Project within the City. The project comprises a major public art installation, designed by artist Leo Villareal, which would illuminate fifteen of the central London bridges across the River Thames.
9. The bridges included within the project are as follows with those within the City highlighted:
 - Albert Bridge
 - Chelsea Bridge
 - Grosvenor Bridge
 - Vauxhall Bridge
 - Lambeth Bridge
 - Westminster Bridge
 - Golden Jubilee Footbridges
 - Waterloo Bridge
 - **Blackfriars Road Bridge**
 - **Blackfriars Railway Bridge**
 - **Millennium Bridge**
 - **Southwark Bridge**
 - **Cannon Street Railway Bridge**
 - **London Bridge**
 - Tower Bridge
10. The project seeks to:
 - Create a unified vision to celebrate the selected bridges of the project and London's historic links with the river;
 - Act as a catalyst for improving the public realm;
 - Be more energy efficient than existing decorative lighting on the bridges;
 - Contribute to a more ecologically sustainable environment for the river; and
 - Provide more opportunities to enjoy the environs of the river.
11. Villareal's artistic vision for the bridges uses colours and light treatments inspired by the palettes of Impressionist Masters and English Romantics who repeatedly painted the Thames. Like these artists Villareal uses the bridges as his canvas, sitting by the riverbank with his laptop, sequencing LED lights into painterly washes of colour. In the Illuminated River, Villareal mimics the changing movement of the river, using shifting

hues that are drawn from the London sky during sunset, moonlight and sunrise. These expressive light compositions carry on the traditions of Monet, Turner and Whistler who were interested in the blending of art and science and excelled in rendering light through the mixing of colour.

12. The lighting design is specific to each bridge respecting and revealing their distinctive histories and architectural features, while the kinetic motion of the lighting across the fifteen bridges would create a coherent art installation that references the river as a continuous living system.
13. The new lighting would be restricted predominantly to the sides and undersides of the bridges. The illumination on all bridges would be kinetic with subtle changes in the colour and intensity of the light. A detailed explanation of the proposals for each bridge is set out in the following sections of this report. As the illumination would be restricted to 'artistic lighting' it would not alter the existing road, rail or navigational lighting on any of the bridges.
14. A combination of the following fittings would be used to illuminate the City's bridges:

Fitting	Image	Description
LED Linear Graze		<p>The illumination from these fittings is designed to graze the vertical faces of the bridges. They are typically mounted end to end to create a continuous line of light. They can be used to display coloured or white light. In order to minimise light spillage into the river each fitting would have a custom designed optic shield that would be angled to cut off any light that would not be directed at the bridge.</p>
LED Floodlight		<p>These would be used to illuminate arches, the undersides of the bridges, piers and abutments. They can be angled to suit the features of the individual bridges. A single or dual head fitting could be used allowing the intensity of light to be varied. Lower powered floodlights would be used to pick out details on abutments and piers. Louvre attachments can be fitted to reduce potential glare.</p>

		
LED ColorBlast		These would be used on Southwark Bridge, Blackfriars Railway Bridge and Blackfriars Road Bridge to illuminate the piers.

15. In order to create the sequences of light a computer controlled lighting system would be used. The lighting for each bridge would be controlled from its own local computer control system, which would be programmed with the software to allow the bridge's illumination to run autonomously. Backup computers would be provided should the primary one fail. The computers would be located within control cabinets located within the bridge's existing plant rooms or in new or existing feeder pillar enclosures. Fibre optic cable would run from the computer to a series of network switches which would distribute the controls to a series of drivers that would supply the lighting to the relevant bridge. The control system would include integral time-clock functionality to enable lighting to be automatically switched on and off at the agreed times.
16. In addition to the local control there would be a central inter bridge network. This would allow the Artist to connect to all the local level control systems. This is so that the illumination sequences on one bridge could interact with those on adjacent bridges. A network point would be provided on each bridge to allow the local computer to connect to the central network. The location of the central control system is still to be decided.
17. Security of the central and local networks is of paramount importance to the project. Measures would be taken to prevent unauthorised use or hacking of the network. Should there be a need for the artwork to be temporarily overridden by the bridge owners for a particular event then the local computers could be disconnected, and separate computers temporarily connected to run the alternative content.

18. The electricity supply for the illumination would be from the local grid, although for some of the bridges new electricity supplies would be required and an application to UK Power Networks (UKPN) would be made.
19. Each bridge would require power distribution components. These would comprise a distribution board and lighting drivers. The distribution board would be located at the end of each bridge to distribute power to the lighting equipment. The board would be located within a control cabinet. Lighting drivers merge power and control feeds, delivering them to the LED lighting over a single cable. The drivers would be located within enclosures.
20. All equipment that would be used within the art installation including cabling and cable trays, driver boxes and enclosures and fixtures and fittings would be located as discretely as possible so as not to detract from the effect of the illumination or the appearance of the bridge.
21. The operational times of the lighting installation would be kept to existing bridge 'light up' hours. Cannon Street Railway bridge is currently unlit. This would be lit 30 minutes before dusk to 30 minutes after dawn to match with the timings of London Bridge. The illumination timings for each bridge would be as follows:

Dusk to dawn – Blackfriars Road Bridge, Blackfriars Railway Bridge and Millennium Bridge.

From 30 minutes before dusk to 30 minutes after dawn – Southwark Bridge, Cannon Street Railway Bridge and London Bridge.
22. The delivery of the project would be phased as follows:
 - Phase 1 (September to December 2018) the illumination of London Bridge, Cannon Street Railway Bridge, Southwark Bridge and Millennium Bridge.
 - Phase 2 (Autumn 2019 to Spring 2020) the illumination of Blackfriars Railway Bridge, Blackfriars Road Bridge, Golden Jubilee Footbridge and Waterloo Bridge.
 - Phase 3 (Autumn 2020 to Spring 2021) the illumination of Westminster Bridge, Lambeth Bridge and Vauxhall Bridge.
 - Phase 4 (Autumn 2021 to Spring 2022) the illumination of Grosvenor Bridge and Chelsea Bridge.
 - Phase 5 (Autumn 2022 – estimated finish date unknown) the illumination of Tower Bridge and Albert Bridge.
23. The Illuminated River Foundation is an independent charity been set up to fundraise for the Illuminated River Project. Apart from investment and start up from the Olympic Reserve towards the costs of the initial design competition, the project is to be funded through philanthropic private sources. Any public funding would be offset by a legacy of resources for London.

24. Approximately £16 million has been raised by the foundation to date with the majority of the money coming from private philanthropic foundation, £250,000 of funding has been received from the GLA who supported a design competition in 2016 and development of cross-sectoral partnerships to extend the impact of the project and £500,000 of funding has been pledged from the Bridge House Estates towards project costs related to London Bridge.
25. The funding raised to date would be sufficient to ensure that phase 1 of the project could be completed. If funding was not achieved for the later phases, then the project would still commence with the illumination of the earlier phases. Work would only commence on the individual bridges if funds for the illumination and maintenance had been secured.
26. This report considers the applications set out below and all applications have the following description of development “The installation of fixtures, fittings and ancillary equipment and associated works to illuminate the bridge in conjunction with the Illuminated River Project”.

Bridge	Planning Application Reference	Listed Building Consent Reference	Cross Boundary Application
London Bridge	18/00451/FULEIA		Southwark
Blackfriars Railway Bridge	18/00452/FULEIA		Southwark
Southwark Bridge	18/00453/FULEIA	18/00454/LBC	Southwark
Blackfriars Bridge	18/00455/FULEIA	18/00456/LBC	
Cannon Street Railway Bridge	18/00457/FULEIA		Southwark
Millennium Bridge	18/00458/FULEIA		Southwark

27. With the exception of the Blackfriars Bridge applications, all other applications are cross boundary. The area of each bridge within Southwark and the City is set out in the table below:

Bridge	Total Site Area of Bridge (sq.m)	Area within City of London (sq.m)	Area within Southwark (sq.m)
London Bridge	12,211	6,563	5,648
Blackfriars Railway Bridge	15,317	8,035	7,282
Southwark Bridge	7,060	3,522	3,538
Blackfriars Bridge	13,033	13,033	NA
Cannon Street Railway Bridge	11,562	6,088	5,474
Millennium Bridge	7,804	3,556	4,248

28. Identical planning applications have been submitted to the London Borough of Southwark. The proper approach is for each authority to determine the application as made, in accordance with the considerations below. (However, any permission issued by the City would only relate to land in the City).
29. The Town and Country Planning Act 1990 S70 provides that in dealing with planning applications the local planning authority should have regard to the development plan, any local finance consideration and any other material considerations. Planning and Compulsory Purchase Act S38 (6) provides that where regard is to be had to the development plan the determination should be in accordance with the development plan unless material considerations indicate otherwise.
30. When assessing the applications as made to the City the development plan to which regard is to be had is the development plan for the City. Members should take into account Southwark's development plan as another material consideration along with any of Southwark's observations.
31. Southwark are in the process of considering the applications.

Sites, Relevant Planning History and Proposal

32. A description of each of the individual bridges and the proposed works is set out below.

Blackfriars Road Bridge

Site

33. The bridge dates from 1869 and was designed by Joseph Cubitt and H Carr. It is 293 metres in length and 32 metres in width with wrought iron arches, granite piers, stone balustrades and decorative ironwork. The piers have carvings of plants and water birds by sculptor John Birnie Philip which reflect the tidal waters at this location on the river. The bridge was widened to meet the needs of increasing volumes of traffic between 1907 – 1910. It is used as a road, vehicle, foot and cycle bridge.
34. The bridge has navigational lights and decorative LED lighting to the arches and piers and twin lantern lighting at highway level.
35. It is within the Whitefriars Conservation Area, is Grade II listed and is within the setting of the following listed buildings St Paul's Cathedral (grade I), Victorian Embankment Wall and Lamp Standard (grade II), St Bride's Church (grade I), Unilever House (grade II), Former City of London School (grade II), Sion College (grade II), Telephone House (grade II), Hamilton House (grade II) and Inner Temple Gardens (grade II Registered Historic Park and Garden).

Relevant Planning History

36. The most recent history relates to the installation of a new public stair connecting to St Paul's Walk. There have been other minor planning applications on the site which are not relevant to this application.

Proposal

37. The sides and undersides of the bridge would be illuminated with a subtly changing colour palette of deep red and purple tones. Washes of colour would move across the underside of the bridge at a slow pace which would brighten the detailing of the arches.
38. The illumination would be achieved through the installation of 231 LED floodlights (single and double fittings) and 24 ColorBlast fittings. Two rows of LED floodlights would be mounted between the existing arched girders. Mild steel support rails would be installed between the existing girders to create a mounting platform for the new lights. ColorBlast fittings would be installed on each pier. These would be mounted on the existing lighting support frames. These works require listed building consent.
39. An existing feeder pillar on the western side of the bridge would provide an electrical supply to the new lighting. The pillar currently contains controls for the bridge's existing decorative lighting. This would be stripped out to make room for a new distribution board to serve the new lighting. At present, there is not a route from the feeder pillar to the underside of the bridge. It is proposed that a new tray route would be established through the balustrade and down to the lattice of the bridge.
40. The computer controls would be located within an existing switch room beneath the bridge on the north side within a dedicated control rack. Fibre optic cabling would route to local network switches on the bridge which would distribute the controls to the drivers that would be installed on the bridge.

Blackfriars Railway Bridge

Site

41. The original Blackfriars Railway Bridge was an extension to the London Chatham and Dover Railway dating from 1864 and designed by Joseph Cubitt and FT Turner. This bridge became too weak to support modern trains and was removed in 1985 leaving. All that remains is a series of columns and piers across the Thames and the grade II listed southern abutment, which are not to be illuminated.
42. The remaining wrought iron railway bridge was constructed to the east of the original bridge. It dates from 1866 and was designed by John Wolfe-Barry and Henry Marc Brunel. It is 284 metres in length and 32 metres in width. The bridge has five segmental girder arches painted in white and grey.

43. As part of the Thameslink Programme the bridge underwent a multi-million pound refit in 2012 which included widening the bridge, extensions to platforms, the addition of a roof with photovoltaic panels and the building of a station entrance and ticket office on the south side of the river.
44. The bridge has navigational lights and some decorative illumination in the form of blue LED linear lights and blue LED floodlights.
45. The bridge is not listed and not within a conservation area. It is within the setting of the following listed buildings: St Paul's Cathedral (grade I), Church of Nicholas Cole Abbey (grade I), Church of St Mary Aldermary (grade I), Church of St Mary Somerset (grade I), Church of St James Garlickhithe (grade I), Church of St Michael Paternoster Royal (grade I), Church of St Benet (grade I), Church of St Mary-le-Bow (grade I), Church of St Vedast (grade I), St Bride's Church (grade I), Unilever House (grade II), Former City of London School (grade II), Cannon Street Station Towers (grade II), Southwark Bridge (grade II) and Blackfriars Bridge (grade II).

Relevant Planning History

46. The most recent planning history relates to the widening of the railway bridge. There have been other minor planning applications on the site which are not relevant to this application.

Proposal

47. Washes of blue and purple lighting in varying tones would be added to the sides and mouldings of the bridge to accentuate the shape and gridwork of the arches. The intention would be to visually connect the lower parts of the bridge with the upper station, platforms and coverings which are currently lit with blue lights forming a band of illumination along the bridge's length. The pace and motion of the proposed lighting would be sequenced to harmonise with that of Blackfriars Road Bridge.
48. It is proposed that LED ColorBlast fittings would be mounted between the existing arched girders (underside of the bridge), and they would be mounted on stainless steel frames and fixed directly onto the stonework piers. LED Reach fittings (224 of the single fixtures) would be similarly mounted between the arched girders at a lower level. Support rails would be installed between the girders to form a mounting platform for the new LED Reach lights. The rails would be clamped to the bridge to prevent the need to drill into the existing steelwork. The proposed luminaires would illuminate the bridge's steel structure and piers.
49. The driver boxes would be located at a high level on the underside of the bridge adjacent to the piers where they would be most concealed. Cables would be routed in new cable trays installed on the underside of the bridge deck. The cabling would be routed around the piers in trunking or alternative cable trays.

50. The applicant assumed that it would not be permissible for the lighting's electrical supply to come from the station. A new power supply would need to be established for the lighting, the exact details of which are still being finalised. It is anticipated that the lighting would be controlled via a new feeder pillar enclosure (typical feeder pillar dimensions – 1800 mm wide x 1500 mm high x 500 mm deep), which would also house the distribution board. This would be located beneath either the southern or northern end of the bridge.
51. It is anticipated that the computer controllers would be located within a new feeder pillar that would be located next to the new power feeder pillar.

Millennium Bridge

Site

52. This pedestrian bridge, completed in 2000, was designed by Foster+Partners, alongside sculptor Anthony Caro and engineers Arup.
53. The steel suspension bridge has a span of 325 metres and is 5 metres in width. It is constructed with steel cables and 4 Y shaped armatures that support the deck. LED pipe fittings run alongside the deck throwing light onto the bridge's structure. It was intended that the bridge would be viewed as a "blade of light" across the Thames at night.
54. The bridge is not listed and not within a conservation area. It is within the setting of the following listed buildings: St Paul's Cathedral (grade I), Church of Nicholas Cole Abbey (grade I), Church of St Mary Aldermary (grade I), Church of St Mary Somerset (grade I), Church of St James Garlickhithe (grade I), Church of St Michael Paternoster Royal (grade I), Church of St Benet (grade I), Church of St Mary-le-Bow (grade I), Church of St Vedast (grade I), St Bride's Church (grade I), Faraday House (grade II), Unilever House (grade II), Former City of London School for Boys (grade II) and Cannon Street Station Towers (grade II).

Relevant Planning History

55. The relevant planning history primarily relates to the construction of the bridge.

Proposal

56. The bridge would be illuminated using a monochromatic scheme, layering variations of white light ranging from warm to cool. The illumination would be viewed as a line of white light expressed as a subtle pulse moving horizontally along the bridge's sides. This approach would restore the original intention for the bridge to be viewed as a blade of light at night.
57. All existing light fittings would be removed from the bridge. Encapsulite LEDs and LED Linear Graze fittings (540 of each type of fitting) would be installed into the existing bull nose lighting channel to illuminate the deck and the bridges structure. The fittings would be separated by shields to prevent light spillage between the two types of illumination. The

Encapsulite LEDs would illuminate the deck of the bridge and do not form part of the art work. The LED Liner Graze fittings are part of the artwork.

58. A combination of drivers and junction boxes would power and control the lighting and would be located below the bridge deck. The drivers would be fed from a network of power cables supplied from a main distribution point at the end of the bridge. The existing cabling is currently concealed in a galvanized metal cable tray that runs alongside the lighting channel. The tray is in poor condition and would be replaced as part of the proposal. All new cabling would be concealed in the new cable tray.
59. The existing power supply for the bridge is from a plant room beneath the north side of the bridge. The existing lighting distribution board would be stripped out and replaced to serve the new lighting. It is estimated that the current power supply would be sufficient to serve the proposed equipment.
60. The computer controllers would be located within the City of London school in an existing workshop adjacent to the north end of the bridge. Cabling for the bridge already runs through this space and no new access arrangements are required.

Southwark Bridge

Site

61. Southwark Bridge dates from 1921 and was designed by Mott, Hay and Anderson Engineers, with Sir Ernest George as consulting architect. It is a road and foot bridge that is 244 metres in length and 17 metres in width. Structurally it comprises five steel arches supported by rusticated granite piers.
62. The bridge is illuminated at present with navigational lights and decorative lighting comprising triple lantern fittings at highway level and LED feature lighting to the ocular windows, under arches and piers. The bridge is lit in blue and lilac coloured light.
63. The bridge is grade II listed and is not within a conservation area. It is within the setting of the following listed buildings St Paul's Cathedral (grade I), Cannon Street Station Towers (grade II), St Bride's Church (grade I), The Anchor Pub (grade II) and Southwark Cathedral (grade I).

Relevant Planning History

64. On the 11th May 2012 the London Borough of Southwark approved the installation of 60 Colourblast LED floodlights to the metal supports within the bridge arches and six LED lights to the oculars. The works were part of the look and feel strategy for the Olympics. As Local Planning Authority, the City of London took the view that these works did not require planning permission.
65. There have been other planning and listed building consent applications for works to the bridge but they are not considered to be relevant to this proposal.

