



VICTORIA EMBANKMENT FORESHORE APPLICATION STATEMENT

**To support a proposed non-material amendment
application to the Thames Water Utilities (Thames
Tideway Tunnel) Order 2014 as amended.**

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TIDEWAY

VICTORIA EMBANKMENT FORESHORE APPLICATION STATEMENT

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1. Introduction

1 Introduction

- 1.1 Bazalgette Tunnel Limited (trading as ‘Tideway’) has the benefit of The Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 (SI:2014/2384) (as amended)¹ (“the DCO”) by virtue of a transfer of powers by Thames Water Utilities Limited dated 24 August 2015 made pursuant to Article 9 of the DCO.
- 1.2 The DCO grants consent for a ‘wastewater storage and transfer tunnel’ (a “nationally significant infrastructure project” as defined in sections 14 and 29(1A) of the Planning Act 2008) between operational Thames Water sites at Acton Storm Tanks and Abbey Mills Pumping Station. The project comprises one main tunnel which will capture and store combined sewage from combined sewer overflows (“CSOs”) along its route and transfer the sewage to Abbey Mills Pumping Station. From there the Lee Tunnel will transport the combined sewage for treatment at Beckton Sewage Treatment Works. Twelve connection tunnels will link flows from CSO drop shafts to the main tunnel.
- 1.3 The Victoria Embankment Foreshore (VCTEF) site is located on the north side of the river Thames within the administrative boundary of the City of Westminster. It comprises an area of the foreshore of the river Thames and a section of the pavement and carriageway of the Victoria Embankment. The site is defined by the limits of land to be acquired or used (LLAU) and covers an area of approximately 1.8 hectares. The site is bounded to the north, east and south by the river Thames and to the west by the Victoria Embankment (A3211). The permanently moored Tattershall Castle, (a floating bar and restaurant) and two service moorings lie within the site.
- 1.4 This report has been prepared to accompany an application for a non-material amendment to the DCO at the VCTEF site. The amendment proposed would allow the Tattershall Castle, which is listed on the National Register of Historic Vessels, to remain in its current location at the junction of Victoria Embankment and Horse Guards Avenue and would grant consent for the permanent removal of the service mooring previously located east of the junction of Victoria Embankment and Horse Guards Avenue. On completion of construction, the current consent requires the Tattershall Castle to be relocated to a new mooring 40m downstream of its current location and the reinstatement of the service mooring east of the junction of Victoria Embankment and Horse Guards Avenue. The proposed amendments form part of the works at the Victoria Embankment Foreshore (VCTEF) site and are set out in detail below.

¹ As amended by the Thames Water Utilities Limited (Thames Tideway Tunnel) (Correction) Order 2015 (SI:2015/723), the Thames Water Utilities Limited (Thames Tideway Tunnel) (Amendment) Order 2017 (SI:2017/659), the Thames Water Utilities Limited (Thames Tideway Tunnel) (Amendment) Order 2018 (SI:2018/1262), the Thames Water Utilities Limited (Thames Tideway Tunnel) (Amendment) Order 2020 (SI:2020/268), the Thames Water Utilities Limited (Thames Tideway Tunnel) (Amendment) Order 2020 (SI:2020/862) and the Notice of Variation No.1 (17 March 2015) and Notice of Variation No. 2 (17 August 2017) in respect of the deemed Marine Licence.

