



City of Westminster

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Planning Inspectorate
Thames Tideway Tunnel

Dear Sir

Proposed Application for a Development Consent Order (DCO) by Thames Water Utilities Limited, for the Thames Tideway Tunnel (the application).

This is the City of Westminster's written representation, in regard to second written questions, in relation to proposals for development at Victoria Embankment Foreshore. We are working with other affected Local Authorities to prepare appropriate project wide requirements and views on mechanisms for securing undertakings and assurances given in the DCO and supplementary agreements.

The principal concern of the City of Westminster in relation to the second written questions is that any proposals for the Victoria Embankment Foreshore must avoid or minimise the following:

- 1) Any permanent damage or alterations to the fabric of the listed Victoria Embankment which, as well as being a flood defence wall, the integrity of which must not be compromised, is Bazalgette's Grade II listed Victoria Embankment river wall, a highly valued heritage asset
- 2) Any harmful impacts on visual amenity and use of Victoria Embankment Gardens or Victoria Embankment, resulting from the repositioning of the Tattershall Castle, assessed as low value heritage asset (heritage statement Appendix H Victoria Embankment Foreshore) on the setting of Listed Embankment Wall, Whitehall Conservation Area, Royal Air Force Memorial, all high value heritage assets, and
- 3) In the case of any temporary works to the listed Embankment Wall, these should be fully reversible in order to preserve the historic fabric.

Third Draft Development Consent Order

The City of Westminster reserves the right to comment further on the 3rd draft DCO due to be submitted on January 13th 2014.

Second Written Questions

20.1 Air quality

Westminster want the project has to comply with the relevant SPD with regards to dust and emissions from construction sites, which most likely will be in place when the works for the project start

Q.27.6 – we have agreed the requirement VCTEF5 wherein the height of the columns is to be approved by us and that they shall not exceed 6m and shall be finished in bronze. However, If Thames cannot adequately explain why a maximum height of 5.5m is not possible, then we would be happy to amend VCTEF5 to stipulate a maximum height of 5.5m.

Q.27.12 – the scheme has been amended and requirement VCTEF4 now requires the height of the kiosks to be approved by us and that they shall not exceed 4m in height. Design principle VCTEF.17 has been introduced which provides for a lightweight truss structure to reduce the solidity of the pergola structure, with final design being approved by us and finally it has been demonstrated that the incorporation of the festoon lighting would not be successful. As such the concerns previously expressed in our LIR have been addressed.

Q.27.14 –

The main designated heritage assets affected by the new foreshore structure including the relocated Tattershall Castle are the grade II listed Embankment Wall; the grade II listed Royal Air Force Memorial; and the Whitehall Conservation Area. The effect of the proposal will be to introduce greater intrusion onto the foreshore creating a more cluttered embankment. The new foreshore structure is located approximately where the Tattershall Castle is currently located and so the design solution proposed by the applicants is to move the Tattershall Castle further upstream.

This re-positioning will come in two phases, with it being positioned further upstream during the construction phase (closer to the RAF Memorial) and then moved closer to the foreshore structure in the operational phase. In both phases the re-positioned Tattershall Castle will be an additional structure projecting into the foreshore, where at present the listed embankment wall is relatively clean of any clutter (eg. see plates 11.4.13, 14, 38, 39, 40 and 41 of Townscape and Visual Assessment doc ref.6.2.17). As an additional structure in this location it will create a more cluttered townscape, obscuring and eroding the clean line of the embankment wall and encroaching upon the setting of the RAF Memorial which at present is appropriately clear of any riverside structures. By compromising the setting and appearance of these listed structures the proposal is also considered to cause harm to the character and appearance of the conservation area.

In both the construction phase and the operational phase, the re-positioned Tattershall Castle will be visible in views looking east from Horse Guards Avenue. At present this view, which is flanked by the grade I listed Ministry of Defence to the right and the grade II* Whitehall Court to the left, is terminated by the river, with the silhouette of the embankment wall clearly defined and the 'gap' of the river behind, with the Southbank in the distance. This view and this part of the City are considered to be positive contributors to the character and appearance of the conservation area. The encroachment of the Tattershall Castle into this view will disrupt the silhouette of the listed wall and this is considered to have a detrimental impact on this townscape and cause harm to the conservation area.