Proposal

66. The inside and underside of the bridge's structure would be illuminated in subtly shifting rose, lavender and apricot coloured hues to emphasise the bridges elaborate latticework.
67. LED Reach fittings (120 single fittings in total) would be mounted in two rows between the bridge arches at lower level. One row would backlight the steel lattice structure and the other row would illuminate the underside of the arch structure. Steel support rails would be clamped to the bridge between the existing girders to create a mounting platform for the new lights.
68. LED ColourBlast (16 in total) fittings would be mounted on stainless steel posts that would be fixed to the bridge piers. The existing spotlights on each pier would be removed.
69. The lighting drivers would be located on the underside of the bridge, adjacent to the piers. Cables would be routed via a cable tray installed on the underside of the bridge and concealed within its structure. Cabling would be routed around the bridge's piers.
70. There are existing feeder pillars on the footpath of the bridge at both ends. It is proposed to use the supply from the pillar on the south-eastern end of the bridge. A new distribution board would be installed within this feeder pillar. Cabling would be routed out of the feeder pillar in trunking to the underside of the bridge. The existing power supply would be sufficient to serve the new equipment.
71. The computer controls would be located within a new feeder pillar enclosure that would be located on the south-east side of the bridge. The new pillar would replace an existing redundant feeder pillar.

Cannon Street Railway Bridge

Site

72. The bridge dates from 1866 and was built to the designs of Sir John Hawkshaw, the consulting engineer to the South Eastern Railway. It is approximately 261 metres in length and 38 meters in width and is used as a railway bridge. Five sections of riveted plate girder beams are supported by doric cast iron columns. The bridge has been widened and strengthened since its original construction.
73. The bridge currently only has navigational lights.
74. The bridge is not listed and not within a conservation area. It is within the setting of the following listed buildings: St Paul's Cathedral (grade I), Tower Bridge (grade I), Cannon Street Station towers (grade II), St Bride's Church (grade I), Unilever House (grade II), Southwark Bridge (grade II) and Anchor Public House (grade II).

Relevant Planning History

75. The planning history relates to works to upgrade and maintain the bridge. Other minor applications have been submitted which are not considered to be relevant to this proposal.

Proposal

76. The bridge's structure would be illuminated by a kinetic wash of pink, amber, purple and deep indigo tones. The vertical piers would be left unlit. LED Linear Graze fittings (402 in total) would be hung from the underside of the bridge to illuminate its sides. The fittings would be mounted on Unistrut channels spanning between the existing beams that support the bridge. Shields would be mounted on the fittings to control the spread of light and minimise spillage onto the river.
77. The drivers would be grouped onto the walkways on each pier as this is where they would be most concealed and accessible for maintenance purposes. The cables would be routed on new trays from the underside of the bridge deck adjacent to the luminaires.
78. As the bridge is unlit there is no electrical supply. An application to UKPN would be required and would be terminated within a new feeder pillar in Allhallows Lane, which would house the new distribution board.
79. It is anticipated that the new computer controls for the lighting would be in a new feeder pillar on Allhallows Lane. There would be a potential option to locate the controls within an existing Network Rail electrical room on Clink Street, though this has not yet been agreed. If the pillar option is used fibre optic cabling would route to local network switches and drivers.

London Bridge

Site

80. The bridge dates from 1972 and was designed by City Engineer, H K King, Mott, Hay & Anderson and the architects William Holford & Partners. It is 262 metres in length and 32 metres in width and is used as a road and foot bridge. Structurally it comprises a box girder bridge built from concrete and steel. The bridge has three spans supported by granite piers.
81. The bridge has navigation lights and decorative lighting to the fascia and arches of the bridge, in the form of LED upright strips and colour blast lighting. The existing illumination was installed in 2012 as part of the Olympics "Look and Feel" project. At highway level, there are dolphin lamps and double arm columns.
82. London Bridge is within the Borough High Street Conservation Area as defined by the London Borough of Southwark. It is not listed but is within the setting of the following listed buildings Tower Bridge (grade I), Southwark Cathedral (grade I), The Monument (grade I, Scheduled Ancient Monument), St Magnus the Martyr (grade I), Adelaide House (grade II) and Fishmonger's Hall (grade I).

Relevant Planning History

83. On the 3rd May 2012 the City of London granted planning permission for the installation of 320 light fittings for a temporary period 4th May 2012 to 31st October 2012 in association with the Olympics. There are other planning applications associated with the bridge, but they are not relevant to the current proposal.

Proposal

84. The sides and underside of the bridge would be illuminated by fields of subtly changing warm tones of pink, amber, purple and deep indigo light. It is proposed that LED Reach lights (48 double fittings in total) would be mounted on the wall and arches on the underside of the bridge to illuminate the bridge soffit. The lights would be hung from a stainless-steel tubular structure which would contain the cables supplying the lights with power and data.
85. LED Linear Graze light fittings (409 in total) would replace the bridge's existing strip lights to illuminate the bridge side. The lights would be mounted within an existing channel and would be concealed behind the existing concrete down stand that runs along the top of the bridge.
86. The drivers for the LED Reach lighting would be mounted within the hollow structure of the bridge. They would replace existing drivers. The drivers for the Linear Graze fittings would be located adjacent to the light fittings themselves.
87. The cables for the under-bridge lighting would run within the hollow void of the bridge. The cabling for the Linear Graze fittings would run adjacent to the luminaires on cable trays concealed by the concrete down-stand.
88. There is an existing electrical switch room located beneath the north side of the bridge which has capacity to supply the new lighting. The distribution board and computer controllers would be located in this switch room.

Consultations

89. A Statement of Community Involvement has been submitted with the application outlining the developer's engagement with the statutory authorities, other interest groups and with residents, building owners and occupiers in the surrounding area and political stakeholders. It states:
 - One to one meetings were held with local stakeholder groups including heritage groups, ecology groups, residents' groups and civic societies such groups included the Victorian Society, London Ramblers and Southwark Cyclists.
 - Over a six week period 17 consultation events were held including community public drop-in exhibitions, pop up exhibitions at train stations and wider public exhibitions.

- A wider programme of community outreach has been developed where the Illuminated River Foundation has attended community events.
 - Promotional material has been developed including a relaunched website, posters placed at Thames Clippers Piers, leaflets handed out at key stations, social media activity, listings on community websites, articles and features in community newsletters for neighbourhood forums and amenity groups.
 - Selected ward members, Members of Parliament, Assembly Members and City of London Councilmen and Alderman were written to, to introduce the project and invite them to attend a breakfast briefing and boat trip.
90. The Illuminated River team report that the project overall has been well received. In respect of the City's bridges there has been mixed opinion on how intense the colours on London Bridge should be and people were of the view that the pillars of Blackfriars Road bridge should be lit.
91. Following receipt of the planning applications and listed building consent applications by the City the application has been advertised and widely consulted upon. The following comments have been received:

Consultee	Comment	Bridge Comments are Relevant To					
		London Bridge	Blackfriars Railway Bridge	Blackfriars Road Bridge	Southwark Bridge	Cannon Street Railway Bridge	Millennium Bridge
Natural England	No comments	✓	✓	✓	✓		
London Underground	No comments	✓		✓			
London City Airport	No objection	✓		✓	✓	✓	✓
Heathrow Airport	No objection	✓	✓	✓	✓	✓	

Historic England	Been involved in pre-application discussions on the scheme which seeks to draw attention to some of London's most well-known heritage assets and the Thames, one of its most important public spaces. The scheme reflects discussions and advice offered by Historic England's specialist staff. Historic England, therefore do not wish to offer comments on this occasion. The applications should be determined in accordance with national and local policy guidance, and on the basis of the City's specialist conservation advice.	✓	✓	✓	✓		
Transport for London	No further comments	✓	✓	✓	✓	✓	✓
London Borough of Tower Hamlets	No objection	✓	✓	✓		✓	✓
City of Westminster	No comment			✓	✓		✓
NATS Safeguarding	No objection		✓	✓	✓	✓	✓
Environment Agency	No objection subject to a condition relating to the submission of a detailed lighting management strategy.	✓	✓	✓	✓	✓	✓
Port of London Authority	The applicant is aware of the need for River Works Licences from the PLA. Notice has been served on the PLA for London Bridge and Tower Bridge. It is questioned why notice has not been served for all the bridges. The Vision for the Tidal Thames ("Thames Vision") sets out a 20-year view of the river's future. It is a priority to get more people enjoying the Thames and its banks. The proposed project	✓	✓	✓	✓	✓	✓

	<p>has the potential to bring people to the riverside to enjoy the Thames in accordance with this goal.</p> <p>The project accords with culture related policies in the London Plan (2015) and draft London Plan (2017). It is recognised in the draft Cultural Strategy for London (2018) as a new attraction for the City. As such the PLA is supportive of the principle of the project.</p> <p>The installation would be phased. The phases would be subject to change as the installation progresses. A phasing plan should be required by condition given the detailed navigational planning that would be required.</p> <p>Detailed installation methodologies and risk assessments, code of construction practice documents and maintenance methodologies should be required for each phase to ensure that the safety of navigation is maintained. The PLA would need to be notified of the timings of any maintenance work.</p> <p>The applicant has predicted the lux levels on the bridges. It should be conditioned that light spill and luminance survey work is undertaken on completion of each phase of the project and a report should be submitted that shows the final levels do not exceed those stated in the ES.</p> <p>The removal of redundant lighting would be positive in terms of reducing clutter on the</p>						
--	---	--	--	--	--	--	--

	<p>bridges. It should be conditioned that redundant lighting is removed.</p> <p>It would be important to ensure that there is no conflict between the proposed lighting and the standard navigational lighting for open/closed arches. This would 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 would 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 would need to be progressed with the PLA as each phase of the project is progressed and would be addressed through the PLA's River Works License regime.</p> <p>The project provides an exciting opportunity for the River. Subject to the above conditions, the impact would be acceptable and the PLA has no objection.</p>						
Environment Agency	No objection subject to a condition requiring the submission of a detailed lighting management strategy.						
Clink Street Residents Group	<p>There is concern about:</p> <ul style="list-style-type: none"> - The light pollution through the night as many residents have bedrooms on the river. - The brightness of the proposed illumination. <p>Given many residents stand to be affected would it be possible for the applicant to present the proposals to residents?</p>	✓					

	It is suggested that illuminations are turned off by 11 pm each night for environmental and amenity reasons.						
Local resident: Ian Haxell	Is the committee aware that most nights there are floodlights on the surface of Cannon Street 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.					✓	
Local resident: James Warman	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. To illuminate the bridge would diminish its appeal.						✓
Worshipful Company of Lightmongers	There have been many attempts to bring a coordinated lighting plan to the river but these have failed. This initiative is built on a solid foundation and has the hallmarks of success. It would be a unique attraction to London to have all 15 bridges not only illuminated but done so in a coordinated way as a show of public art. It has the possibility to reach out and engage with local communities as well as being part of all major celebrations centred around the city.	✓	✓	✓	✓	✓	✓
Chris Livett, Livetts	Consider the project would positively contribute to the economy of the river, increasing the opportunities on the riverside for recreation and enjoyment. The project provides a unique opportunity to deliver a unified artwork along the river. Public art on this scale will be an important part of London's cultural offering. This project will enhance the	✓	✓	✓	✓	✓	✓

	<p>chosen bridges highlighting their architectural heritage and the features of them.</p> <p>The scheme has been developed with extensive engagement with stakeholders and residents. It appreciates 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 would be replaced with new, modern and energy efficient fixtures reducing their carbon footprint.</p>						
<p>Local Resident: Jackie Power</p>	<p>Concerns over the installation (length of time and noise nuisance) of the project and the permanent nature of the lighting.</p> <p>Lives next to Blackfriars Railway bridge on the south side. It is already illuminated at night as it is a working station.</p> <p>As blocks 1 – 3 Falcon Point are so close to the railway bridge it is felt that the illuminations would be visually intrusive into most of the floors and a further source of light pollution. This is another light source continuing brightening of the night time landscape.</p> <p>It needs to be understood what ameliorating measures the promoters of the scheme and the City of London would be providing for residents living so close to the railway bridge if the application is approved.</p>		✓				

92. The views of other City of London departments and statutory consultees have been taken into account in the preparation of this scheme and some detailed matters are addressed by the proposed conditions.

Policy Context

93. 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 to this report.
94. There is relevant City of London guidance including the Whitefriars Conservation Area Character Summary, draft lighting guidance in the Light and Darkness in the City: A Lighting Vision for the City of London and the Protected Views SPD. Government Guidance is contained in the National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG).

Considerations

95. The Corporation, in determining the planning applications has the following main statutory duties to perform in relation to each of the applications:-
 - To have regard to the provisions of the development plan, so far as material to the application, any local finance considerations so far as material to the application, and other material considerations. (Section 70(2) 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);
 - To pay special attention to the desirability of preserving or enhancing the character or appearance of relevant conservation areas (S 72(1) Planning, Listed Buildings and Conservation Areas Act 1990);
96. In considering whether to grant planning permission 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). In this case Blackfriars Bridge and Southwark Bridge;
97. The effect of the duties imposed by section 66(1) and 72(1) of the Planning (Listed buildings and Conservation Areas) Act 1990 is, respectively, to require decision-makers to give considerable weight and importance to the desirability of preserving the setting of listed buildings, and to the desirability of preserving or enhancing the character or appearance of a conservation area.
98. In respect of sustainable development, 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...*'.

99. It is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.

Principal Issues

100. The principal issues in considering this application are:
- The extent to which the proposals comply with Government policy advice (NPPF) and with the relevant policies of the Development Plan.
 - The principle of establishing a new piece of public art;
 - The impact of the proposal with regard to the relevant designated and non-designated heritage assets;
 - The impact of the proposals on the London skyline including on views in the London Views Management Framework;
 - The acceptability of the proposal in design terms;
 - The impact on the surrounding highways;
 - The impact on Ecology;
 - The impact of the lighting in terms of energy and sustainability;
 - Flood risk;
 - The impact on amenity; and
 - Future maintenance
101. The impact in terms of heritage and views is assessed in relation to each bridge. The remaining considerations are assessed in relation to all the bridges.

The Principle of Establishing a New Piece of Public Art in the City

102. Policies CS11 and DM11.2 of the Local Plan seek to encourage the provision of works of art in appropriate locations and ensure that financial provision is made for the future maintenance of new public art. This major public work of art will enable many people to view it for free in an appropriate location and would therefore accord with policies CS11 and DM11.2 of the Local Plan. The future maintenance of the artwork is covered in a latter section of this report.
103. The bridges within the project are within the Thames and the Riverside strategic area as defined by policy CS9 of the Local Plan. Policy CS9 seeks to improve the vibrancy of the riverside. It is considered that the illumination of the bridges would contribute towards enhancing the vibrancy of the River Thames in accordance with policy CS9.
104. The draft Cultural Strategy for London (2018) includes specific reference to the Illuminated River Project, referring to it as a 'major new attraction for the City.' The Cultural Strategy refers to the Illuminated River Project 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 Illuminated River Project is identified under policy 7 as a project which will integrate culture into major infrastructure projects.

Heritage, Views and Design

105. The NPPF, paragraph 128, requires an assessment of the significance of a heritage asset, including any contribution made by their setting, to be proportionate to the assets importance and no more than is sufficient to understand the potential impact.
106. Relevant Historic England guidance, “The Settings of Heritage Assets: Historic Environment Good Practice Advice Planning Note 3 (Second Edition)” (December 2017), a material consideration, sets out in detail how the setting of heritage assets should be approached. At paragraph 23, it recognises that in some circumstances a proposed development can affect the setting of numerous heritage assets, but that it is unlikely to impact on them all equally, with some being more sensitive to change than others – encouraging Local Authorities to minimise the need for detailed analysis of a large number of heritage assets. In accordance with this guidance officers have worked with the applicant at pre-application stage to ensure that the detailed assessment in the EIA is proportionate, measured and focused. The approach to assessing environmental receptors in this report adopts that approach.
107. Paragraph 129 of the NPPF states that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including the setting of any asset). The assessment of significance should be taken into account when considering the impact of a proposal.
108. Views from the bridges are broad and open in which a substantial number of visual receptors, including a significant number of heritage assets, may be observed in full or in part. These views are transient and kinetic, with receptors emerging in and out of view, the relationship between them dynamic by day and night. The application proposals have the potential to affect the setting of numerous heritage assets, often in a transient and incidental manner.
109. Each application has been assessed on a case-by-case basis, having regard for the site-specific circumstances when identifying the heritage assets to be considered and in how much detail. Regard has been given to the material guidance and factors such as the spatial, functional, historical or aesthetic relationship between the Bridge and the relevant receptor, their proximity and the quality and transience of the view, and whether it is an important view of that receptor.
110. In all cases the light omitted after dark would have the most significant visual impact on the bridges and surroundings. This impact will occur from:
 - i.) how the lighting scheme responds to the character of the Bridge

- ii.) the siting/detail of the luminaires so as to ensure that the lit effect is the feature, while reducing the exposure of the eye to the potential for visual burn/glare from the light source
 - iii.) the brightness of the face of the Bridge and the amount of light spill to the River and
 - iv.) the final colour spectrum and kinetic transience (speed) of the light.
111. The nature of the proposed artistic lighting is that it is not an exact science and requires 'live' fine-tuning and programming post-permission, which will be required by condition to safeguard setting. The detailed indicative technical information and associated drawings submitted by the applicant are sufficient to appreciate the character of the light, colour and brightness.

Southwark Bridge

112. The designated heritage assets of relevance in the consideration of this case are:

- Southwark Bridge (grade II);

113. As well as the setting of:

- St Paul's Cathedral (grade I);
- Cannon Street Station Towers (grade II);
- St Bride's Church (grade I);
- The Anchor Pub (grade II); and
- Southwark Cathedral (grade I).

114. In summary, it is considered that the proposal would preserve the special architectural and historic interest and significance of Southwark Bridge and the setting of St Paul's Cathedral, Cannon Street Station Towers, St Bride's Church, The Anchor Pub and Southwark Cathedral, in accordance with section 16 and 66 of the Town Planning (Listed Building and Conservation Areas) Act 1990, policies in the NPPF, London Plan Policy 7.8, City of London Local Plan Policies CS 12, DM 12.1 and DM 12.3, Southwark Core Strategy April 2011 Strategic Policy 12, Saved Southwark Plan Policies April 2013 3.15, 3.17 and 3.18.