1. Introduction

- 1.5 Four previous non-material amendments to the DCO have been approved. On 17th May 2017 Thames Water Utilities Limited was granted an amendment to the DCO for changes to the location and depth of the inlet and outlet shafts and siphon tunnel to be constructed within the Beckton Sewage Treatment Works (BESTW) site 'The Thames Water Utilities Limited (Thames Tideway Tunnel) (Amendment) Order 2017 (SI:2017/659)' These approved changes were localised in nature and related to works within the existing Thames Water sewage treatment site.
- 1.6 Tideway was granted a second Amendment Order (SI: 2018/1262) on 30th November 2018 which approved substitution of a revised Site works parameter plan for the Falconbrook Pumping Station (FALPS) site. This amendment was required to remove ambiguities on the original plan which had the inadvertent effect of removing the flexibility required to enable the works to be constructed as originally intended at the site. It was not required as a result of a change in the design or approach proposed to the works at the time of the original application.
- 1.7 On 10th March 2020 Tideway was granted a third Amendment Order (SI:2020/268) which approved a realignment of the main tunnel in the vicinity of the King Edward Memorial Park Foreshore (KEMPF) worksite. This amendment approved the realignment of the main tunnel to the south of the shaft and provided consent for the construction of a short connection tunnel between the shaft and the main tunnel. The works approved by this amendment affected below ground works in this location only.
- 1.8 On 14th August 2020 a fourth Amendment Order (SI:2020/862) was made which approved minor adjustments to the approved plans at the VCTEF site and the Blackfriars Bridge Foreshore (BLABF) site. At VCTEF an adjustment to the shaft zone on the Site works parameter plan was required to correct an anomaly on the approved plan which prevented the works from being constructed as originally intended. At BLABF the design solution which met the City of London's requirements in relation to their asset and the hydraulic requirements for the interception in this location resulted in the need for minor amendments to the Site works parameter plan, the Extent of loss of listed river wall plan and the demolition and site clearance plan to enable the below ground works to comply with the DCO.
- 1.9 None of the four non-material amendments (either separately or cumulatively) were found to introduce any new significant environmental effects or materially different environmental effects beyond those already assessed within the Environmental Statement (ES) which accompanied the original DCO application.
- 1.10 This application is seeking consent to:
- amend the description of the work in Work No 16c (xi) and 16c (xii) of Schedule 1 Part 1 (Authorised Development);
 - amend the plans listed below which are referred to in the DCO;
 - the Demolition and site clearance (sheet 2 of 2) - DCO-PP-16X-VCTEF-180007 Rev2
 - the Site Works Parameter plan - DCO-PP-16X-VCTEF-180008 Rev4
 - the Proposed Site Features Plan - DCO-PP-16X-VCTEF-180011 Rev1

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- the Proposed Landscape Plan (sheet 1 of 2) - DCO-PP-16X-VCTEF-180012 Rev2
- the Proposed Landscape Plan (sheet 2 of 2) - DCO-PP-16X-VCTEF-180013 Rev1
- the Proposed mooring access details - DCO-PP-16X-VCTEF-180027 Rev1
- the As existing and proposed river elevation impact on listed structure (sheet 1 of 2) - DCO-PP-16X-VCTEF-180047 Rev1
- revise the references to these plans in Part 4 of Schedule 2 of the DCO;
- revise the references to these plans in Requirements VCTEF 3, VCTEF 4, VCTEF, 7, VCTEF 10 and VCTEF 15 in the Table at paragraph 16 of Schedule 3 (Requirements);
- revise the Requirement title of VCTEF 3 and VCTEF 11 to remove references to temporary and permanent;
- amend the Description of alteration in column 3 of Schedule 5 (Streets Subject to Alteration of Layout) for the VCTEF site.

1.11 In addition to the plans listed above an amended Location Plan and Site works parameter key plan have been included in the application. These drawings are not referred to in the DCO and are provided for information only.

1.12 This application for an amendment to the Thames Water Utilities (Thames Tideway Tunnel) Order 2014 is made in accordance with section 153 and Schedule 6 of the Planning Act 2008 and the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulation 2011 (as amended).

2. Proposed Changes and the Need for the Amendment

2 Proposed Changes and the Need for the Amendment

2.1 Authorised Development

2.1.1 The development approved by the DCO at VCTEF is set out under Work Nos. 16a, 16b and 16c of Part 1 of Schedule 1 of the DCO. Work Nos. 16a and 16b form part of the nationally significant infrastructure project (as defined in sections 14 and 29(1A) of the Planning Act 2008) and comprises:

**Work No. 16a: Victoria Embankment Foreshore CSO drop shaft – A shaft with an internal diameter of 13 metres and a depth (to invert level) of 51 metres.*

**Work No. 16b: Regent Street connection tunnel – A tunnel between Victoria Embankment Foreshore CSO drop shaft (Work No. 16a) and the main tunnel (east central) (Work No. 1c).*

2.1.2 Work No. 16c sets out the associated development within the meaning of section 115(2) of the Planning Act 2008, and comprises:

Work No. 16c: Victoria Embankment Foreshore associated development - Works to control and divert flow from the northern Low Level Sewer No. 1 to the Victoria Embankment Foreshore CSO drop shaft (Work No. 16a) and into the Regent Street connection tunnel (Work No. 16b) including the following above and below ground works:

(i) dredging and construction of cofferdam, including the placement of fill material, connection to the existing river wall and construction of campsheds;

(ii) partial demolition of existing listed river wall and construction of new river wall including connection to and alteration of the existing river wall to reclaim land and to enclose Work Nos. 16a and 16c(iii), (v), (vi) and (vii) and scour protection works, new Regent Street B CSO, and new CSO outfall apron;

(iii) construction of an overflow weir chamber, hydraulic structures, chambers with access covers and other structures including culverts, pipes and ducts to modify, connect, control, ventilate, de-aerate, and intercept flow;

(iv) removal and subsequent reinstatement of existing listed features including lamp standards and benches;

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(v) construction of structures for air management plant and equipment including filters and ventilation columns and associated below ground ducts and chambers;

(vi) construction of electrical and control kiosks;

(vii) construction of pits, chambers, ducts and pipes for cables, hydraulic pipelines, utility connections, utility diversions and drainage including reinstatement of pipe subway;

(viii) provision of construction access from Victoria Embankment and subsequent reinstatement to original layout;

(ix) provision of permanent access from Victoria Embankment;

(x) removal of a section of central reservation and its subsequent reinstatement;

(xi) removal of existing mooring for the Tattershall Castle attached to listed wall (and associated access ramps), construction and use of a new temporary and permanent mooring (over listed wall) for a vessel to the south of Work No. 16c(ii), and means of access for both attached to the listed wall including access brows, gangways, guide piles, mooring chains and anchors fixed to the river bed, construction dredging and associated sheet piling to accommodate the relocated vessel in both the permanent and temporary locations for the vessel;

(xii) temporary removal and then reinstatement of the service mooring / service pontoon to the east of the junction of Victoria Embankment and Horse Guards Avenue including guide piles;

(xiii) permanent removal of service mooring / service pontoon to the north of the junction of Victoria Embankment and Horse Guards Avenue; and

(xiv) construction of amenity buildings.

2.1.3 The current consent allows for the Tattershall Castle to be relocated from its original location to a temporary mooring and then moved again to a new permanent mooring, and for the service mooring east of the junction of Victoria Embankment and Horse Guards Avenue to be temporarily removed and then reinstated.

2.1.4 The proposed amendment would provide consent for the Tattershall Castle to remain in its current location and for the service mooring east of the junction of Victoria Embankment and Horse Guards Avenue to be permanently removed.

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2.2 Background to the Proposed Amendment

2.2.1 Figure 1 below, taken from the design and access statement submitted with the original application for development consent, shows the VCTEF site area before the Order was made. The site was occupied by the Tattershall Castle vessel and two service moorings: a Class V service mooring located to the north of the junction of Victoria Embankment and Horse Guards Avenue and a service mooring used by City Cruises Limited located to the east of the junction of Victoria Embankment and Horse Guards Avenue.

Figure 1 – Site Before Construction Commenced



2.2.2 The Tattershall Castle and Class V service mooring were, at that time, located in the part of the river required for the construction of the new CSO drop shaft and foreshore structure. To facilitate construction of the works the Class V service mooring and the Tattershall Castle needed to be removed. The Class V service mooring has been permanently removed. To avoid the need to extinguish the Tattershall Castle business, the application for development consent sought consent to temporarily remove the service mooring used by City Cruises Limited which enabled the Tattershall Castle to be relocated upstream and continue to operate while construction works were taking place. On completion of construction the DCO provides for the Tattershall Castle to be relocated to a new mooring location, 40m downstream of the current location, and for the service mooring to be reinstated in its original position.

2.2.3 At the start of construction works, the service mooring used by City Cruises Limited was removed and they relocated their operations to a site in Wapping. The Tattershall Castle was relocated upriver to its current mooring to the east of the

2. Proposed Changes and the Need for the Amendment

junction of Horse Guards Avenue and Victoria Embankment where it has continued to operate during construction of the works.

2.2.4 City Cruises Limited have been operating from their relocated site in Wapping since 2015. They have agreed that the current site meets their operational requirements and have confirmed that they do not need the service mooring to be reinstated to operate their business. Discussions have also taken place with the Crown Estate, freeholder of the riverbed at this location and owner of the service mooring. They have confirmed that they have no requirement for the service mooring to be reinstated and are aligned with other key stakeholders to the Tattershall Castle remaining where it is currently moored permanently.