In both the construction and the operational phase the brows linking the vessel to the Victoria Embankment will be physically attached to the listed wall, causing some permanent harm to the structure, but more significantly they will also create considerable visual clutter, which will be apparent when walking along Victoria Embankment. The structures will include two access brows, one of which features a long access ramp (approximately 23m in length) on the

highway and one will feature a canopy over it. Given the location of existing trees (to be retained) the space between the access stairs/ramps and the trees will be approximately 2.75m which, given that this is a significant and heavily used public promenade, will create a narrowed section of the highway, impeding pedestrian movement and a visually cluttered character and appearance.

The visual impact of such access ramps can be appreciated by reference to those at Savoy Pier (downstream) and Millbank (upstream). The ramp and stepped access points will also mean that this currently clean section of listed wall, with its uninterrupted views across the river, will be obscured, thus eroding the significance of the listed wall and the character and appearance of this part of the conservation area.

In terms of degree of harm caused, the construction of the new foreshore structure which will involve the demolition of a substantial section of the listed embankment wall and permanently interrupt the linear character of the wall is considered to result in substantial harm. In the case of the relocated Tattershall Castle, it is acknowledged that there will be less permanent physical alteration to listed fabric and as such it is considered that the harm caused to the affected listed structures and the conservation area could be regarded as less than substantial. Nonetheless the tests at paragraphs 133 and 134 of the NPPF should apply.

29.13 Noise and disturbance

Westminster would like to see noise insulation and temporary re-housing being assessed before the project starts to be able to install double or secondary glazing and agree the works with the residents/ owners in time. There is no need to combine this with the section 61 process. A re-evaluation of the eligibility can be done when the project details are known and the contractor is on board. This procedure has been followed and has worked satisfactorily on the Crossrail project.

Q.31 – In terms of heritage, design and conservation issues, the Revised Early Modifications raise no new issues.

Q.34.1

The outstanding issues are location of alternative coach parking, compensation for costs of relocating coaches, and lorry routes. These are also included in the issues in the SOCG.

The City of Westminster’s concerns regarding the transport and highways issues the project, as set out in its LIR and written representations, have yet to be satisfactorily addressed or resolved by the promoter.

Site Specific Requirements

WCC would wish to include the following site specific requirements for Victoria Embankment Foreshore

Air monitoring (construction)	VCEF	Details of construction works air monitoring along with appropriate mitigation measures shall be submitted to and agreed in writing by the Borough Council prior to the commencement of the works hereby permitted. The approved air monitoring and mitigation shall be carried out in accordance with the approved detail unless otherwise agreed in writing by the Local Planning Authority.
CEMP	VEF	Prior to the commencement of each phase of construction works, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved by the local planning authority. The CEMP will

		<p>adhere to the approved Code of Construction Practice (Parts A & B).</p> <p>The construction works shall be carried out in accordance with the approved CEMP with any subsequent variations being firstly agreed in writing by the local planning authority.</p> <p>The CEMP submitted for approval shall include the following:</p> <ul style="list-style-type: none"> a) Pollution incident response plan b) Emergency preparedness plan c) Lighting management plan d) Traffic management plan e) Noise and vibration management plan f) Air quality management plan g) Water management plan h) Site waste management plan i) Ecology and landscape management plan j) Heritage management plan k) Community liaison plan l) Resource management and sustainability plan m) Operational UXO risk management plan <p><i>*Note: This assumes that the CoCP (Parts A & B) has been agreed by the relevant parties prior to the end of the examination period. Should this not be the case, an updated CoCP will need to be submitted to and approved by the relevant Local Authorities (in consultation with the Environment Agency, TfL, Natural England and English Heritage) prior to the commencement of any works.</i></p>
River Transport	VCEF	<p>a) A minimum of 90% of all excavated materials arising from the construction phases of the development shall be transported by river unless otherwise first agreed in writing by the Borough Council.</p> <p>b) Prior to the commencement of the construction works, a scheme for the monitoring and regular reporting of the transportation of excavated spoil shall be submitted to and approved in writing by the Borough Council.</p>

The City Council will continue to work with other stakeholders to develop joint solutions and representations, with regard to shared concerns, and will work with Thames Water to prepare a third draft SOCG for 12 February 2014.

Yours sincerely

GRAHAM KING
HEAD OF STRATEGIC PLANNING AND TRANSPORTATION