Impact on the Special Interest and Significance of Southwark Bridge

115. It comprises a series of paired back but elegant free-classical Edwardian piers, with a rather industrial structure crowned by a decorative balustrade and festooned with distinctive integral 'Neptune' lanterns. Its construction spanned the First World War and it was one of the first major civic engineering projects to be finished following Armistice. Its significance derives from its architectural and historic interest and decorative architectural composition and as a historically important piece of civic engineering. It's setting contributes to its architectural and historic significance. Visible in broad, open and uninterrupted views from

the North and South Bank, where the full composition can be appreciated, contribute to that significance.

116. The siting, size and form of the proposed luminaires and other associated works, would be discreet and minimal. Most of the luminaires located beneath the structure would be discreetly located out-of-view in prominent views of the Bridge from the North and South Bank, so preserving those views of the bridge's composition which contribute to its significance.
117. There would be a visual assimilation with the listed bridge and the proposed lighting scheme achieved through a colour scheme, which would match or complement the backing structure – the details of which are reserved by condition. The method of fixing the proposed luminaires would utilise a mild steel clamp, to best avoid the potential for rusting, to avoid perforating historic fabric and to be reversible.
118. The siting, orientation and scope of the luminaires are an appropriate response to the architectural character of the Bridge – providing spot lights to identify the decorative piers which anchor the composition whilst the soffit lights would emphasise the structural steel spans and the depth of the lattice work, tying the composition together. It is considered that the proposal would enhance an appreciation of Southwark Bridge and allow for a better appreciation of its architectural significance.
119. The proposed luminaires have been detailed to mitigate the potential for visual glare from exposing the eye to naked LEDs. The ES (table 3.3) anticipates an increase in the average luminance in the face of the Bridge from 3 to 15 cd/m which is not significant and would provide an appropriately subtle illumination. Existing light spill to the River mainly derives from the 'Neptune' street lanterns – which will remain unchanged – and light spill from underneath the Bridge should be reduced enhancing an appreciation of Southwark Bridge. The transience of the light colour change and intensity will be conditioned, to ensure that it is appropriate and does not appear unduly prominent on completion.
120. Overall, it is considered that the siting, orientation, size and character of the luminaires would not harm the special interest or significance of the listed Bridge, in accordance with Section 16 of the Act and relevant policies in the NPPF, London Plan, City of London Local Plan, Southwark Core Strategy and Saved Southwark Plan Policies.

Effect on the Setting of Identified Listed Buildings

121. St Paul's Cathedral is of outstanding national importance due to its architectural, historic, artistic and communal value. It is Wren's most famous work and the seminal example of English Baroque, and is of national ceremonial significance. Its setting makes a significant contribution to that significance.
122. The pre-eminence of the Cathedral in views from the River Thames and the maintenance of the pre-dominant relationship between the two, is an important contribution to its significance.

123. The City's Protected Views SPD seeks to protect the pre-eminence of the Cathedral in kinetic views from the South Bank (Figure 3 of SPD), including from the relevant stretch between Cannon Street Rail Bridge and Southwark Bridge, where to various degrees the dome (peristyle up) and western towers of the Cathedral can be well appreciated in an open, isolated setting, against clear sky. The proposal would not change this relationship. In the evening, the siting, form and illumination of the proposal would not adversely detract from the setting of St Paul's, which would continue to pre-dominate above the balustrade of the Bridge, preserving its setting.
124. The two towers of Cannon Street Station are listed grade II and their significance lies in their architectural and historic value. Their prominence as an impressive architectural landmark and 'gateway' to the City from the south, announces the ambition of the South Eastern Railway who built the (now lost) original Cannon Street Station as their main London termini, making a significant contribution to their architectural and historic significance. The site would directly interact with views of the towers from the South Bank when approaching from the west – whilst being significantly divorced from it when approached from the east. The best views of the Towers are from London Bridge and when approached from the east on the South Bank and, given the distance and plane of view, the proposal would have a neutral impact on the setting of the towers. For reasons discussed, the siting, form and illumination of the lighting would not detract from views of the towers from approach from the west on the South Bank, thus preserving their setting.
125. St Bride's Church is grade I listed and of outstanding architectural and historic interest. Re-built following the Great Fire, 1670-84, by architect Christopher Wren, with a distinctive and elegant Wren steeple. The pre-eminence of the steeple in views from the South Bank, accentuated when it can be viewed against sky in the context of other Wren re-building, including St Paul's Cathedral, makes a significant contribution to its significance. It can be glimpsed in a distinct transient view from the South Bank through the most southern arch of Southwark Bridge, where it can be viewed against a near full sky backdrop. There are many other views from further west on the South Bank where it can be better appreciated. The siting, detail and form of the lighting, in association with the glimpsed view mean that the proposal would preserve the setting of St Bride's.
126. The Anchor Public House is grade II listed for its architectural, historic and communal interest/value. Dating from the mid-late 18th Century, it is a domestically-scaled and humble brick and tile building now a rare survival on the Thames. Uninterrupted views of it from the North Bank enable a full appreciation of the building, albeit the better views are from between Southwark and Cannon Street Rail Bridges and from the South Bank. The pub can be glimpsed through the second-most northern arch of Southwark Bridge. Given that this is a glimpsed and transient view, the setting of the pub would be preserved.

127. Southwark Cathedral is listed grade I for its outstanding architectural, historic, artistic and communal value. It's prominence when viewed from the River, and the relationship with it at its original crossing point, is defined by an ability to appreciate its crenelated tower and corner pinnacles. The tower is glimpsed in a transient long-distance view through the most northerly arch of Southwark Bridge. This is not an important, or the best, view of the Cathedral Tower, but is glimpsed and transient, with much better, closer, and more open views of it, in association with London Bridge, from further east on the North Bank. The siting and detail of the luminaires would preserve and better frame this view, preserving the setting of Southwark Cathedral.
128. Overall it is not considered that the proposal would detract from the setting of the identified designated heritage assets.

London View Management Framework

129. River Prospects 12(A.1-2/B.1) (Southwark Bridge, upstream and downstream) are located on the application site. It is considered that the proposal would not affect the ability of the observer to appreciate these views as the lighting fittings would be located underneath the bridge and to the plinth of the stone piers – so that no conspicuous light source would be directly visible above the balustrades which frame the lower part of these views.
130. Southwark Bridge could be glimpsed in View 11A.1 (London Bridge, upstream), which identifies St Paul's Cathedral, St Bride's Church (grade I), Cannon Street Station Towers (grade II), Old Bailey (grade II*), Tate Modern and BT Tower (grade II). Southwark Bridge is not identified as a landmark or feature in this view, and is only glimpsed, it being largely obscured by Cannon Street Rail Bridge in the middle ground of the view. Given this context, and the space between the bridge and the identified landmarks, it would not detract from their appreciation. It is considered that the proposed illumination would draw the attention of the observer to the presence of Southwark Bridge and the River, enhancing the quality of the view.

Urban Design

131. Local Plan Policy DM 10.1 seeks to ensure that external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution and the discreet integration of fittings into the building's design. Further, at paragraph 3.10.15, it states that illumination of buildings should only occur where it would contribute to the unique grandeur of the City by night, having regard for tone, colour and architectural character, whilst incorporating functional (statutory) light into the design.
132. The City has prepared a draft policy report "Light and Darkness in the City: A Lighting Vision for the City of London", which was consulted upon between January-March 2018. It is in general compliance with Local Plan policy and can be afforded some weight as a material consideration. It identified the Riverside Walk as a Character Area and

seeks low intensity, low scale and uniform levels of light, with the series of underpasses and overhangs improved by vertical wall lighting and the lighting of the Bridge soffits, to create positive pedestrian thresholds at night, with pocket parks of low level lighting contrasted with more theatrical bold lighting at junctions.

133. For the reasons established, the external illumination has been carefully designed with visual sensitivity, incorporating the discreet integration of fittings, enhancing the unique grandeur of the City at night with an appropriate tone and colour of light.
134. The proposal has been designed to avoid light spill/trespass into the River, to allow an appreciation of its inherent darkness, and the walkway. Otherwise, the Thames Path, on both the north and south side, is diverted around and not under the soffit of the Bridge, and so will have no additional impact. The art installation will improve the legibility of the Riverwalk, and celebrate the junction with Southwark Bridge Road, in accordance with emerging Lighting Strategy.

Millennium Bridge

135. The setting of the following designated heritage assets would be affected by the proposed illumination of Millennium Bridge:
 - St Paul's Cathedral (grade I);
 - Church of Nicholas Cole Abbey (grade I);
 - Church of St Mary Aldermary (grade I);
 - Church of St Mary Somerset (grade I)
 - Church of St James Garlickhithe (grade I);
 - Church of St Michael Paternoster Royal (grade I);
 - Church of St Benet (grade I);
 - Church of St Mary-le-Bow (grade I);
 - Church of St Vedast (grade I);
 - St Bride's Church (grade I);
 - Faraday House (grade II);
 - Unlivelier House (grade II);
 - Former City of London School for Boys (grade II); and
 - Cannon Street Station Towers (grade II).
136. It is considered that the proposal would conserve and enhance the local significance of Millennium Bridge as a non-designated heritage asset and the setting of St Paul's Cathedral, the Wren Churches (cited above), Unlivelier House, the former City of London School and the Cannon Street Station Towers, in accordance with section 66 of the Town Planning (Listed Building and Conservation Areas) Act 1990, relevant policies in the NPPF, London Plan Policy 7.8, City of London Local Plan Policies CS12, DM12.1 and DM12.3, Southwark Core Strategy April

Impact on Millennium Bridge as a Non-Designated Heritage Asset

137. The elegant camber and organic lightweight steel of Millennium Bridge were paired back to an enticing sabre or blade of light in the evening illuminating a structurally innovative shallow suspension bridge. As the newest Thames crossing (and the only pedestrian-only), it has become a London-defining structure. It is of sufficient architectural, historic and communal value to be regarded as a non-designated heritage asset.
138. The proposal seeks to re-instate the original “Blade of Light” concept, which was lost when the original metal halide luminaires were replaced with new LEDs, which have subsequently failed. As per the original design, the light fittings would be concealed in the ‘bull nose’ detail which embraces the deck, and would accommodate two different types of luminaires; one for the architectural affect and one functional to create an ambient light on the Bridge. The light wash to the tubular soffit would emphasise the elegant camber and streamline sleekness of the Bridge structure, as per the original intent. The siting, form and character of illumination would be an appropriate response to the architectural character of the Bridge, enhancing its architectural and historic significance as a non-designated heritage asset.
139. The proposed luminaires have been detailed to mitigate the potential for visual glare so as not to detract from the significance of Southwark Bridge. The ES anticipates (table 3.3) an increase in the average luminance on the face of the Bridge from approximately 2 cd/m to a projected 15 cd/m, an appropriate increase to achieve the architectural effect without being unduly strident. The proposal would result in an increase in light spill into the River, from approx. <1 to <6, which is insignificant. It is proposed to use a white spectrum of light, consistent with the original concept. The intensity and colour temperature range will require fine-tuning post-installation and is reserved for condition. The decorative light wash will be transient, in accordance with the overarching vision, and will be subject to fine-tuning reserved by condition.
140. Overall, it is considered that the siting, orientation, size and character of the luminaires would conserve and enhance the significance of the Millennium Bridge as a non-designated heritage asset, in accordance with Section 16 of the Act, relevant policies in the NPPF, London Plan, Local Plan, Southwark Core Strategy and Saved Southwark Plan Policies.

Effect on the Setting of Identified Listed Buildings

141. The significance St Paul’s Cathedral, and the contribution of its setting to that significance are as set out above. The City’s Protected Views SPD identifies the kinetic views of the Cathedral, in this instance, between Southwark and Blackfriars Railway Bridge, in which Millennium Bridge is prominent. The siting of the luminaires, obscuring of the light source and

subtle form of illumination on axis with the south transept of the Cathedral, would complement and reinforce the pre-eminence of the Cathedral and its relationship with the River.

142. For the 'Wren churches' identified their significance derives from architectural and historic value, including their diverse, dramatic and distinguished tower and spire designs, which have defined the City of London skyline for generations. The historical resonance of the scale of the re-building and their fine architecture can be appreciated from the South Bank, where this contribution to significance is accentuated when viewed together with St Paul's Cathedral as part of a dynamic skyline composition.
143. Given the low-level of the suspension Bridge, designed to preserve open and deep skyline views, the concealment of exposed light source and the subtlety of the light wash, it is not considered that the "blade of light" would cut-through views of any of the towers, steeples or spires from the South Bank. The proposal would act as a slender and subtle visual influence in the fore or middle ground of those views so as to preserve the contribution their setting makes to the significance of the churches.
144. Unilever House, 1930-32, by J Lomax Simpson, and the City of London School of 1881-82, by Davis and Emanuel, are distinctive and distinguished Thames-facing buildings with monumental revivalist classical and gothic manners that are of architectural and historic significance. Their setting when viewed as a group alongside other such large buildings, particularly when viewed from Blackfriars Road Bridge and the South Bank directly opposite, contributes to their significance. Neither building forms a significant part of these views, which are obscured by the existing Bridge and the contribution their setting from this view makes to their significance would be preserved.
145. The significance of the Cannon Street Station Towers, and their setting which contributes to their significance, are as set out above. The towers would be visible in the distant background on approach to the Bridge from the west along the South Bank, albeit views of the Towers are already heavily obscured by the current Bridge and other more prominent visual receptors. Given this, and that the most significant views of the towers are further downstream, the proposal would preserve their significance.

London View Management Framework and St Paul's Heights

146. River Prospects 13(A.1/B.1) (Millennium Bridge and Thames side at Tate Modern) and 12(A.1-2) (Southwark Bridge, upstream), would be affected by the proposal. The LVMF SPG, states that there are good views of St Paul's between Blackfriars Rail Bridge and Southwark Bridge.
147. View 13 A.1, from Millennium Bridge looking north, identifies the Bridge and St Paul's as the principal landmarks, while the Wren towers are identified as features which relieve the unremitting horizontality of the middle ground Thames-front buildings. During the day there would be no

impact. In the dark, the “Blade of Light” effect would provide a light wash across the deck to provide subtle ambient light. The light source would be concealed, diffused and baffled so as not to introduce a conspicuous visual burn/glare. It would lead the observer’s eye north on the axis with the south transept, drum, peristyle, dome and lantern, better revealing the landmark of St Paul’s Cathedral and the Bridge itself. Given the subtlety and concealment of the light source, it would continue to allow for free uninterrupted views out towards the Wren churches, preserving their appreciation in the view.

148. View 13B(1) (Thames side at Tate Modern) is from the South Bank on axis with the main body of the Cathedral. St Paul’s Cathedral and Millennium Bridge are identified as landmarks, while the Wren Churches are also identified as positive contributors to the wider view. Given the form of the re-instated Blade of Light, subject to confirming that the transience and final colour temperature of the light are appropriate and do not provide an un-due distraction, the proposal would re-emphasise the architectural engineering of the bridge, which would complement and draw the eye towards the drum, peristyle and dome of St Paul’s, allowing the viewer to better recognise and appreciate both landmarks, whilst not detracting from the wider Wren Churches.
149. The proposal would not affect the St Paul’s Heights limitations in accordance with policy CS13 of the Local Plan.

Urban Design

150. Local Plan Policy DM10.1 is addressed under the previous Bridge in association with relevant emerging guidance in the Lighting Strategy.
151. For the reasons established, the external illumination has been carefully designed with visual sensitivity, incorporating the discreet integration of fittings, enhancing the unique grandeur of the City at night with an appropriate tone and colour of light.
152. Given the siting, orientation and detail of the proposed luminaires, it is not considered that the proposal would result in inappropriate or invasive light spill/trespass into the surrounding public realm, and would respect the natural darkness of the River. The Thames Path runs underneath on both the north and south side with associated access ramps/stairs. The “Blade of Light” will improve the legibility of the Riverwalk and providing a sufficient degree of artistic incident at an important junction and gateway to the City, in accordance with the Lighting Strategy.

Cannon Street Rail Bridge

153. The non-designated heritage asset of relevance in the consideration of this case is:
 - Cannon Street Rail Bridge.
154. The setting of the following designated heritage assets would be affected by the proposed illumination of Cannon Street Rail Bridge:
 - St Paul’s Cathedral (grade I);

- Tower Bridge (grade I);
 - Cannon Street Station towers (grade II);
 - St Bride's Church (grade I);
 - Unilever House (grade II);
 - Southwark Bridge (grade II); and
 - Anchor Public House (grade II).
155. In summary, it is considered that the proposal would conserve and enhance the local significance of Cannon Street Rail Bridge as a non-designated heritage asset and the setting of St Paul's Cathedral, Tower Bridge, Cannon Street Station Towers, St Bride's Church, Unilever House, Southwark Bridge and the Anchor Public House in accordance with section 66 of the Town Planning (Listed Building and Conservation Areas) Act 1990, relevant policies in the NPPF, London Plan Policy 7.8, City of London Local Plan Policies CS 12, DM 12.1 and DM 12.3, Southwark Core Strategy April 2011 Strategic Policy 12 and Saved Southwark Plan Policies April 2013 3.15 and 3.18.

Impact on Cannon Street Rail Bridge as a Non-Designated Heritage Asset

156. Cannon Street Rail Bridge was built in 1866, to the design of Sir John Hawkshaw, consulting engineer to the South Eastern Railway, as their main City rail termini. It's historic and monumental vaulted iron and glass train shed was lost to the war. The remaining allowing the 'Wren-esque' Italianate towers are now grade II listed. The original Bridge was sturdy Grecian Doric, with impressive Doric columns supporting a flat bracketed slab – although substantial alteration for extension and re-enforcement in 1886-93, 1910-13 and in particular 1979 and 1981, have stripped it of its ornamental character, leaving it with quite a utilitarian engineered character. Only part of the fluted shafts of the Grecian Doric columns remaining exposed. An open, relatively uninterrupted pre-eminence is experienced, in views of the bridge from the North Bank, but principally in views from London and Southwark Bridges as part of the wider Cityscape. Its relationship with the listed towers is important in understanding and appreciating its significance. Overall, it is considered that the Bridge is of some architectural and historic significance.
157. The principle of lighting the Bridge is acceptable as it could draw attention to its local architectural and historic significance. During the day, given the size and detailed design of the proposed luminaire and it being in a deep soffit, it is not considered that they would detract from the architecture of the Bridge. The electrical trunking and associated equipment enclosure would be minimal in size and discreetly run to reduce visual clutter. The final colour of the trunking and equipment enclosure would be reserved by condition to ensure that it appropriately assimilates with the relevant backing structure.