2.2.5 Under the current consent, the Tattershall Castle is relocated downstream to enable the service mooring to be reinstated to its previous position. However, as there is no longer a requirement to reinstate the service mooring, there is an opportunity for the Tattershall Castle to remain moored at its current location. This would be of benefit to the Tattershall Castle business as it would not need to be closed while the vessel is moved, and it would also avoid the need to undertake the intrusive river works required to accommodate the vessel at a new mooring location.

2.3 Proposed Amendments to the DCO

2.3.1 Amendments are required to: the description of the approved works set out in Schedule 1 Part 1; seven drawings referred to in the DCO; amendments to Schedule 2 Part 4 (Approved Plans) and Schedule 3 (Requirements) to revise the drawing numbers of the amended plans; Schedule 5 (Streets Subject to Alteration of Layout) where reference is made to two locations for the vessel. The proposed amendments are set out in detail below.

Amendments Required to Schedule 1 Part 1 (Authorised Development)

2.3.2 The development approved by the DCO at VCTEF is set out under Work Nos. 16a, 16b and 16c of Part 1 of Schedule 1 of the DCO. Amendments are proposed to Work No 16 c (xi) and 16c (xii) as follows:

Work No 16 c (xi)

- Delete references to temporary and permanent locations and refer only to a new mooring for the vessel:

(xi) removal of existing mooring for the Tattershall Castle attached to listed wall (and associated access ramps), construction and use of a new ~~temporary and permanent~~ mooring (over listed wall) for a vessel to the south of Work No. 16c(ii), and means of access ~~for both~~ attached to the listed wall including access brows, gangways, guide piles, mooring chains and anchors fixed to the river bed, construction dredging and

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associated sheet piling to accommodate the relocated vessel in both the permanent and temporary locations for the vessel;

Work No 16c (xii)

- Delete references to temporary and reinstatement and insert the word 'permanent' before removal:

(xii) ~~temporary~~ permanent removal and ~~then reinstatement~~ of the service mooring / service pontoon to the east of the junction of Victoria Embankment and Horse Guards Avenue including guide piles;

- 2.3.3 These amendments will provide consent for the permanent removal of the service mooring previously used by City Cruises Limited and for the relocation of the vessel once to a new mooring location.

Proposed Drawing Amendments

- 2.3.4 The approved DCO drawings for the VCTEF site show the Tattershall Castle in two locations: its current location which was to be temporary during construction (shown with a dotted outline), and the new permanent location (shown in white with a solid outline) which allowed for the reinstatement of the service mooring. The drawings would be amended so that only one location for the vessel is shown (its current location) and this would be identified as the new mooring location. The demolition and site clearance plan would be amended to show the service mooring being permanently removed.

Drawing DCO-PP-16X-VCTEF-180007 – Demolition and site clearance (sheet 2 of 2)

- 2.3.5 The service mooring currently shown green would be recoloured orange and the label revised. The label and arrows for the consented permanent location of the vessel would be removed and the label showing the temporary location would be revised.

Drawing DCO-PP-16X-VCTEF-180008 - Site Works Parameter plan

- 2.3.6 The purple parameter marked 'Zone within which relocated steps and replacement ramp would be located' would be removed.

Drawing DCO-PP-16X-VCTEF-180011 – Proposed Site Features Plan

- 2.3.7 The site features plan would be amended to show only one location for the Tattershall Castle (shown white with a solid outline).

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Drawing DCO-PP-16X-VCTEF-180012 – Proposed Landscape Plan ((sheet 1 of 2)

2.3.8 The vessel would be removed from this drawing.

Drawing DCO-PP-16X-VCTEF-180013 – Proposed Landscape Plan (sheet 2 of 2)

2.3.9 The landscape plan would be amended to show one location for the Tattershall Castle, (shown white with a solid outline) and reference to the service mooring would be deleted.

Drawing DCO-PP-16X-VCTEF-180027 – Proposed mooring access details

2.3.10 The note below 'Detail Section' would be removed.

Drawing DCO-PP-16X-VCTEF-180047 – As existing and proposed river elevation impact on listed structure (sheet 1 of 2).

2.3.11 The maximum permanent extent of loss of listed river wall would be removed and the location of the vessel would be revised.