158. To light the underside face of the Bridge structure with a linear transient strip of light of pink, amber, purple and deep indigo tones compliments the architectural character of the Bridge - the final intensity and colour temperature range will require fine-tuning post-installation and is reserved for condition. It is accepted that due to the high tide line and not to spill further light into the River, that the lighting of the remaining (altered) Victorian columns which anchor the architectural composition of the bridge, would not be possible.
159. The ES (table 3.3) anticipates an increase in the average luminance on the face of the Bridge from approximately 0 to 15 cd/m, which is an appropriate increase to achieve the architectural effect without being unduly strident. An increase in light spill into the River, from approx. <1 to <6, is considered insignificant in visual appearance terms. The decorative light wash will be transient, in accordance with the unified overarching vision, and ensuring an appropriate speed will be subject to fine-tuning and is reserved for condition.
160. Details of the design and location of the new feeder pillars would be required by condition.
161. Overall, it is considered that the siting, orientation, size and character of the luminaires would conserve and enhance the significance of the Cannon Street Rail Bridge as a non-designated heritage asset, in accordance with Section 16 of the Act and relevant policies in the NPPF, London Plan, Local Plan, Southwark Core Strategy and Saved Southwark Plan Policies.

Impact on the Setting of Identified Listed Buildings

162. There are prominent views of St Paul's from London Bridge (south side, see LVMF assessment) and from two views identified in the City's Protected Views SPD - from the space north of Montague Close and the jetty outside Pickford's Wharf. The siting, size and orientation of the luminaires would shield the observer from an exposed light source, so as not to detract from an appreciation of St Paul's in these views. Trains will provide an additional layer of transient light source. The conditioning and approval of light colour, intensity and transience would ensure that the final scheme would not appear unduly strident so as to detract from the pre-eminence of the Cathedral in these views.
163. Tower Bridge has become the 'iconic' London bridge. Constructed between 1886-1894 by Sir Horace Jones and engineer Sir John Wolfe Barry. It has a distinctive silhouette centred on two imposing castellated towers with turrets, gables and pinnacles. It is of architectural, historic and communal significance.
164. The view of relevance in this instance is that from Southwark Bridge looking east upstream. Whilst visible, this is a poor and much less important view of Tower Bridge – being cropped by Cannon Street Rail Bridge and the proposal would preserve the setting, subject to final levels being managed by condition.

165. The significance and contribution of it on the Cannon Street Railway Towers has been considered above. The proposed lighting scheme would draw attention to the historic bridge structure, and away from other distracting layers of light in those prominent views such that it would reinforce the relationship between the Bridge and towers, conserving and enhancing their significance.
166. The significance and setting of St Bride's Church and Unilever House has been considered above. The elegant silhouette of the St Bride's steeple and imposing colonnade of Unilever House are visible from the south-side of London Bridge and to a much lesser significant extent in non-prominent views from the South Bank. Given the distance and visual separation, and ensuring final lighting levels, it is considered that the setting of both would be preserved.
167. The significance and setting of Southwark Bridge has been covered elsewhere in this report. Good views of Southwark Bridge will be apparent from the South and in particular the North Bank through the arches of Cannon Street Rail Bridge. The two lighting schemes would complement each and reinforce the significance of both, whilst the siting and light wash would better frame and focus those views of Southwark Bridge, enhancing an appreciation of its significance.
168. The significance and setting of the Anchor Public House has been covered elsewhere in this report. The proposal would be in the immediate setting of the pub when appreciated from the South Bank, where its domestic proportion could be susceptible to an overly dominant scheme. The size, concealment of the light source and appropriately subtle illumination, would preserve the setting of this listed building.

London View Management Framework and Monument Views

169. The LVMF SPG acknowledges that River Prospect 12B.1 (Southwark Bridge, downstream) is dominated by Cannon Street Rail Bridge. The landmarks in this view are identified as Southwark Cathedral, Cannon Street Station Towers, Tower Bridge and the Shard, whilst also identifying Cannon Street Railway Bridge, Canary Wharf, Guy's Hospital and the Anchor Public House as features. The Applicant has provided an existing and proposed AVR of this view, albeit it is missing a section of the Panorama featuring the South Bank and the Anchor Pub. Notwithstanding, the view is considered sufficient for the purpose of assessing the impact in this instance. Given the siting, orientation, concealment of conspicuous light source and spatial and perspective difference between the Bridge and the landmarks and features identified in the view, it is considered that the proposal would reinforce the architectural and historic relationship between the Bridge and the listed Cannon Street station towers, enhancing their appreciation in the view.
170. River Prospect 11A.1 and A.2 (London Bridge, upstream) are acknowledged in the LVMF as in need of improvement. St Paul's, Cannon Street Station Towers, BT Tower, St Bride's Church and the Old Bailey are recognised as landmarks - Unilever House and the BT Tower as features of interest. The applicant has provided an existing and

proposed AVR of assessment point A.1. For the reasons stated above, it is considered that, subject to confirming final lighting levels including transience, the proposal would not unduly detract from those landmarks and features identified in the view.

171. Cannon Street Rail Bridge features in Monument View 3 (South West to London Bridge and Cannon Street Railway Bridge), as identified in the City's Protected Views SPD. In this view is the River Thames, the Golden Hinde Galleon, Pickford's/Winchester/New British and Clink Wharves and Fishmonger's Hall. The pre-eminence of the Thames would be retained and reinforced as the proposed lighting scheme would draw the attention of the viewer toward the River after dark, highlighting it as an historic crossing. For the reasons discussed, the proposal would not un-duly detract from the appreciation of the features identified in this view.

Urban Design

172. Local Plan Policy DM 10.1 is addressed previously in association with relevant emerging guidance in the Lighting Strategy.
173. For the reasons established, the external illumination has been carefully designed with visual sensitivity, incorporating the discreet integration of fittings, enhancing the unique grandeur of the City at night with an appropriate tone and colour of light.
174. Given the siting, orientation and detail of the proposed luminaires, it is not considered that the proposal would result in inappropriate or invasive light spill/trespass into the surrounding public realm or River. It is not proposed to light the soffit of the Bridge, while the Thames Path does not run directly underneath it, and the separation distance, siting, orientation and detail of the luminaires would not result in invasive or inappropriate light spill to the Thames Path or the River.

London Bridge

175. The non-designated heritage asset of relevance in the consideration of this case is:
 - London Bridge.
176. The setting of the following designated heritage assets would be affected by the illumination of London Bridge:
 - Tower Bridge (grade I);
 - Southwark Cathedral (grade I);
 - The Monument (grade I, Scheduled Ancient Monument);
 - St Magnus the Martyr (grade I);
 - Adelaide House (grade II); and
 - Fishmonger's Hall (grade I).

177. In summary, it is considered that the proposal would conserve and enhance the local significance of London Bridge as a non-designated heritage asset and the setting of Tower Bridge, Southwark Cathedral, The Monument, St Magnus the Martyr, Adelaide House and Fishmongers Hall, in accordance with section 66 of the Town Planning (Listed Building and Conservation Areas) Act 1990, relevant policies in the NPPF, London Plan Policy 7.8, City of London Local Plan Policies CS 12, DM 12.1 and DM 12.3, Southwark Core Strategy April 2011 Strategic Policy 12 and Saved Southwark Plan Policies April 2013 3.15 and 3.18.

Impact on London Bridge as a Non-Designated Heritage Asset

178. London Bridge comprises a tripartite span of pre-stressed concrete box girders with elliptical concrete piers and clad in concrete aggregate panels. London Bridge is the original, and until 1729 was the only, Thames crossing east of Kingston. It the latest of a series of 'iconic' structures, including the Medieval Bridge which was considered one of the wonders of the Medieval world and is immortalised in popular culture. For this reason, London Bridge is considered of sufficient architectural, historic and communal significance to be considered a non-designated heritage asset. Open, broad, and uninterrupted views of London Bridge from the North and South Banks contribute to that significance.
179. The proposal would replace the bridge's current lighting scheme. It would better respond to and reinforce the architectural character of the Bridge and better reflect its historic significance – utilising the “blank canvas” provided by the face and soffit of the Bridge for architectural effect, while emphasising those core architectural/engineering facets for celebration.
180. The face of the Bridge would be illuminated by an LED linear graze that would be located within the recess of a down stand in the balustrade which would provide a light trough, all but concealing the luminaires in wider views so as not to clutter the Bridge when viewed during the day. The luminaires and associated fixing structure and cabling underneath the soffit have the potential to be prominent in close range views of the bridge. Given the proportionate size of the fixtures relative to the structure, and an appropriate matching colour scheme to assist assimilation, it is considered that the proposal would not add an unacceptable amount of visual clutter.
181. The ES (table 3.3) anticipates the same average luminance on the face of the Bridge of approx. 20 cd/m which would be an appropriate amount for the architectural effect without being unduly strident. The current lighting scheme spills a significant amount of light into the River (25Lux), which the current proposal anticipates to reduce to <5Lux. This is a significant reduction and an enhancement to the relationship between the River and the Bridge. The introduction of pink, amber, purple and deep indigo tones could appear quite striking on the white concrete

structure, with the final intensity, colour spectrum and transience of the light reserved for condition to ensure that it would not be unduly strident.

182. Overall, it is considered that the siting, orientation, size and character of the luminaires would conserve and enhance the significance of London Bridge as a non-designated heritage asset, in accordance with Section 16 of the Act and the relevant policies in the NPPF, London Plan, Local Plan, Southwark Core Strategy and Saved Southwark Plan Policies.

Impact on the Outstanding Universal Value of the Tower of London World Heritage Site

183. The Tower of London is prominent in views from the South Bank (Queen's Walk) in the Upper Pool of London, between London and Tower Bridge. The proposal would be visible in the same context as the Tower in views from Tower Bridge and from London Bridge itself, as defined as part of the formal Local Setting in the Tower of London World Heritage Site Management Plan and associated Tower of London Local Setting Study, which are material considerations. The outstanding universal value of the Tower can be summarised as an iconic and seminal example of Norman Medieval military architecture, acting as a fortress gateway to London, and as a symbol of Norman Power over the City and as a place with significant state institution and the place of significant European events. The approach/arrival point to the Tower from Tower Bridge (Approach Route 14) and the serial kinetic views from it are considered important, as are Views 11 and 09.
184. View 11 (London Bridge) (see also section on LVMF, View 11B(.1/2)) would be unaffected, given the siting and orientation of the proposed luminaires, which would be concealed out of view. View 9 (Tower Bridge, north bastion, see also section on LVMF, View 10A.1), from the North Bastion, identified an important sequence of views from Queen's Walk and Tower Bridge, seeks to retain the pre-eminence of the White Tower and the relationship with the River. It states that the aim is that the White Tower and wider complex appear as distinct on the edge of the City and are not 'lost' in the City. It is considered, for the reasons established, the siting, orientation and the brightness of the illumination, the latter to be reassured via condition, and the fact that London Bridge would be a distant feature on the edge of the view, that the pre-eminence of the White Tower would be preserved in these views and would not be further visually 'absorbed' into the City as a result of the proposal.
185. Overall, it is considered that the proposal would have a neutral impact on the Outstanding Universal Value of the Tower of London World Heritage Site in accordance with City of London Local Plan Policies CS12 and DM12.1, Southwark Core Strategy Strategic Policy 12, Saved Southwark Plan Policies 3.18 and London Plan Policies 7.8 and 7.10.

Impact on the Setting of the Identified Listed Buildings

186. Views of St Paul's from London Bridge as identified in the LVMF and the City's Protected Views SPD, would be unaffected given the siting, orientation and character of the light. Emerging views of the dome and

lantern from the South Bank are distant, non-prominent and do not allow for a fuller appreciation of drum and peristyle with western towers, which is afforded west of London Bridge. For these reasons, and given the siting, orientation and subtlety of the proposed illumination, the significance and setting of St Paul's Cathedral would be preserved.

187. The significance and setting of Tower Bridge have been identified elsewhere in this report. Glimpsed views are gained from the North and South Bank with are non-prominent and do not allow a full appreciation of the architectural composition and silhouette, which the more important views from the Upper Pool of London afford. These views are considered incidental and for the reasons discussed, the siting, orientation and qualities of the proposed lighting would have a neutral impact on the setting of Tower Bridge, preserving its significance.
188. The significance and setting of Southwark Cathedral has been identified elsewhere in this report. Prominent and important views of the Cathedral, in association with the Bridge, are made from the North Bank, between Angle Lane and Old Billingsgate Walk. The silhouette of the pinnacled tower would remain prominent in its immediate setting. The lit bridge would not intersect the tower and for the reasons discussed, the siting, size, orientation and type of light would preserve its significance.
189. The Monument to the Great Fire by Sir Christopher Wren 1671-77, is a monumental Doric column of Portland Stone commemorating a seminal moment in the history of London - the Fire starting on nearby Pudding Lane. Elegant proportions crowned by a gilt copper finial which historically announced arrival in London and is symbolic of its re-building. It is of exceptional architectural, historic and communal value. It's prominence in local views, including from the River from Queen's Walk, make a significant contribution to that significance and an appreciation of it. The City's Protected Views SPD describes the view of the Monument from Queen's walk, near London Bridge as "the most complete and intimate view of the Monument from the South Bank" (para 4.26), that significance accentuated by the alignment of the view with the Old London Bridge and a reminder of the symbolic approach to London. In this view, the visual separation with the limited viewing corridor on axis with the Monument would result in no harm to the vista. Where the soffit lighting is exposed, much care has been taken to mitigate the potential glare of the direct light source to reduce the potential for visual distraction, while the subtle illumination of the Bridge, proposed colours and transience of the light, subject to final agreement, would not provide an undue distraction from the Monument, thus preserving its significance and setting.
190. St Magnus the Martyr Church by Sir Christopher Wren dating from 1671-87, is a post-fire re-build of an important historical church and City gateway on Medieval London Bridge, with elegant slender tower, one of Wren's most distinctive, with giant ordered square tower, hexagonal open belfry, dome and lantern. As such, it is of exceptional architectural, historic and communal significance. The setting of the Church has been compromised, but the view from the South Bank, on axis with the Old

London Bridge and the Monument, makes a significant contribution to that significance and an appreciation of it. For the reasons discussed in relation to the Monument, it is considered that the proposal would not detract from this view and would preserve the significance and setting of the Church.

191. Adelaide House by Sir John Burnet and Tait dating from 1924-25, is an early example of a 'skyscraper' commercial block of its time in the North American manner – tall steel frame clad in granite and Portland Stone with striking revivalist which is roughly Art Deco with neo Greek and Egyptian flourishes. This architectural and historic interest is accentuated by its significant presence on the north side of London Bridge. The main approaches from London Bridge/King William Street would be unaffected. For the reasons discussed above, the proposal would preserve the significance and setting of Adelaide House.
192. Fishmonger's Hall, by eminent architects Henry Roberts and George Gilbert Scott, 1831-34, is a prominent Livery hall for the Worshipful Company of Fishmongers with an impressive ionic temple Thames-front. Views of the full principal Thames-front elevation from the North and South Bank, in association with the River, are elements of its setting which contribute to its significance and an appreciation of it. The proposal would not implicate direct sightlines of the principal façade from the North or South Bank whilst, for the reasons discussed, the proposed lighting scheme would not unduly detract from its significance or setting.

London View Management Framework and Monument Views

193. River Prospects 11(A.1/2) (London Bridge, upstream) and 11B(.1/2) (London Bridge, downstream) are assessment points based on the western and eastern footpath of London Bridge. Given the siting and orientation of the proposed luminaires, on the underside of the Bridge and within a down stand, the proposal would have no impact on the observer's ability to appreciate the view.
194. The proposal would be visible in View 10A.1 (Tower Bridge, upstream) from the North Bastion of Tower Bridge. Here the Tower of London, St Paul's Cathedral, The Monument, City Hall and HMS Belfast are identified as landmarks, in addition to other such as the Cannon Street Station Towers, Custom House but also tall modern buildings, such as 30 St Mark Axe ("the Gherkin"), Guy's Hospital Tower and the Tate Modern chimney. In character, it is a wide panorama incorporating both sides of the River. London Bridge is in the distant background of the view and not within the direct sightline of an identified landmark or feature. Given the siting, size, orientation and nature of the illumination, it is considered that the proposal would highlight London Bridge, accentuating its presence, without distracting from the landmarks or feature in the view, thus enhancing it.
195. London Bridge would be visible in Monument View 3 (South West to London Bridge and Cannon Street Railway Bridge). Whilst not being identified as a "Key Feature" in either, it is a notable landmark. The view of the Bridge is glimpsed and given the siting and orientation of the light,

and the significant reduction in light spillage into the Thames, it is considered that that the impact on the view would be minor beneficial, enhancing appreciation of the River Thames.

Urban Design

196. Local Plan Policy DM 10.1 is addressed previously in association with relevant emerging guidance in the Lighting Strategy.
197. For the reasons established, the external illumination has been carefully designed with visual sensitivity, incorporating the discreet integration of fittings, enhancing the unique grandeur of the City at night with an appropriate tone and colour of light.
198. Given the siting, orientation and detail of the proposed luminaires, it is not considered that the proposal would result in invasive or inappropriate light spill to the Thames Path on the north side. This will be confirmed by condition which, in association with confirming final light intensity, will ensure an appropriate ambient light to the public realm, while celebrating the soffits with an art installation which will celebrate London's original bridge, in accordance with the Lighting Strategy.

Blackfriars Railway Bridge

199. The non-designated heritage asset of relevance in the consideration of this case is:
 - Blackfriars Rail Bridge.
200. The setting of the following designated heritage assets would be affected by the illumination of Blackfriars Railway Bridge:
 - St Paul's Cathedral (grade I);
 - Former Southern Abutment to former West Blackfriars and St Paul's Rail Bridge (grade II);
 - Church of Nicholas Cole Abbey (grade I);
 - Church of St Mary Aldermary (grade I);
 - Church of St Mary Somerset (grade I)
 - Church of St James Garlickhithe (grade I);
 - Church of St Michael Paternoster Royal (grade I);
 - Church of St Benet (grade I);
 - Church of St Mary-le-Bow (grade I);
 - Church of St Vedast (grade I);
 - St Bride's Church (grade I);
 - Unilever House (grade II);
 - Former City of London School (grade II);
 - Cannon Street Station Towers (grade II);
 - Southwark Bridge (grade II); and

- Blackfriars Bridge (grade II).
201. In summary, it is considered that the proposal would conserve and enhance the local significance of Blackfriars Rail Bridge as a non-designated heritage asset and the setting of St Paul's Cathedral, the following Churches – Nicholas Cole Abbey, St Mary Aldemary, St Mary Somerset, St James Garlickhite, St Michael Paternoster Royal, St Benet, St Mary-le-Bow, St Vedast, St Bride's Church, Unilever House, Former City of London School, Cannon Street Station Towers, Southwark Bridge and Blackfriars Bridge, in accordance with section 66 of the Town Planning (Listed Building and Conservation Areas) Act 1990, relevant policies in the NPPF, London Plan Policy 7.8, City of London Local Plan Policies CS 12, DM 12.1 and DM 12.3, Southwark Core Strategy April 2011 Strategic Policy 12 and Saved Southwark Plan Policies April 2013 3.15 and 3.18.

Impact on Blackfriars Rail Bridge as a Non-Designated Heritage Asset

202. The bridge comprises 5 lattice girder spans carried on limestone Romanesque piers. As part of the Thameslink Programme Blackfriars Station was substantially re-built using the remains of the 1864 Blackfriars Railway Bridge. It is of sufficient architectural and historic value to be considered of local heritage significance as a non-designated heritage asset. Open uninterrupted views of the whole composition contribute to its significance.
203. The principle of lighting the Bridge was established as part of the recent Thameslink Station. The concourse and roof are illuminated in a cool white and blue light, alongside some blue lighting to the lattice structure. The proposed approach would continue this, exploiting blue and purple tones to ensure a co-ordinated approach to the architectural composition as a whole. Further lighting would be added to the piers and girder spans to backlight the complex internal lattice structure. This would appropriately bring those architectural/engineering elements to life after dark building successfully on the current light scheme.
204. The ES anticipates (table 3.3) an increase in the average luminance on the face of the Bridge from approx. 5-10 to 20 cd/m, an appropriate increase to achieve the architectural effect without being unduly strident. The current lighting to the face is mainly a result of spill from elsewhere. Much of the current light spill into the River is a result of the concourse lighting, which is beyond the scope of the project. Whilst additional lighting to the soffit would increase that spill, from approx. 2 to <6Lux, the siting, orientation and detail of the proposed luminaries has been designed to mitigate spill to ensure that it would be insignificant in visual appearance terms. The light would be transient, as per the unified vision, and the final level of transience would be reserved for condition to ensure it is not invasive.
205. Details of the design and location of the new feeder pillars would be required by condition.

206. Overall, it is considered that the siting, orientation, size and character of the luminaires and light would conserve and enhance the significance of the Blackfriars Rail Bridge as a non-designated heritage asset, in accordance with the relevant policies in the NPPF, London Plan, City of London Local Plan, Southwark Core Strategy and Saved Southwark Plan Policies.

Impact on the Setting of the Identified Listed Buildings

207. The significance and setting of St Paul's Cathedral has been considered elsewhere in this report. Blackfriars Rail Bridge is glimpsed and is not prominent in views of St Paul's from the South Bank, with it being screened by Blackfriars Road and former rail Bridges on the River. As such, it is considered that the proposal would preserve the pre-eminence of St Paul's in those views and have a neutral visual impact on its significance and setting.
208. The former Southern Abutment to West Blackfriars and St Paul's Rail Bridge, 1862-64, by Joseph Cubitt for the London, Chatham and Dover Railway Company. It comprises the remains of former bridge, of Portland stone and good ornament including crest of Company's shield. It's immediate setting, when appreciated in the context of Blackfriars Road Bridge and the new rail bridge, accentuates that architectural and historic significance, when appreciated as a group of impressive Victorian engineering. The abutment is visible in a close and intimate environment from the South Bank, in association with the new rail Bridge. The siting, orientation, detailing and character of the light would not detract from an appreciation of the abutment and would draw attention to the group value which makes a significant contribution to its setting. It is considered that the proposal would preserve and enhance the significance and setting of the abutment.
209. The significance of the 'Wren Churches', as set out above, is established elsewhere in this report. The towers, spires and steeples, to various degrees, can be appreciated from the South Bank, their significance accentuated when viewed in the context of St Paul's. Some of these can be viewed from the South Bank underneath the southernmost span of the bridge. The sightline would not be implicated by a conspicuous light source, whilst the siting, orientation, detailed design and character of the light would not detract from the views of these landmarks, preserving their significance and setting.
210. The significance and setting of Unilever House and the former City of London School has been established elsewhere in this report. Both would be visible in the long-distance in kinetic views approaching from the east on the South Bank. Here they provide a backdrop to the emerging Victorian ensemble on the north bank of the Victoria Embankment, but these are less significant views than those from west of Blackfriars Road Bridge. It is considered that their significance and setting would be preserved.

211. The significance and setting of Southwark Bridge and the Cannon Street Station Towers has been established elsewhere in this report. Emerging views of these structures are had from underneath the southern-most span on the Bridge from the South Bank. In these views both are background features, the direct sightlines towards which would be free of conspicuous exposed luminaires, while the character of the lighting would not detract from their appreciation thus preserving their significance and setting.
212. The proposal would be viewed in the context of Blackfriars Road Bridge when approaching from the east along the North and South Bank. The significance and setting of Blackfriars Road Bridge is addressed in the next section of this report. Those views would be glimpsed, without revealing the detail or full composition, whilst due to the siting, orientation, detail and character of the light, the proposal would better frame those views and provide a visual cue for Blackfriars Road Bridge, preserving its significance and setting.

London View Management Framework and Protected Views

213. The bridge could be partially glimpsed in the River Prospect view 16 B(1/2) (The South Bank, Gabriel's Wharf viewing platform). Given its location and that it is obscured by Blackfriars Road Bridge, the impact on the view would be neutral. The bridge is not identified as a landmark or feature in the LVMF SPG.
214. The City's Protected Views SPD identifies kinetic views of St Paul's from the Southbank including in the vicinity of the bridge. This impact has been assessed as part of the setting of St Paul's and the impact of the proposal would be acceptable.

Urban Design

215. Local Plan Policy DM 10.1 is elsewhere in this report in association with relevant emerging guidance in the Lighting Strategy.
216. For the reasons established, the external illumination has been carefully designed with visual sensitivity, incorporating the discreet integration of fittings, enhancing the unique grandeur of the City at night with an appropriate tone and colour of light.
217. Given the siting, orientation and detail of the proposed luminaires, it is not considered that the proposal would result in invasive or inappropriate light spill to the Thames Path on the north and south side. This will be confirmed by condition which, in association with confirming final light intensity, will ensure an appropriate ambient light to the public realm, while celebrating the soffits with an art installation which will celebrate this important threshold space, in accordance with the Lighting Strategy.

Blackfriars Road Bridge

218. The designated heritage assets of relevance in the consideration of this case are:

- Blackfriars Road Bridge (grade II)
- The Whitefriars Conservation Area.

219. As well as the setting of:

- St Paul's Cathedral (grade I);
- Victorian Embankment Wall and Lamp Standard (grade II);
- St Bride's Church (grade I);
- Unilever House (grade II);
- Former City of London School (grade II);
- Sion College (grade II);
- Telephone House (grade II);
- Hamilton House (grade II); and
- Inner Temple Gardens (grade II Registered Historic Park and Garden).

220. In summary, it is considered that the proposal would preserve the special architectural and historic interest and significance of Blackfriars Road Bridge and the setting of St Paul's Cathedral, St Paul's Cathedral, St Bride's Church, Unilever House, the former City of London School, Sion College, Telephone House, Hamilton House and the Inner Temple Gardens, in accordance with section 16 and 66 of the Town Planning (Listed Building and Conservation Areas) Act 1990, policies in the NPPF, London Plan Policy 7.8, City of London Local Plan Policies CS 12, DM 12.1, DM 12.3 and DM12.5, Southwark Core Strategy April 2011 Strategic Policy 12 and Saved Southwark Plan Policies April 2013 3.15, 3.16, 3.17 and 3.18.

Impact on the Special Architectural and Historic Interest and Significance of Blackfriars Road Bridge and the Character and Appearance of Whitefriars Conservation Area

221. Blackfriars Bridge followed an original bridge of 1760-69 when it was the third spanning the Thames, re-built in part due to poor state of repair and the construction of the Victorian Embankment and Queen Victoria Street. It comprises five spans of shallow wrought iron segmental arches on granite grey and red piers with Portland dressing. Blackfriars Bridge is of high architectural, historic and communal significance.

222. It's setting contributes to its significance and an appreciation of it. Open, uninterrupted views from the North and South Bank allow a full appreciation of the bridges as an important historic gateway to the City, the relationship with the Victoria Embankment and Victorian engineering, and the full architectural composition of the Bridge. Closer range views

allow an appreciation of its high quality architectural detail. The effect of the emerging Thames Tideway Tunnel and associated above ground structures will have a significant cumulative effect on the significance and setting of the Bridge.

223. During the day, the siting, size, form and proportions of the proposed fittings and associated works would ensure that they are visually discreet and would not comprise significant visual clutter. Further visual assimilation would be achieved through a colour scheme for the luminaires and associated works that would match or complement the backing structure – the details of which are reserved for condition. The method of fixing the proposed luminaires would utilise a durable mild steel clamp, to best avoid the potential for rusting, to avoid perforating historic fabric and to be reversible.
224. After dark, the proposal would have the most significant impact. The principle of lighting the Bridge is welcomed and could accentuate its architectural and historic significance. The lighting scheme proposes to up-light the columns, light the iron spans and back light the lattice structure to the soffit of the Bridge. Whilst this would draw attention to the Bridge and better reveal its structure, it is considered unfortunate that the proposal would not illuminate the face of the Bridge, placing into relative darkness the architectural features at the heart of its significance. The use of red and purple tones would complement the current livery.
225. To ensure that the overall effect of the Project relies on the lit effect, not the light source, the proposed luminaires have been detailed to mitigate the potential for visual glare from exposing the eye to naked LEDs. Details of the need for any specific baffling or diffusing mechanism to reduce this would be required by condition so as not detract from the significance of the bridge.
226. The luminance levels on the face of the Bridge are projected to increase from <1 to face and <5 to arches, to approximately 20Lux, which is considered sufficient to illuminate the Bridge without appearing unduly strident or invasive. Whilst the light spill into the River would increase from 1Lux to <6Lux, the siting, orientation and detail of the luminaires has been designed to reduce spill, and the projected amount is considered visually insignificant. The light would be transient, in accordance with the Project vision, and the final level is reserved for condition to ensure it would be appropriate and non-intrusive while achieving the artistic intent.
227. Overall, it is considered that the siting, orientation, size and character of the luminaires would not harm the special interest or significance of the listed building, in accordance with Section 16 of the Act and the relevant policies in the NPPF, London Plan, City of London Local Plan, Southwark Core Strategy and Saved Southwark Plan Policies.

Impact on the Character, Appearance and Significance of the Whitefriars Conservation Area

228. The character, appearance and significance of the Whitefriars Conservation Area, as prescribed in the Whitefriars Conservation Area Appraisal and Management Strategy (Feb 2016), derives principally from the planned Victorian/Edwardian architecture and engineering, with well-composed and detailed gravitas architecture to the unique backdrop of the openness of the Thames and Temples, the quiet grandeur of the Victoria Embankment set around major set pieces such as Blackfriars Bridge – all within the foreground setting of St Paul’s and wider City when approached from the South Bank. Important local views are identified, at Chapter 5 of the Whitefriars Conservation Area Appraisal and Management Strategy and those relevant to this application are Views 1, 2, 3 and 4, which form the basis of wider kinetic views through viewing platforms.
229. Views of the wider townscape from Blackfriars Bridge, including SPD identified views 1 (View of St Paul’s Cathedral from Blackfriars Bridge), 2 (View of Victoria Embankment from Blackfriars Bridge) and 3 (View towards New Bridge Street from Blackfriars Bridge), would be unaffected due the siting, orientation, size and detail of the proposed luminaires. Views of the Bridge, including those identified from the Victoria Embankment (View 4, View of Blackfriars Bridge from Victoria Embankment) and the South Bank would be affected. It is considered that given the siting, size and character of illumination, the proposal would not detract from these views, from surrounding high quality architecture or the openness of the of Thames in this location. In the evening, the ambient lighting of the Victoria Embankment is traditionally dark and spaced uniformly, defined by traditional warm light from the historic Sturgeon lanterns. Given the orientation, scope and intensity of the lighting there would be no direct light spill to the historic Embankment, or a significant additional amount into the River that would harmfully alter this character.
230. Overall, it is considered that the character and appearance and significance of the Whitefriars Conservation Area would be preserved and enhanced, in accordance with Section 72 of the Town Planning (Listed Buildings and Conservation Areas) Act 1990 and relevant policies in the NPPF, London Plan Policy 7.8, City of London Local Plan Policies CS 12, DM 12.1 and DM 12.2, Southwark Core Strategy April 2011 Strategic Policy 12 and Saved Southwark Plan Policies April 2013 3.16.

Impact on the Setting of the Identified Heritage Assets

231. The significance and setting of St Paul’s is addressed elsewhere in this report. St Paul’s is prominent on an important approach from the South Bank (Queen’s Walk), especially in views between Gabriel’s Walk and Blackfriars Bridge. The proposal would be prominent in the middle/foreground, where it would be viewed in association with other significant light sources – Sea Containers, Oxo Tower, the emerging City

Cluster, the existing Blackfriars Road and Rail Bridge, with a significant amount of transient layers of light from vehicular and train traffic. Another, potentially significant, cumulative impact could be caused by the emerging Thames Tideway Tunnel open space, which is emerging on the north-western abutment to the Bridge. This would comprise a new public space with its own lighting scheme which, in association with the lighting of the Bridge, would be prominent in the direct viewing corridor towards the Cathedral.

232. The siting, detailed design and intensity of the light from the proposed exposed luminaires under the Bridge has been considered in order to mitigate and avoid issues of visual glare from the light source, so as not to detract from the ability to appreciate the Cathedral. The final transience of the light is reserved for condition to ensure that excessive movement, in addition to those other transient light layers, do not distract from the Cathedral, or the restrained and calm dignity of the Thames and Victoria Embankment, as an appropriate foreground setting to the Cathedral. Subject to condition, it is considered that the significance and setting of the Cathedral would be preserved.
233. The Victorian Embankment is one of the most significant major engineering projects of the Victorian-era by engineer architect Sir Joseph Bazalgette on behalf of the Metropolitan Board of Works. Its significance is multi-faceted, socio-economic, scientific and historical, but also architectural. It comprises a Cornish granite river retaining wall and associated London character-defining 'iconic' cast iron sturgeon lanterns. It is now lined by impression monuments of national significance. The setting of the Victoria Embankment makes a significant contribution to its significance, in particular its ambience and low levels of traditional warm ambient light when experienced from the north and south bank. The proposal would not directly abut the Victoria Embankment and there would be no light spill-trespass. The proposal would comprise a significant visual receptor in views of and from the Embankment and could potentially affect its traditional ambience and the pre-eminence of the Sturgeon lighting. It is considered that the siting, orientation, detailed design of the luminaires has been designed to mitigate the impact satisfactorily, the final intensity, colour spectrum and transience light will be important to ensuring a satisfactory appearance and is reserved for condition. Subject to conditions it is considered that the special interest/significance of the Victoria Embankment would be preserved.
234. The setting and significance of St Bride's Church has been established elsewhere in this report. The proposal would not implicate direct sightlines towards the prominent steeple when viewed from the South Bank and would not be in its immediate setting. The siting, orientation, detailed luminaire design and character of the light, the latter will be final agreement subject to condition, would not be invasive so as to detract from the setting of the Church. The special interest/significance of St Bride's Church would be preserved.

235. Unilever House, the former City of London School for Boys, Sion College, Telephone House and Hamilton Hall comprise a sequential run (west-east) of late fine and imposing Victorian/Edwardian set-piece institution/headquarter buildings with formal principal facades addressing the Thames. The significance and setting of Unilever House and the former City of London School is addressed elsewhere in this report. Sion College dates from 1886 and is by Sir Arthur Blomfield. It is an impressive Victorian Tudor Gothic building for the guild of City clergymen and is of clear architectural and historic significance.
236. Telephone House circa 1900, is impressive Edwardian Baroque with central cupola and prominent chimney stacks of architectural and historic significance.
237. Hamilton House, Sir William Emerson, circa 1880, is of Portland and Bath Stone in a Flemish Renaissance manner, with a prominent systematically composed façade to the Thames with Flemish gables and tall chimney stacks and is of high architectural and historical significance.
238. These buildings all share a strong group value and their setting makes a strong contribution to their significance. An appreciation of them from the Victorian Embankment and South Bank allows a full appreciation of their ornate High Victorian Revivalist architecture with a gravitas and dignified relationship with the Embankment and River Thames.
239. The proposal would not affect direct sightlines towards the group, which would be bookended by St Paul's when viewed from the South Bank. In terms of the wider setting, the siting, orientation, detailed luminaire design and lit character would not be visually invasive so as to detract from their setting or an appreciation of their significance, which would be preserved.
240. Inner Temple Gardens is a large, attractive ornamental garden with a long history dating back to the Knights Templars occupation of the land. It is of strong aesthetic and historical significance. The Gardens are a rare large open space with high levels of darkness in the evening, now unique to central London, which accentuates the ancient historic ambience of the gardens, Temples and this part of the Victoria Embankment. The proposed illumination would not affect direct sightlines to the Gardens but would be in its wider setting. Given the significant separation distance, there would be no light spill/tress to the gardens from the installation. In wider sensitive views, particularly from the South Bank, the siting, orientation, luminaire design and character of the light would not be invasive so as to detract from an appreciation of the Gardens significance, preserving its setting.

LVMF and Protected Views SPD

241. River Prospects 14(A.1) (Blackfriars Bridges, upstream) and 16 B(1/2) (The South Bank, Gabriel's Wharf viewing platform), are relevant to this application.