Amendments Required to Schedule 2 Part 4 (Approved Plans)

2.3.12 The Demolition and site clearance plan (sheet 2 of 2), Site Works Parameter plan, Proposed Landscape Plan (sheet 2 of 2), Proposed mooring access details, and As existing and proposed river elevation - impact on listed structure drawings are approved plans listed in Schedule 2 Part 4 of the DCO. References to these drawings in Part 4 of Schedule 2 of the DCO would be revised.

Amendments Required to Schedule 3 (Requirements)

2.3.13 The Requirements relating to VCTEF are set out in the Table at paragraph 16 of Schedule 3 of the DCO. The Site Features Plan, Landscape Plans and Proposed mooring access details plan are referenced in Requirements VCTEF 3, VCTEF 4, VCTEF 7, VCTEF 10 and VCTEF 15 in Schedule 3. The table below shows which Requirements in the Table at paragraph 16 of Schedule 3 reference these drawings.

Requirement	Drawing Number
VCTEF 3, VCTEF 10, VCTEF 15	DCO-PP-16X-VCTEF-180011 – Site Features Plan
VCTEF4, VCTEF15	DCO-PP-16X-VCTEF-180012 – Landscape Plan (sheet 1 of 2)

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VCTEF 3, VCTEF 7, VCTEF 10, VCTEF 15	DCO-PP-16X-VCTEF-180013 – Landscape Plan (sheet 2 of 2)
VCTEF 7, VCTEF 10,	DCO-PP-16X-VCTEF-180027 – Proposed mooring access details

- 2.3.14 The proposed amendment would revise the drawing references in Requirements VCTEF 3 (Location of moorings (temporary and permanent)), VCTEF4 (Detailed design approval for permanent above ground structures), VCTEF 7 (Details of works to listed buildings), VCTEF 10 (Detailed design approval for permanent river structures (moorings and piers)) and VCTEF 15 (Landscaping works).
- 2.3.15 As the proposed amendment is seeking consent to allow the Tattershall Caste to remain in its current location, the titles of VCTEF 3 Location of moorings (temporary and permanent), and VCTEF 11 Use of replacement mooring (temporary and permanent) would be amended by deleting the brackets and words within them from the Requirement title. This amendment is required because under the amendment proposed the vessel would remain in its current location and would be moved once to a new mooring location.

Amendments Required to Schedule 5 Streets Subject to Alteration of Layout

- 2.3.16 Schedule 5 lists Victoria Embankment as a street whose layout can be altered under the DCO. Under the column headed Description of alteration, it is proposed that the words temporary and permanent are removed in the third paragraph so that the description of alteration would read:
- Works to facilitate the ~~temporary and permanent~~ provision of access to boat moorings.*
- 2.3.17 The amendment is required because under the amendment proposed the vessel would remain in its current location and would be moved once to a new mooring location.

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3 Supporting Environmental Information

3.1 Scoping

- 3.1.1 Consideration has been given to whether the proposed changes to the authorised project give rise to any:
- a. New significant effects that were not identified in the ES for the consented project; or
 - b. Materially different effects when compared to the effects set out in the ES for the consented project.
- 3.1.2 Consideration has also been given as to whether the proposed change would constitute EIA development for the purposes of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Schedule 2 (13) sets out that a change to a Schedule 1 or Schedule 2 (1) to (12) development which has already been authorised would be considered EIA development if the change “may have significant adverse effects on the environment”. In doing so, the effect of the changes on the overall project have been considered to identify whether there are other, project wide significant effects that need to be taken into account.
- 3.1.3 The proposed amendment at VCTEF as set out in Section 2.2 was considered against all the topics assessed as part of the ES for the consented scheme to identify any potential environmental effects, and whether these could result in new or materially different significant effects to those identified in the site specific assessment (ES Vol 17).
- 3.1.4 As set out in paragraph 2.2.4 the amendment proposed would avoid the need to undertake intrusive river works to accommodate the vessel at a new mooring location and avoid disruption to the Tattershall Castle business. The only topic areas where the proposed change was considered likely to give rise to a change in the significance of effects from those reported in the Environmental Statement submitted with the original application for development consent were Townscape and Visual and Historic Environment because the final mooring location for the vessel would be different to that originally approved.
- 3.1.5 A Townscape, Visual and Historic Environment Assessment of the proposed amendment was commissioned to identify whether the proposal to retain the Tattershall Castle in its current location, would give rise to any new, or materially different likely significant environmental effects on the historic environment or on townscape and visual effects from those reported at the time of the DCO application. The assessment was undertaken by Arup who did the environmental impact assessments for the original development consent order application. This was to ensure that the same assessment methodology was used when assessing whether the proposed amendment would alter the findings of the original Environmental Statement. The Assessment report is provided as an Appendix to this report.
- 3.1.6 The assessment concluded that retaining the vessel in its current location would not give rise to any new significant effects when compared to the findings of the