242. View 14 A.1 is a view taken from the western footpath of the Bridge. The Applicant has provided an AVR of this view. Given the siting and orientation of the proposed luminaires, there would be no direct impact on this view, and the impact on the observer's ability to appreciate the view would be unaffected.
243. In Views 16 (B.1/2), the LVMF SPG advises that development should preserve and enhance the townscape setting of St Paul's whose prominence should not be visually crowded or dominated, whilst recognising that the fore and middle ground contains a number of landmarks which affect a strategic appreciation of London and the viewers ability to recognise these landmarks should be preserved and enhanced. The defined landmarks are St Paul's and the Oxo Tower, in addition to other features; Temple Garden's, St Bride's Church, Unilever House, Tower 42, 30 St Mary Axe, Heron Tower and IPC Tower. The applicant has provided an AVR of Assessment Point B.1.
244. Blackfriars Bridge is the prominent middle ground feature in this view, it comprises a significant extent of the panorama, which would abut the viewing corridor towards the landmark of St Paul's. In this instance, it is considered pertinent to consider the potential cumulative impact. The applicant identified the emerging tall building "Eastern Cluster", but fails to identify the emerging Thames Tideway Tunnel superstructure, currently under construction, which would be prominent in the direct middle ground in the viewing corridor of St Paul's. In addition to these specific LVMF Assessment Points, the kinetic viewing experience of the view of St Paul's when approached along Queen's Walk is considered in the City's Protected Views SPD. As the observer moves east between Gabriel's Wharf and Blackfriars Bridge the bridge moves into the foreground, becoming the dominant feature in the direct viewing corridor between the observer and St Paul's. It is considered that the siting, detailed design and glare control on the luminaires and the final brightness and transparency, when viewed in association with the Thames Tideway Tunnel superstructure, would not detract from an appreciation of St Paul's in these views. Otherwise, it is considered that the viewing corridors to the other key features would be preserved, whilst the separation distance and absence of significant light spill would preserve the inherent darkness of the Thames, Victoria Embankment and Temple Gardens.
245. The City's Protected Views SPD identifies kinetic views from the Blackfriars Bridge deck as important. For the reasons established, it is considered that the pre-eminence of St Paul's would be preserved.
246. Blackfriars Bridge would be screened from view in View 4 (West to Waterloo Bridge and Victoria Embankment) from the Monument, as identified in the Protected Views SPD and would be unaffected.
247. The Protected Views SPD identifies the views from the Stone and Golden Galleries of St Paul's as important. As with the other Bridges, where visible, it is considered that the proposals would enhance the

view, allowing a better appreciation of the architectural and historic significance of the river crossings.

Urban Design

248. Local Plan Policy DM 10.1 is elsewhere in this report in association with relevant emerging guidance in the Lighting Strategy.
249. For the reasons established, the external illumination has been carefully designed with visual sensitivity, incorporating the discreet integration of fittings, enhancing the unique grandeur of the City at night with an appropriate tone and colour of light.
250. Given the siting, orientation and detail of the proposed luminaires, it is not considered that the proposal would result in invasive or inappropriate light spill to the Thames Path on the north and south side. On the north side, where the Thames Path passes directly under the lit soffit, an appropriate final lighting intensity will be confirmed via condition, ensuring an appropriate ambient light to the public realm, while celebrating the soffits with an art installation which will celebrate this important threshold space and significant Bridge, in accordance with the Lighting Strategy.

Summary of Impact in terms of Heritage, Views and Design

251. The Illuminated River Project concept seeks to create a unified vision for the celebration of London's historic and iconic Thames Bridges – recognising their shared architectural, historic and communal heritage value to London and the founding relationship between the River Thames and London. Drawing the attention of the public to this heritage is a major beneficial impact on London's heritage and character at a strategic level. It will attract people to the River and for the City it will assist in enhancing connections between the City and the River which have been eroded over time. This should enhance the pedestrian experience of the embankment, increase vitality and promote regeneration.
252. The overarching principles of the lighting strategy are sound, seeking to enhance an appreciation of the character and significance of each bridge, to minimise visual clutter, reduce unwanted light spill/trespass and deliver creative public art which is striking, in recognition of the Bridge's as landmarks, but which is also sensitive, acknowledging the place of them in the context of wider hierarchy of cultural landmarks on the Thames in views which have been identified as important to London's character strategically, and those which comprise part of a familiar and cherished riparian environment.
253. Overall, it is considered that the proposed lighting schemes have been designed to ensure visual sensitivity, discreetly integrating lighting into an overall design and reducing light pollution, in accordance with Local Plan Policy DM 10.1. It is considered, that the lighting has been designed so as to conserve and enhance the significance and setting of the City's heritage assets, preserving and enhancing the special interest/significance and character and appearance and significance of

the City's listed buildings and conservation areas, in accordance with the duties at sections 16, 66 and 72 of the Act, and in accordance with core principle ten of the NPPF (para 17), London Plan Policy 7.8, City of London Local Plan Policies CS 12, DM 12.1, DM 12.2 and DM 12.3, Southwark Core Strategy April 2011 Strategic Policy 12 and Saved Southwark Plan Policies April 2013 3.15, 3.16, 3.17 and 3.18.

Highways

Trip Generation

254. The impact of the proposal has been assessed in terms of policy CS16 of the Local Plan which seeks to improve conditions for safe and convenient walking. Consideration has been given to how the illumination of the bridges would impact on the pedestrian flows along the river and whether it would cause crowds to linger on the bridges and the North Bank and South Bank.
255. It is recognised that this is a cultural offer that would draw people to the river. An increase in people using the north bank as a place to walk and linger would serve to increase the vibrancy of the area in line with the City's core strategic policy CS9 2(iii).
256. The applicant anticipates that the proposal would extend people's experience of walking along the river. There are no specific points for crowds to linger and the option to see multiple bridges at once is limited, thereby encouraging people to keep walking along the banks and across the bridges, due to the transience of the light it is unlikely to cause people to linger in the way that projected images or a light show would. The bridges were illuminated for the Olympics and this scheme did not result in crowds or congestion on the footway.
257. The City's Transportation Team are satisfied that it is unlikely that once illuminated the bridges would act as destinations such that trips generated by the proposals, both individually and cumulatively, would unduly impact on the safe operation of the highway or cause congestion on the footway in accordance with policy CS16 of the Local Plan.
258. The light up hours of the bridges would coincide with peak commuter times during the winter months only, when people are less likely to stop and linger. During these winter months, the impact on pedestrian passage of an increase in people stopping and lingering to observe the bridges would not be considered likely to reach a level where City Transportation would be concerned.
259. Any footpath closures that would be required in order to carry out the proposed works would be temporary and would need to be agreed with the City's Traffic Management Team.

River Traffic

260. Policy CS9 of the Local Plan and policy 3.30 of the Saved Southwark Plan Policies seek to promote the functional uses of the River Thames and its environs for transport and navigation. The applicant has

considered how the proposal would impact on river traffic and has been in close liaison with the Port of London Authority (PLA) on this matter.

261. The installation of the project would have the potential to impact on river traffic as boats would be used to carry out some of the works. It is not envisaged that any navigational channel closures would be required during installation, although individual bridge arches may need to be closed to navigation for short periods. Those bridges which only have one main navigable arch, including Millennium and London Bridges, would not be closed but restricted for short periods subject to agreement by the PLA. Arch closures would be used where traffic could be diverted through an alternative bridge span. Any closures would be coordinated with other projects using the Thames for navigation such as the Thames Tideway Tunnel Project.
262. The effect of the illumination would be tested to ensure that it would not have a detrimental impact on navigational lighting. A condition is recommended to secure this.
263. Subject to conditions and the applicants continued liaison with the PLA it is not considered that the scheme would have a detrimental impact on river traffic in accordance with policy CS9 of the Local Plan and policy 3.30 of the Saved Southwark Plan Policies.

Ecology and Biodiversity

264. Policies CS15 and DM19.2 of the City of London Local Plan, Southwark Core Strategy Strategic Policy 11 and Saved Southwark Plan Policies 3.28 require developments to positively address the need to enhance biodiversity and provide for its conservation and enhancement, particularly for the City's flagship species and the City's priority habitats including the tidal Thames.
265. The environmental effects of the proposal have been assessed for the installation phase and the operation phase. In addition to assessing the effects arising from the proposed illumination in isolation those additional effects arising from the proposed illumination in conjunction with development hotspots along the river have been considered. The applicant has undertaken a combination of survey and desk studies to establish the ecological receptors with the potential to be impacted by the proposed illumination.
266. Key ecological receptors at the City's Application Sites include:
 - the River Thames as a Site of Importance for Nature Conservation (SINC)
 - breeding birds;
 - bats, including Nathusius' pipistrelle;
 - macroalgae;
 - fish; and
 - marine mammals (including porpoise, seals and dolphins).

267. The following measures would be in place to ensure that the operation of the lighting would have a minimal impact on the identified ecological receptors:

- the Proposed Illumination has been designed to limit lighting of the foreshore to safeguard habitat conditions for terrestrial and aquatic species;
- individual luminaires would be directed at the bridge structures themselves;
- there would be no direct lighting of the water column beneath each bridge, with the direction of lighting carefully controlled through the use of light shields;
- operational times of the lighting installation would be kept to existing bridge 'lightup' hours.

Breeding Birds

268. A Breeding Bird Assessment has been submitted as part of the EIA, which has been undertaken on behalf of the Illuminated River Foundation by the London Wildlife Trust. The Assessment was commissioned to identify any bird breeding activity along the River Thames with focus on: the bridges and the banks immediately adjacent to the bridges but including all bankside areas; identifying the suitability of each bridge with regard to its use for birds, either for breeding or night-time roosting; and identifying areas between the bridges of particular bird interest for breeding or roosting that may be impacted upon from any lighting on the bridges.

269. Cannon Street Railway Bridge has been assessed as having good suitability for breeding birds. Southwark Bridge and Millennium Bridge have been assessed as having partial suitability for breeding birds. Blackfriars Road and Railway Bridges and London Bridge have been assessed as having negligible suitability for breeding birds.

270. Given that most of the bridges have the potential to support birds as breeding species or for roosting the London Wildlife Trust recommend that:

- The installation of lighting should be undertaken outside the breeding season between the months of September and March. If this is not possible then a qualified ecologist is required to assess the location of proposed lighting immediately prior to installation (maximum 24 hours before) to ensure that no breeding birds, nests, nestling or eggs will be harmed during installation.
- The proposed lighting should avoid spilling over onto the immediate banksides.
- The proposed lighting should be of minimised brightness possible to still create the effect required and should be of a type that avoids a yellow or orange glow.

Bats

271. Desk studies, a Preliminary Roost Assessment, a Transect Survey and a Dusk Emergence Survey have been carried out.
272. The Preliminary Roost Assessment recommended that the bridges are surveyed in detail as there was potential for roosts. Given the very low levels of bat activity recorded and the low level of desk study records, it has been concluded that the recommendations of the Preliminary Roost Assessment were precautionary. In light of the limitations to the Preliminary Roost Assessment and giving full consideration to the environmental context of each bridge (highly urban, well-lit and generally lacking in suitable foraging habitat for bats) and recent data highlighting the impacts of highly urbanised areas on habitat suitability for bats, it has been considered that the bridges all have very low levels of bat activity, and that there are only very low levels of bat activity along the River Thames in Central London.
273. Light wavelengths (colour) have been shown to affect bat behaviour with wavelengths in the red spectrum having less of an effect than those within the white and green spectrum. However, given the light levels associated with the proposed illumination are low and are shown to be below the threshold to impact on bat behaviour of the species identified within the study area, bat activity is not considered to be affected by the different colours of light adopted within the proposed illumination.
274. LED lights are known to attract fewer insects than other types of lights, potentially reducing access to a food source for bats. However, given the very low numbers of bats present within the application sites and the presence of existing multiple non-LED light sources in the vicinity of the bridges that would attract insect populations over the proposed LED scheme, the impacts on bats would be imperceptible and the effects therefore negligible.
275. The installation of the lights would occur both in the day and at night through the use of task lighting which could have the potential to impact on foraging or commuting bats. However, any night time work would be localised and temporary, impacting only on part of a bridge at a time, for a short duration. The magnitude of the impact on foraging or commuting bats would be imperceptible resulting in a negligible impact.
276. Although bat roosts are likely to be absent from the bridges, if bats are roosting in the bridges the installation works could damage or disturb individual transitional roosts, which would have legal implications. It is proposed that this is verified through further survey work in advance of the installation works at each bridge (except Millennium Bridge which has no roosting features for bats) and that suitable mitigation is detailed in the bridge specific Code of Construction Practice and implemented if necessary.

Macroalgae

277. The bridge piers are likely to provide suitable substrate for macroalgae. The proposed illumination has the potential to benefit the growth of algae by providing additional photosynthetic light during hours of darkness. Due to the light levels proposed it is considered that the proposed illumination would be imperceptible and that the effect would be negligible.

Fish

278. Artificial light at night has the potential to alter fish behaviour. Differing light colours (light wavelengths) are known to have varying water penetration depths with blue colours (shorter wavelengths) penetrating further into the water column compared with red colour wavelengths (long wavelengths). The changing colour scheme across the proposed illumination has the potential to cause increased light penetration into the water column particularly when the light is blue or green.
279. However, given the high turbidity (cloudiness or haziness of the water), light penetration into the water column is likely to be low and highly localised creating extensive areas with no additional light, which would ensure that there is limited impact on fish behaviour patterns including migration, foraging and predation. Consequently, it has been considered that the impact of the proposed illumination would be imperceptible to both migratory and non-migratory fish species within the Thames, resulting in a negligible effect.

Marine Mammals

280. Given the use of a small safety boat during the installation phase the magnitude of impact on marine mammal species from potential for collision or disturbance is considered to be negligible.
281. Harbour porpoise and bottlenose dolphin use echolocation rather than visual cues to find, track and intercept prey. Consequently, the proposed illumination is unlikely to impact on their hunting success and the effect in these species is likely to be negligible.
282. The impact of artificial light on seals who hunt by sight is thought to be beneficial. The illumination of Southwark Bridge and London Bridge would be a lower level of light than the current situation. Light levels would increase on Blackfriars Road Bridge, Blackfriars Rail Bridge, Cannon Street Rail Bridge and Millennium Bridge, but the increase would be relatively small. Considering the high turbidity of the Thames and the penetration of light into the water column the beneficial effects to seals feeding on fish attracted to reflected light would be negligible.
283. Consequently, it is considered that the impact of the proposed illumination would be imperceptible to marine mammal species and the effect would be negligible.
284. The EIA states that as a result of the above measures, some of which would be controlled by condition, the scheme would therefore have a negligible effect on ecology and biodiversity in accordance with policies

CS15 and DM19.2 of the City of London Local Plan, Southwark Core Strategy Strategic Policy 11 and Saved Southwark Plan Policies 3.28.

Energy and Sustainability

285. Policy DM15.7 of the City of London Local Plan and Saved Southwark Plan Polices 3.4 seek to ensure that internal and external lighting is designed to reduce energy consumption and avoid spillage of light beyond where it is needed in order to protect the amenity of light sensitive uses such as house and areas of importance for nature conservation.
286. The proposed illumination would use efficient LED luminaires with an extended lifespan of approximately 20 years. Existing inefficient lighting on the bridges would be removed. The kinetic nature of the proposed illumination means the actual electrical running load would be substantially lower than for a static lighting installation as the light would be dimming and running through a dynamic sequence.
287. The extended lifespan of the fittings would reduce the requirement for maintenance and ongoing replacement, thus it is anticipated that the levels of waste would not be significant.
288. The luminaires would be positioned to minimise light spillage. In some instances, the luminaires would be fitted with shields in order to reduce spillage.
289. The applicant has considered the use of renewable energy sources to power the illumination. However, at this stage it would not be feasible due to site constraints including physical structure of the bridges, their status as designated or non-designated heritage assets, highway and railway safety concerns and ownership restrictions. Consideration has been given to the utilisation of the river as a power source however the impacts of turbines were significant and other alternatives unfeasible due to costs, impact on heritage assets and restrictions imposed to safeguard river navigation.
290. It is considered that careful consideration has been given to the design of the scheme such that it would comply with policy DM15.7 of the City of London Local Plan and Saved Southwark Plan Polices 3.4.

Flood Risk

291. City of London Policy DM 18.1 states that the design of developments should be flood resistant and resilient. A number of the City bridge abutments are located in Flood Zone 3a putting them at risk of river/tidal flooding. The control cabinets and feeder pillars for the Proposed Illumination are to be located at the ends of the bridges and therefore in Flood Zone 3a in some cases. Any feeder pillars or control cabinets installed in these locations must be flood resistant, preventing ingress of water, and resilient, enabling speedy recovery after a flood.

Amenity

292. There are several residential premises along the riverfront. Norfolk House, Sir John Lyon House, Globe View and Queen's Quay are in the City of London, and Horseshoe Wharf, Clink Wharf, Pickfords Wharf, Winchester Wharf and Minerva are in Southwark. Policy DM21.3 of the Local Plan and policy 3.2 of the saved Southwark Plan Policies April 2013 seeks to protect the amenity of existing residents. Consideration has been given to the impact that the proposal would have on the residential environment in terms of noise and disturbance, light spillage and human health.

Noise and Disturbance

293. The operation of the proposed lighting fixtures would not result in any changes to the noise environment in accordance with policy DM15.7 of the Local Plan which seeks to ensure that consideration is given to the impact of proposals on the noise environment. The City's standard noise condition is recommended to control any noise omitted from the new electrical supplies and computer control equipment.

294. For the reasons set out previously it is not considered that the nature of the proposal would draw large crowds or cause people to linger for long time periods such that they would cause undue noise and disturbance.

295. A condition is recommended requiring the submission of a scheme for protecting nearby residents and commercial occupiers from any noise, dust and other environmental effects associated with the installation of the lighting.

Light Spillage

296. The Clink Street residents and a resident of Falcon Point, Hopton Street have raised concerns over light spillage into residential properties. The proposed illumination would be tailored specifically to the context of each bridge and its surroundings to minimise light spill. A number of measures have been adopted to ensure any effects associated with light spill are minimised. All downward facing lights would be controlled to avoid direct lighting on the River Thames. In most cases, this would be achieved using a light shield. Light shields would be custom fitted for each position to optimise light cut off location. Where the use of a light shield is not possible due to the mounting of the light fitting at a close offset to the side of the bridge, light spill would be controlled through use of a lower powered fitting. For some of the existing lit bridges luminance levels at the faces of the bridges would be reduced compared to existing levels. The final levels of light omitted would be controlled by condition and check by officers on site.

Human Health

297. Given the very slow movement of light, it is not anticipated that kinetic nature of the illumination would have a detrimental impact on human health.

298. With regard to light spillage, the bridges within the City can be classed as being within an urban setting with distinct brightness. Many of the bridges, even those with no decorative/artistic lighting are currently producing light spill into the River Thames from the street lights on the bridge deck. London bridge has particularly high levels of light spill. The proposed illumination would be tailored to minimise light spill.
299. During installation of the proposed illumination there may be a requirement for temporary lighting to facilitate the works during hours of darkness. Any such requirement would be short term and localised, and given the central London setting it is not anticipated the temporary light pollution effects would be significant.
300. The applicant has been in liaison with the RNLI as to how the scheme would impact on the fatality risk associated with the bridges. The RNLI considered that the scheme would have the following impact:
- More light would be of a benefit in that it would enable greater visibility at night which could have a positive effect upon search and rescue effort.
 - An increase in the number of people on the bridges may result in faster reporting of incidents
 - Making bridges more identifiable could improve the level of information around location reporting of incidents
 - Provides greater visibility for RNLI as attention is drawn to the bridges
301. In the light of the above it is not considered that the proposal would increase the fatality risk associated with London's bridges.
302. Given the above considerations the proposal would comply with policy DM21.3 of the Local Plan and policy 3.2 of the saved Southwark Plan Policies April 2013.

Future Maintenance

303. Maintenance would be undertaken by a contractor nominated by the bridge owner through a Service Level Agreement overseen by the bridge owner. The required level of maintenance would be agreed between the project provider and the bridge owner. A separate report covering these matters will be presented to the Planning and Transportation Committee in due course.

Conclusion

304. The lighting scheme seeks to enhance an appreciation of the character and significance of each bridge, to minimise visual clutter, reducing unwanted light spill/trespass and deliver creative public art which is striking, in recognition of the Bridges as landmarks, but which is also sensitive, acknowledging the place of them in the context of wider hierarchy of cultural landmarks on the Thames in views which have been identified as important to London's character strategically, and those which comprise part of a familiar and cherished riparian environment.
305. In relation to arts and culture, the proposal is considered to be a high quality piece of art in an appropriate location and would therefore accord with policies CS11, DM11.1 and DM11.2 of the Local Plan.
306. In relation to the historic environment, it is considered that the proposed lighting schemes have been designed to ensure visual sensitivity, discreetly integrating lighting into an overall design and reducing light pollution, in accordance with Local Plan Policy DM 10.1. It is considered, that the lighting has been designed so as to conserve and enhance the significance and setting of the City's heritage assets, preserving and enhancing the special interest/significance and character and appearance and significance of the City's listed buildings and conservation areas, in accordance with the duties at sections 16, 66 and 72 of the Act, and in accordance with core principle ten of the NPPF (para 17), London Plan Policy 7.8 City of London Local Plan Policies CS12, DM 12.1, DM 12.2 and DM 12.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15, 3.16, 3.17 and 3.18.
307. In relation to ecology, subject to conditions, the proposal would have a negligible impact on ecology and accords with policies CS19 and DM19.2 of the City of London Local Plan, Southwark Core Strategy Strategic Policy 11, and Saved Southwark Plan Policies 3.28. 22.
308. In relation to sustainability, it is considered that careful consideration has been given to the design of the scheme such that it would comply with policy DM15.7 of the City of London Local Plan and Saved Southwark Plan Polices 3.4.
309. In relation to amenity, subject to conditions, the proposal would not have a significant detrimental impact on human health or residential amenity and accords with policy DM21.3 of the City of London Local Plan and policy 3.2 of the saved Southwark Plan Policies.
310. It is recommended that the planning applications and listed building applications relating to the Illuminated River Project are granted (insofar as it relates to land in the City), subject to conditions as set out in the report.

Background Papers

Online, 13th June 2018, James Warman
Online, 13th June 2018, Ian Hazell (commented on London Bridge application but representation relates to Cannon Street Rail Bridge)
Email, 20th June 2018, Michelle Lovric
Email, 20th June 2018, Port of London Authority
Letter, 27th June 2018, Environment Agency
Email, 28th June 2018, Worshipful Company of Lightmongers
Email, 28th June 2018, Jackie Power
Letter, 29th 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

APPENDIX A

REASONED CONCLUSIONS ON SIGNIFICANT EFFECTS

Reasoned Conclusions

Following examination of the environmental information a reasoned conclusion on the significant effects of the proposed development on the environment has been reached and is set out in the report as summarised in the Conclusions section of the report.

APPENDIX B

London Plan Policies

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

Policy 4.5 Support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision.

Policy 4.6 Support the continued success of London's diverse range of arts, cultural, professional sporting and entertainment enterprises and the cultural, social and economic benefits that they offer to its residents, workers and visitors.

Policy 5.2 Development proposals should make the fullest contribution to minimising carbon dioxide emissions.

Policy 7.2 All new development in London to achieve the highest standards of accessible and inclusive design.

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 7.10 Development in World Heritage Sites and their settings, including any buffer zones, should conserve, promote, make sustainable use of and enhance their authenticity, integrity and significance and Outstanding Universal Value.

Policy 7.12 New development should not harm and where possible should make a positive contribution to the characteristics and composition of the strategic views and their landmark elements identified in the London View Management Framework. It should also, where possible, preserve viewers' ability to recognise and to appreciate Strategically Important Landmarks in these views and, where appropriate, protect the silhouette of landmark elements of World Heritage Sites as seen from designated Viewing Places.

Policy 7.15 Minimise existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals and separate new noise sensitive development from major noise sources.

Policy 7.19 Development proposals should, wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

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.

Relevant Local Plan Policies

CS11 Encourage art, heritage and culture

To maintain and enhance the City's contribution to London's world-class cultural status and to enable the City's communities to access a range of arts, heritage and cultural experiences, in accordance with the City Corporation's Destination Strategy.

DM11.2 Public Art

To enhance the City's public realm and distinctive identity by:

- a) protecting existing works of art and other objects of cultural significance and encouraging the provision of additional works in appropriate locations;
- b) ensuring that financial provision is made for the future maintenance of new public art;
- c) requiring the appropriate reinstatement or re-siting of art works and other objects of cultural significance when buildings are redeveloped.

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.

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.

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.

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.

DM12.5 Historic parks and gardens

1. To resist development which would adversely affect gardens of special historic interest included on the English Heritage register.
2. To protect gardens and open spaces which make a positive contribution to the historic character of the City.

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.

CS15 Creation of sustainable development

To enable City businesses and residents to make sustainable choices in their daily activities creating a more sustainable City, adapted to the changing climate.

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.

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.

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.

DM21.3 Residential environment

1. The amenity of existing residents within identified residential areas will be protected by:

- a) resisting other uses which would cause undue noise disturbance, fumes and smells and vehicle or pedestrian movements likely to cause disturbance;
- b) requiring new development near existing dwellings to demonstrate adequate mitigation measures to address detrimental impact.

2. Noise-generating uses should be sited away from residential uses, where possible. Where residential and other uses are located within the same development or area, adequate noise mitigation measures must be provided and, where required, planning conditions will be imposed to protect residential amenity.

3. All development proposals should be designed to avoid overlooking and seek to protect the privacy, day lighting and sun lighting levels to adjacent residential accommodation.

4. All new residential development proposals must demonstrate how potential adverse noise impacts on and between dwellings will be mitigated by housing layout, design and materials.
5. The cumulative impact of individual developments on the amenity of existing residents will be considered.

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.

SCHEDULE

APPLICATION: **18/00451/FULEIA**

LOCATION: **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.**

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 Prior to the commencement of development a Phasing Plan for Phases 1 and 2, which relate to bridges within the City of London, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
REASON: To prevent any detrimental impact on river traffic in accordance with policy CS9 of the City of London Local Plan and policy 3.30 of the Saved Southwark Plan Policies.
- 3 Prior to the full implementation of the lighting installation, a smaller trial installation shall be agreed and witnessed by the Local Planning Authority to ascertain:
 - i) the impact on navigational lights and any necessary mitigation;
 - ii) additional measures required to mitigate the potential for glare and light spillage.The full development shall be carried out in accordance with the approved details.
REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS9, CS12, DM12.1, DM12.5 and DM21.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.2, 3.15, 3.16, 3.17, 3.18 and 3.30.
- 4 Notwithstanding the details hereby approved, on full installation of the approved lighting scheme, details of the final intensity, colour, transience, including the amount of light spill to the public realm, shall be submitted to and approved in writing by the Local Planning Authority following a site inspection, and shall be implemented and maintained in accordance with the approved details. The site inspection will take place two months following completion of the installation of light fittings.

REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of

London Local Plan policies CS12, DM12.1, DM12.5 and DM21.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.2, 3.15, 3.16, 3.17 and 3.18.

- 5 Prior to the full installation of the approved lighting scheme a detailed lighting management strategy shall be 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:

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

REASON: To ensure the protection of wildlife and supporting habitat in accordance with London Plan Policy 7.19 and City of London Local Plan policy DM19.2.

- 6 Notwithstanding the details hereby approved, prior to the commencement of development, final details shall be provided of electrical cabling and equipment associated with the lighting installation (including feeder pillars), including their location, size, fixing and colour, shall be submitted to and approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS12, DM12.1, and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15, 3.16, 3.17 and 3.18.

- 7 Works shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the development process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)

REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to any work commencing in order that the impact on amenities is minimised from the time that development starts.

- 8 Prior to commencement of any works on site, a suitable protocol for the protection of legally protected species present on site, or identified during construction, shall be submitted to and approved in writing by the Local Planning Authority. This must include:
- If the installation at any bridge is to commence during the breeding bird season (March to August inclusive) a check for nesting birds to determine whether any breeding birds, nests, nestlings or eggs will be impacted by the installation activities. Where any breeding birds, nests, nestlings or eggs are identified, they will be protected; and
 - repeat of the baseline breeding bird survey described in Chapter 6 of the Environmental Statement no later than 2 June 2019 and every two years thereafter until completion of the Proposed Illumination to ensure that baseline conditions have not changed significantly, and if necessary re-assess the requirements for mitigation prior to commencements of installation.

REASON: To ensure suitable protection of protected wildlife in accordance with London Plan policies 7.19 and 7.29 and Local Plan policy 19.2.

- 9 Details for the long-term maintenance arrangements for the proposal to be submitted and approved in writing by the Local Planning Authority prior to bringing into use the lighting installation hereby permitted. The submitted details should specify the responsibilities of each party for the management plan and maintenance plan for the lifetime of the development and any other arrangement to secure the operation of the scheme throughout its life time. The management and maintenance arrangements shall be carried out in accordance with the approved details over the period specified.

REASON: To ensure that the appearance of the bridge is suitably maintained in accordance with City of London Local Plan policies CS12, DM12.1 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.

- 10 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation.
- (b) Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.

(c) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.
REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

- 11 Should the project be decommissioned a Decommissioning Plans shall be submitted to and approved in writing by the Local Plan. The decommissioning shall be carried out in accordance with the approved details.

REASON: To preserve the significance of the non-designated heritage asset in accordance with City of London Local Plan policies CS12, DM12.1 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15, 3.16, 3.17 and 3.18.

- 12 The lighting scheme hereby permitted shall be illuminated from 30 minutes before dusk to 30 minutes after dawn on any day.

REASON: To preserve the significance of the non-designated heritage asset in accordance with City of London Local Plan policies CS12, DM12.1 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15, 3.16, 3.17 and 3.18.

- 13 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: Location plan and dwg nos. 1028_14_LO_P0101, 1028_14_LO_P0102, 1028_14_LO_P0161, 1028_14_LO_P1001, 1028_14_LO_P1002, 1028_14_LO_P1003, 1028_14_LO_P2001, 1028_14_LO_P2002, and 1028_14_LO_P2004.

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.

INFORMATIVES

- 1 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.

- 2 Many species are protected under legislation such as the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010. A contravention of those statutory provisions may constitute a criminal offence. The grant of this consent/planning permission does not override any statutory requirement to notify Natural England and/or obtain a licence prior to carrying out activities which may harm or disturb protected species such as bats.
- 3 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
- 4 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>

APPLICATION: **18/00452/FULEIA**

LOCATION: **Blackfriars Railway Bridge Puddle Dock 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.**

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 Prior to the commencement of development a Phasing Plan for Phases 1 and 2, which relate to bridges within the City of London, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
REASON: To prevent any detrimental impact on river traffic in accordance with policy CS9 of the City of London Local Plan and policy 3.30 of the Saved Southwark Plan Policies.
- 3 Prior to the full implementation of the lighting installation, a smaller trial installation shall be agreed and witnessed by the Local Planning Authority to ascertain:
 - i) the impact on navigational lights and any necessary mitigation;
 - ii) additional measures required to mitigate the potential for glare and light spillage.The full development shall be carried out in accordance with the approved details.
REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS9, CS12, DM12.1, DM12.5 and DM21.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.2, 3.15, 3.18 and 3.30.
- 4 Notwithstanding the details hereby approved, on full installation of the approved lighting scheme, details of the final intensity, colour, transience, including the amount of light spill to the public realm, shall submitted to and approved in writing by the Local Planning Authority following a site inspection, and shall be implemented and maintained in accordance with the approved details. The site inspection will take place two months following completion of the installation of light fittings.
REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of

London Local Plan policies CS12, DM12.1, DM12.5 and DM21.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.2, 3.15 and 3.18.

- 5 Prior to the full installation of the approved lighting scheme a detailed lighting management strategy shall be 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:

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

REASON: To ensure the protection of wildlife and supporting habitat in accordance with London Plan Policy 7.19 and City of London Local Plan policy DM19.2.

- 6 Notwithstanding the details hereby approved, prior to the commencement of development, final details shall be provided of electrical cabling and equipment associated with the lighting installation (including feeder pillars), including their location, size, fixing and colour, shall be submitted to and approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS12, DM12.1, and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.

- 7 Works shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the development process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out

other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)

REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to any work commencing in order that the impact on amenities is minimised from the time that development starts.

- 8 Prior to commencement of any works on site, a suitable protocol for the protection of legally protected species present on site, or identified during construction, shall be submitted to and approved in writing by the Local Planning Authority. This must include:

- If the installation at any bridge is to commence during the breeding bird season (March to August inclusive) a check for nesting birds to determine whether any breeding birds, nests, nestlings or eggs will be impacted by the installation activities. Where any breeding birds, nests, nestlings or eggs are identified, they will be protected; and
- repeat of the baseline breeding bird survey described in Chapter 6 of the Environmental Statement no later than 2 June 2019 and every two years thereafter until completion of the Proposed Illumination to ensure that baseline conditions have not changed significantly, and if necessary re-assess the requirements for mitigation prior to commencements of installation.

REASON: To ensure suitable protection of protected wildlife in accordance with London Plan policies 7.19 and 7.29 and Local Plan policy 19.2.

- 9 Details for the long-term maintenance arrangements for the proposal to be submitted and approved in writing by the Local Planning Authority prior to bringing into use the lighting installation hereby permitted. The submitted details should specify the responsibilities of each party for the management plan and maintenance plan for the lifetime of the development and any other arrangement to secure the operation of the scheme throughout its life time. The management and maintenance arrangements shall be carried out in accordance with the approved details over the period specified.

REASON: To ensure that the appearance of the bridge is suitably maintained in accordance with City of London Local Plan policies CS12, DM12.1 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.

- 10 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation.
- (b) Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design

requirements shall be submitted to and approved in writing by the Local Planning Authority.

(c) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.

REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

- 11 Should the project be decommissioned a Decommissioning Plans shall be submitted to and approved in writing by the Local Plan. The decommissioning shall be carried out in accordance with the approved details.

REASON: To preserve the significance of the non-designated heritage asset in accordance with City of London Local Plan policies CS12, DM12.1 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.

- 12 The lighting scheme hereby permitted shall be illuminated from dusk to dawn on any day.

REASON: To preserve the significance of the non-designated heritage asset in accordance with City of London Local Plan policies CS12, DM12.1 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.

- 13 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: Location plan and dwg nos. 1028_10_BL_P0101, 1028_10_BL_P0102, 1028_10_BL_P0161, 1028_10_BL_P1001, 1028_P3020, 1028_P3021 and 1028_P3021.

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.

INFORMATIVES

- 1 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.

- 2 Many species are protected under legislation such as the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010. A contravention of those statutory provisions may constitute a criminal offence. The grant of this consent/planning permission does not override any statutory requirement to notify Natural England and/or obtain a licence prior to carrying out activities which may harm or disturb protected species such as bats.
- 3 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
- 4 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>

APPLICATION: **18/00453/FULEIA**

LOCATION: **Southwark 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.**

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 Prior to the commencement of development a Phasing Plan for Phases 1 and 2, which relate to bridges within the City of London, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
REASON: To prevent any detrimental impact on river traffic in accordance with policy CS9 of the City of London Local Plan and policy 3.30 of the Saved Southwark Plan Policies.
- 3 Prior to the full implementation of the lighting installation, a smaller trial installation shall be agreed and witnessed by the Local Planning Authority to ascertain:
 - i) the impact on navigational lights and any necessary mitigation;
 - ii) additional measures required to mitigate the potential for glare and light spillage.The full development shall be carried out in accordance with the approved details.
REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS9, CS12, DM12.1, DM12.3, DM12.5 and DM21.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.2, 3.15, 3.17, 3.18 and 3.30.
- 4 Notwithstanding the details hereby approved, on full installation of the approved lighting scheme, details of the final intensity, colour, transience, including the amount of light spill to the public realm, shall be submitted to and approved in writing by the Local Planning Authority following a site inspection, and shall be implemented and maintained in accordance with the approved details. The site inspection will take place two months following completion of the installation of light fittings.

REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS12, DM12.1, DM12.3, DM12.5 and

DM21.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.2, 3.15, 3.17 and 3.18.

- 5 Prior to the full installation of the approved lighting scheme a detailed lighting management strategy shall be 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:

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

REASON: To ensure the protection of wildlife and supporting habitat in accordance with London Plan Policy 7.19 and City of London Local Plan policy DM19.2.