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original ES. In terms of the Historic Environment, the significance of effects on heritage assets was found to be the same if the vessel remained in its current location or was moved downstream to its originally consented position provided for in the DCO.

- 3.1.7 The townscape and visual assessment concluded that retaining the vessel in its current location would not give rise to any new townscape effects. In terms of visual effects, the assessment found that retaining the vessel in its current location would have a minor adverse effect on the view down Horse Guards Avenue towards the river because at high tide the vessel would block the view across the river. However, this event would only occur twice a day and as the tide lowered, the vessel would be partly screened by the Embankment Wall. The assessment also considered views from the new foreshore structure which were not considered in the original ES. The assessment concluded that there would be a minor beneficial effect on views from the new foreshore if the vessel remained in its current location as it would be less prominent in the immediate foreground allowing for improved views upriver towards the RAF Memorial and the Palace of Westminster.
- 3.1.8 Table 3.1 summarises the findings of the assessment. No new or materially different environmental effects from those assessed in the original ES for the consented scheme would arise from the implementation of the proposed amendments at a local level at VCTEF.
- 3.1.9 The ES submitted with the consented scheme also considered and reported on the potential cumulative and project wide effects that could result from the development (ES Volume 3). The potential for project wide effects to occur as a result of the changes proposed has been considered. The amendment proposed at VCTEF will not result in any change in the significance of effects at a local level, and it is therefore concluded that the significance of any cumulative or project wide effects would also remain unchanged.
- 3.1.10 Relocation of the vessel downstream as approved in the DCO will require dredging of the riverbed and the installation of sheet piles to provide a stable mooring for the vessel. New fixings to the listed river wall would also need to be installed to support the canting brow to the vessel in its relocated position. Whilst the impact of these works was considered acceptable when the Order was made, retaining the vessel in its current location would avoid the need to undertake further intrusive works to the riverbed and the listed river wall minimising impacts on these assets. Noise associated with these works and the works required on the highway (footpath) to create a new access to the vessel would also be avoided minimising disruption in the area. Retaining the vessel where it is will benefit the Tattershall Castle business as it will not be necessary to close the business while the vessel is relocated.

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Table 3-1 Consideration of the Proposed Amendments at VCTEF on the ES (Vol 17)

ES Topic	Sub Topics	Original ES Residual Impacts	Impact of Proposed Non Material Change
Air Quality and Odour	Construction Phase	Negligible – Minor Adverse at receptors	The Amendment would allow the Tattershall Castle to remain in its current location avoiding the need to undertake works required to create a new mooring. No change
	Operational Phase (Odour)	Negligible	No changes proposed to above ground structures associated with air management. No change
Ecology – aquatic (Terrestrial ecology was scoped out of the Environmental Assessment for the VCTEF site)	Site Specific Construction effects on Designated sites and habitats, Marine Mammals, Fish, Invertebrates and Algae	Negligible - for marine species and Minor Adverse - for designations and habitats due to loss of foreshore.	Retaining the vessel in its current location will avoid the need for dredging (approximately 4000m ³) and sheet piling (approximately 100m) within the river. This will avoid further disturbance to the river bed and marine species. No change
	Site Specific Operational effects on	Minor Adverse to Minor Beneficial. The project will result in improved water quality in the River Thames	No change to area of permanent foreshore loss. Compensation for this loss is provided through a suite of off-site habitat creation schemes.