- 6 Notwithstanding the details hereby approved, prior to the commencement of development, final details shall be provided of electrical cabling and equipment associated with the lighting installation (including feeder pillars), including their location, size, fixing and colour, shall be submitted to and approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS12, DM12.1, DM12.3 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15, 3.17 and 3.18.

- 7 Works shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the development process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)

REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to any work commencing in order that the impact on amenities is minimised from the time that development starts.

- 8 Prior to commencement of any works on site, a suitable protocol for the protection of legally protected species present on site, or identified during construction, shall be submitted to and approved in writing by the Local Planning Authority. This must include:
- If the installation at any bridge is to commence during the breeding bird season (March to August inclusive) a check for nesting birds to determine whether any breeding birds, nests, nestlings or eggs will be impacted by the installation activities. Where any breeding birds, nests, nestlings or eggs are identified, they will be protected; and
 - repeat of the baseline breeding bird survey described in Chapter 6 of the Environmental Statement no later than 2 June 2019 and every two years thereafter until completion of the Proposed Illumination to ensure that baseline conditions have not changed significantly, and if necessary re-assess the requirements for mitigation prior to commencements of installation.

REASON: To ensure suitable protection of protected wildlife in accordance with London Plan policies 7.19 and 7.29 and Local Plan policy 19.2.

- 9 Details for the long-term maintenance arrangements for the proposal to be submitted and approved in writing by the Local Planning Authority prior to bringing into use the lighting installation hereby permitted. The submitted details should specify the responsibilities of each party for the management plan and maintenance plan for the lifetime of the development and any other arrangement to secure the operation of the scheme throughout its life time. The management and maintenance arrangements shall be carried out in accordance with the approved details over the period specified.

REASON: To ensure that the appearance of the bridge is suitably maintained in accordance with City of London Local Plan policies CS12, DM12.1, DM12.3 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15, 3.17 and 3.18.

- 10 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation.
- (b) Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design

requirements shall be submitted to and approved in writing by the Local Planning Authority.

(c) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.

REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

- 11 Should the project be decommissioned a Decommissioning Plans shall be submitted to and approved in writing by the Local Plan. The decommissioning shall be carried out in accordance with the approved details.

REASON: To preserve the significance of the listed building in accordance with City of London Local Plan policies CS12, DM12.1, DM12.3, DM12.5 and DM21.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15, 3.17 and 3.18.

- 12 The lighting scheme hereby permitted shall be illuminated from 30 minutes before dusk to 30 minutes after dawn on any day.

REASON: To preserve the significance of the listed building in accordance with City of London Local Plan policies CS12, DM12.1, DM12.3, DM12.5 and DM21.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15, 3.17 and 3.18.

- 13 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: Location plan and dwg nos. 1028_12_SO_P0101, 1028_12_SO_P0102, 1028_12_SO_P0161, 1028_12_SO_P1001, 1028_12_SO_P1002, 1028_12_SO_P1003, 1028_12_SO_P2001, 1028_12_SO_P2002, and 1028_12_SO_P2005.

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.

INFORMATIVES

- 1 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.

- 2 Many species are protected under legislation such as the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010. A contravention of those statutory provisions may constitute a criminal offence. The grant of this consent/planning permission does not override any statutory requirement to notify Natural England and/or obtain a licence prior to carrying out activities which may harm or disturb protected species such as bats.
- 3 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
- 4 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>

APPLICATION: **18/00454/LBC**

LOCATION: **Southwark 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.**

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. Prior to the commencement of development, details of fixing methods used in the installation of the hereby approved lighting scheme, shall be submitted to and approved by the Local Planning Authority, and undertaken in accordance with the approved details.
REASON: To preserve and enhance the character and appearance of the listed building in accordance with City of London Local Plan policy 12.3 and Saved Southwark Plan Polices 3.17.
3. 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.
4. The works hereby permitted shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this consent: Location plan and dwg nos. 1028_12_SO_P0101, 1028_12_SO_P0102, 1028_12_SO_P0161, 1028_12_SO_P1001, 1028_12_SO_P1002, 1028_12_SO_P1003, 1028_12_SO_P2001, 1028_12_SO_P2002, and 1028_12_SO_P2005.
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.

APPLICATION: **18/00455/FULEIA**

LOCATION: **Blackfriars 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.**

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 Prior to the commencement of development a Phasing Plan for Phases 1 and 2, which relate to bridges within the City of London, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
REASON: To prevent any detrimental impact on river traffic in accordance with policy CS9 of the City of London Local Plan and policy 3.30 of the Saved Southwark Plan Policies.
- 3 Prior to the full implementation of the lighting installation, a smaller trial installation shall be agreed and witnessed by the Local Planning Authority to ascertain:
 - i) the impact on navigational lights and any necessary mitigation;
 - ii) additional measures required to mitigate the potential for glare and light spillage.The full development shall be carried out in accordance with the approved details.
REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS9, CS12, DM12.1, DM12.2, DM12.3, DM12.5 and DM21.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.2, 3.15, 3.16, 3.17, 3.18 and 3.30.
- 4 Notwithstanding the details hereby approved, on full installation of the approved lighting scheme, details of the final intensity, colour, transience, including the amount of light spill to the public realm, shall be submitted to and approved in writing by the Local Planning Authority following a site inspection, and shall be implemented and maintained in accordance with the approved details. The site inspection will take place two months following completion of the installation of light fittings.

REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of

London Local Plan policies CS12, DM12.1, DM12.2, DM12.3, DM12.5 and DM21.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.2, 3.15, 3.16, 3.17 and 3.18.

- 5 Prior to the full installation of the approved lighting scheme a detailed lighting management strategy shall be 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:

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

REASON: To ensure the protection of wildlife and supporting habitat in accordance with London Plan Policy 7.19 and City of London Local Plan policy DM19.2.

- 6 Notwithstanding the details hereby approved, prior to the commencement of development, final details shall be provided of electrical cabling and equipment associated with the lighting installation (including feeder pillars), including their location, size, fixing and colour, shall be submitted to and approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS12, DM12.1, DM12.2, DM12.3 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15, 3.16, 3.17 and 3.18.

- 7 Works shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the development process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)

REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to any work commencing in order that the impact on amenities is minimised from the time that development starts.

- 8 Prior to commencement of any works on site, a suitable protocol for the protection of legally protected species present on site, or identified during construction, shall be submitted to and approved in writing by the Local Planning Authority. This must include:
- If the installation at any bridge is to commence during the breeding bird season (March to August inclusive) a check for nesting birds to determine whether any breeding birds, nests, nestlings or eggs will be impacted by the installation activities. Where any breeding birds, nests, nestlings or eggs are identified, they will be protected; and
 - repeat of the baseline breeding bird survey described in Chapter 6 of the Environmental Statement no later than 2 June 2019 and every two years thereafter until completion of the Proposed Illumination to ensure that baseline conditions have not changed significantly, and if necessary re-assess the requirements for mitigation prior to commencements of installation.

REASON: To ensure suitable protection of protected wildlife in accordance with London Plan policies 7.19 and 7.29 and Local Plan policy 19.2.

- 9 Details for the long-term maintenance arrangements for the proposal to be submitted and approved in writing by the Local Planning Authority prior to bringing into use the lighting installation hereby permitted. The submitted details should specify the responsibilities of each party for the management plan and maintenance plan for the lifetime of the development and any other arrangement to secure the operation of the scheme throughout its life time. The management and maintenance arrangements shall be carried out in accordance with the approved details over the period specified.

REASON: To ensure that the appearance of the bridge is suitably maintained in accordance with City of London Local Plan policies CS12, DM12.1, DM12.2, DM12.3 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.

- 10 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation.
- (b) Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design

requirements shall be submitted to and approved in writing by the Local Planning Authority.

(c) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.

REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

- 11 Should the project be decommissioned a Decommissioning Plans shall be submitted to and approved in writing by the Local Plan. The decommissioning shall be carried out in accordance with the approved details.

REASON: To preserve the significance of the listed building in accordance with City of London Local Plan policies CS12, DM12.1, DM12.2, DM12.3 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15, 3.16, 3.17 and 3.18.

- 12 The lighting scheme hereby permitted shall be illuminated from dusk to dawn on any day.

REASON: To preserve the significance of the listed building in accordance with City of London Local Plan policies CS12, DM12.1, DM12.2, DM12.3 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15, 3.16, 3.17 and 3.18.

- 13 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: Location plan and dwg nos. 1028_09_BD_P0101, 1028_09_BD_P0102, 1028_09_BD_P0161, 1028_09_BD_P1001, 1028_09_BD_P3010 and 1028_09_BD_P3011.

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.

INFORMATIVES

- 1 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.

- 2 Many species are protected under legislation such as the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010. A contravention of those statutory provisions may constitute a criminal offence. The grant of this consent/planning permission does not override any statutory requirement to notify Natural England and/or obtain a licence prior to carrying out activities which may harm or disturb protected species such as bats.
- 3 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
- 4 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>

APPLICATION: **18/00456/LBC**

LOCATION: **Blackfriars 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.**

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 Prior to the commencement of development, details of fixing methods used in the installation of the hereby approved lighting scheme, shall be submitted to and approved by the Local Planning Authority, and undertaken in accordance with the approved details.
REASON: To preserve and enhance the character and appearance of the listed building in accordance with City of London Local Plan policy 12.3 and Saved Southwark Plan Polices 3.17.
- 3 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.
- 4 The works hereby permitted shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this consent: Location plan and dwg nos. 1028_09_BD_P0101, 1028_09_BD_P0102, 1028_09_BD_P0161, 1028_09_BD_P1001, 1028_09_BD_P3010 and 1028_09_BD_P3011.

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.

APPLICATION: **18/00457/FULEIA**

LOCATION: **Cannon Street Railway Bridge Cousin Lane 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.**

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 Prior to the commencement of development a Phasing Plan for Phases 1 and 2, which relate to bridges within the City of London, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
REASON: To prevent any detrimental impact on river traffic in accordance with policy CS9 of the City of London Local Plan and policy 3.30 of the Saved Southwark Plan Policies.
- 3 Prior to the full implementation of the lighting installation, a smaller trial installation shall be agreed and witnessed by the Local Planning Authority to ascertain:
 - i) the impact on navigational lights and any necessary mitigation;
 - ii) additional measures required to mitigate the potential for glare and light spillage.The full development shall be carried out in accordance with the approved details.
REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS9, CS12, DM12.1, DM12.5 and DM21.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.2, 3.15, 3.18 and 3.30.
- 4 Notwithstanding the details hereby approved, on full installation of the approved lighting scheme, details of the final intensity, colour, transience, including the amount of light spill to the public realm, shall be submitted to and approved in writing by the Local Planning Authority following a site inspection, and shall be implemented and maintained in accordance with the approved details. The site inspection will take place two months following completion of the installation of light fittings.

REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS12, DM12.1, DM12.5 and DM21.3,

Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.2, 3.15 and 3.18.

- 5 Prior to the full installation of the approved lighting scheme a detailed lighting management strategy shall be 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:

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

REASON: To ensure the protection of wildlife and supporting habitat in accordance with London Plan Policy 7.19 and City of London Local Plan policy DM19.2.

- 6 Notwithstanding the details hereby approved, prior to the commencement of development, final details shall be provided of electrical cabling and equipment associated with the lighting installation (including feeder pillars), including their location, size, fixing and colour, shall be submitted to and approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS12, DM12.1, and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.

- 7 Works shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the development process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)

REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to any work commencing in order that the impact on amenities is minimised from the time that development starts.

- 8 Prior to commencement of any works on site, a suitable protocol for the protection of legally protected species present on site, or identified during construction, shall be submitted to and approved in writing by the Local Planning Authority. This must include:
- If the installation at any bridge is to commence during the breeding bird season (March to August inclusive) a check for nesting birds to determine whether any breeding birds, nests, nestlings or eggs will be impacted by the installation activities. Where any breeding birds, nests, nestlings or eggs are identified, they will be protected; and
 - repeat of the baseline breeding bird survey described in Chapter 6 of the Environmental Statement no later than 2 June 2019 and every two years thereafter until completion of the Proposed Illumination to ensure that baseline conditions have not changed significantly, and if necessary re-assess the requirements for mitigation prior to commencements of installation.

REASON: To ensure suitable protection of protected wildlife in accordance with London Plan policies 7.19 and 7.29 and Local Plan policy 19.2.

- 9 Details for the long-term maintenance arrangements for the proposal to be submitted and approved in writing by the Local Planning Authority prior to bringing into use the lighting installation hereby permitted. The submitted details should specify the responsibilities of each party for the management plan and maintenance plan for the lifetime of the development and any other arrangement to secure the operation of the scheme throughout its life time. The management and maintenance arrangements shall be carried out in accordance with the approved details over the period specified.

REASON: To ensure that the appearance of the bridge is suitably maintained in accordance with City of London Local Plan policies CS12, DM12.1 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.

- 10 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation.
- (b) Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.

(c) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.
REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

- 11 Should the project be decommissioned a Decommissioning Plans shall be submitted to and approved in writing by the Local Plan. The decommissioning shall be carried out in accordance with the approved details.
REASON: To preserve the significance of the non-designated heritage asset in accordance with City of London Local Plan policies CS12, DM12.1 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.
- 12 The lighting scheme hereby permitted shall be illuminated from 30 minutes before dusk to 30 minutes after dawn on any day.
REASON: To preserve the significance of the non-designated heritage asset in accordance with City of London Local Plan policies CS12, DM12.1 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.
- 13 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: Location plan and dwg nos. 1028_13_CA_P0101, 1028_13_CA_P0102, 1028_13_CA_P0161, 1028_13_CA_P1001, 1028_13_CA_P1002, 1028_13_CA_P1003 and 1028_13_CA_P2001.
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.

INFORMATIVES

- 1 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.

- 2 Many species are protected under legislation such as the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010. A contravention of those statutory provisions may constitute a criminal offence. The grant of this consent/planning permission does not override any statutory requirement to notify Natural England and/or obtain a licence prior to carrying out activities which may harm or disturb protected species such as bats.
- 3 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
- 4 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>

APPLICATION: **18/00458/FULEIA**

LOCATION: **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.**

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 Prior to the commencement of development a Phasing Plan for Phases 1 and 2, which relate to bridges within the City of London, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
REASON: To prevent any detrimental impact on river traffic in accordance with policy CS9 of the City of London Local Plan and policy 3.30 of the Saved Southwark Plan Policies.
- 3 Prior to the full implementation of the lighting installation, a smaller trial installation shall be agreed and witnessed by the Local Planning Authority to ascertain:
 - i) the impact on navigational lights and any necessary mitigation;
 - ii) additional measures required to mitigate the potential for glare and light spillage.The full development shall be carried out in accordance with the approved details.
REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS9, CS12, DM12.1, DM12.5 and DM21.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.2, 3.15, 3.18 and 3.30.
- 4 Notwithstanding the details hereby approved, on full installation of the approved lighting scheme, details of the final intensity, colour, transience, including the amount of light spill to the public realm, shall be submitted to and approved in writing by the Local Planning Authority following a site inspection, and shall be implemented and maintained in accordance with the approved details. The site inspection will take place two months following completion of the installation of light fittings.

REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS12, DM12.1, DM12.5 and DM21.3,

Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.2, 3.15 and 3.18.

- 5 Prior to the full installation of the approved lighting scheme a detailed lighting management strategy shall be 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:

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

REASON: To ensure the protection of wildlife and supporting habitat in accordance with London Plan Policy 7.19 and City of London Local Plan policy DM19.2.

- 6 Notwithstanding the details hereby approved, prior to the commencement of development, final details shall be provided of electrical cabling and equipment associated with the lighting installation (including feeder pillars), including their location, size, fixing and colour, shall be submitted to and approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS12, DM12.1, and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.

- 7 Works shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the development process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)

REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to any work commencing in order that the impact on amenities is minimised from the time that development starts.

- 8 Prior to commencement of any works on site, a suitable protocol for the protection of legally protected species present on site, or identified during construction, shall be submitted to and approved in writing by the Local Planning Authority. This must include:
- If the installation at any bridge is to commence during the breeding bird season (March to August inclusive) a check for nesting birds to determine whether any breeding birds, nests, nestlings or eggs will be impacted by the installation activities. Where any breeding birds, nests, nestlings or eggs are identified, they will be protected; and
 - repeat of the baseline breeding bird survey described in Chapter 6 of the Environmental Statement no later than 2 June 2019 and every two years thereafter until completion of the Proposed Illumination to ensure that baseline conditions have not changed significantly, and if necessary re-assess the requirements for mitigation prior to commencements of installation.

REASON: To ensure suitable protection of protected wildlife in accordance with London Plan policies 7.19 and 7.29 and Local Plan policy 19.2.

- 9 Details for the long-term maintenance arrangements for the proposal to be submitted and approved in writing by the Local Planning Authority prior to bringing into use the lighting installation hereby permitted. The submitted details should specify the responsibilities of each party for the management plan and maintenance plan for the lifetime of the development and any other arrangement to secure the operation of the scheme throughout its life time. The management and maintenance arrangements shall be carried out in accordance with the approved details over the period specified.

REASON: To ensure that the appearance of the bridge is suitably maintained in accordance with City of London Local Plan policies CS12, DM12.1 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.

- 10 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation.
- (b) Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.

(c) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.
REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

- 11 Should the project be decommissioned a Decommissioning Plans shall be submitted to and approved in writing by the Local Plan. The decommissioning shall be carried out in accordance with the approved details.
REASON: To preserve the significance of the non-designated heritage asset in accordance with City of London Local Plan policies CS12, DM12.1 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.
- 12 The lighting scheme hereby permitted shall be illuminated from dusk to dawn on any day.
REASON: To preserve the significance of the non-designated heritage asset in accordance with City of London Local Plan policies CS12, DM12.1 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.
- 13 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: Location plan and dwg nos. 1028_11_MI_P0101, 1028_11_MI_P0102, 1028_11_MI_P0161, 1028_11_MI_P1001, 1028_11_MI_P1002, 1028_11_MI_P1003, 1028_11_MI_P2001 and 1028_11_MI_P2002.
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.

INFORMATIVES

- 1 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.

- 2 Many species are protected under legislation such as the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010. A contravention of those statutory provisions may constitute a criminal offence. The grant of this consent/planning permission does not override any statutory requirement to notify Natural England and/or obtain a licence prior to carrying out activities which may harm or disturb protected species such as bats.
- 3 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
- 4 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>