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	Designated sites and habitats, Marine Mammals, Fish, Invertebrates and Algae	which will have beneficial effects on fish and on invertebrate density and abundance (Decision Letter para 35)	No change
<p>Historic Environment</p> <p>Buried Heritage assets</p> <p>Above Ground Heritage assets</p> <p>Setting of Listed Buildings and Conservation Areas</p>	Construction phase	<p>Negligible effect on buried heritage assets</p> <p>Major Adverse effect on Embankment Wall including decorative benches, lamp standards, Bazalgette Memorial and RAF Memorial</p> <p>Minor Adverse effects on Victoria Embankment and Tattershall Castle and Hispaniola</p> <p>Moderate Adverse effect on Whitehall Conservation Area and South Bank Conservation Area</p> <p>Minor adverse effect on Palace of Westminster World Heritage Site and Savoy Conservation Area.</p>	<p>Retaining the vessel in its current location will avoid the need to create new fixings to the Listed River Wall.</p> <p>No change</p>
	Operation Phase	Minor Adverse (not significant) for Above Ground Heritage Assets and	The Townscape, Visual and Historic Environmental Assessment commissioned by Tideway concluded that the magnitude of impact of the proposed relocation of the

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		Setting of Listed Buildings and Conservation Areas	Tattershall Castle on the Whitehall Conservation Area, the Embankment Wall and the Southbank Conservation Area would be low and would be negligible for all other sites. There would be no change to the significance of the effect. No change
Land Quality	Construction Phase only	Negligible - Minor Adverse	Proposed amendment would have no effect on land quality. No change
Noise and Vibration	Construction Noise and Vibration	Significant for Hispaniola and Tattershall Castle due to their location close to the site. Not Significant for all other receptors	The proposed amendment would avoid the need for dredging and sheet piling and so noise from these operations would not occur. No change
	Operational Noise and Vibration	Not Significant	No changes proposed to the operation of the site No change
Socio-economic	Construction Phase	Minor Adverse effect on Tattershall Castle due to business displacement and noise from construction works.	Amendment would avoid the need to disrupt the business while the vessel is relocated. No change
	Operational Phase	Minor Beneficial	No changes proposed to the new public realm that will be created on the foreshore. Views from the new foreshore structure would be improved if there is greater separation between the vessel and the new public realm. No change

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<p>Townscape and Visual</p>	<p>Construction Phase</p>	<p>Major Adverse effects on townscape character due to the site clearance and construction works associated with the construction of the new foreshore structure and changes to the wider setting of the river due to the presence of the site cofferdam, construction plant and construction activity.</p> <p>Major Adverse effect on views south from the Thames Path along Victoria Embankment, south from the Golden Jubilee footbridge and north from the Thames Path on the Southbank.</p>	<p>No changes to proposed construction methods or activities.</p> <p>No change</p>
	<p>Operational Phase</p>	<p>Minor adverse effect on townscape character through the introduction of a new area of public realm projecting into the river although sympathetic to the wider townscape character. Negligible effect on the wider setting of the river.</p> <p>Major Adverse effect on views south from the Thames Path along Victoria Embankment, south from</p>	<p>The Townscape, Visual and Historic Environmental Assessment commissioned by Tideway concluded that retaining Tattershall Castle in its current location would not alter the components of the site and would not result in the introduction of new features or townscape components. The change was considered negligible and not likely alter the ES assessment.</p> <p>Retaining the vessel in its current location was considered to have a minor adverse effect on the view east from the eastern end of Horse Guards Avenue because the vessel</p>

3. Supporting Environmental Information

		the Golden Jubilee footbridge and north from the Thames Path on the Southbank due to the visibility of the river wall and above ground structures and removal of mature trees along Victoria Embankment.	would be more visible at high tide. However, views from the new foreshore structure would be improved because the vessel would be less prominent in the immediate foreground. This was assessed as being a minor beneficial effect. These effects are not significant and therefore there would be no change to the significance of the effect. No change
Transport	Construction Phase	Major adverse effect on pedestrians due to footpath closures; Minor adverse effect on cyclists due to increased journey times and highway layout changes; Moderate Adverse effect on coaches using parking bays along Victoria Embankment; Minor adverse effect on highway users arising from construction vehicle movements, diversions and delays to journeys.	The proposed amendment will avoid the need to construct a new access over the river wall will for the relocated vessel reducing the need for construction works on the highway close to the VCTEF site. No change
	Operational phase	Negligible effect on pedestrians and highway users	No change
Water Resources – groundwater	Construction Phase	Negligible	The proposed amendment will not affect groundwater No change
	Operational phase	Negligible	The proposed amendment will not affect groundwater No change

3. Supporting Environmental Information

Water Resources- surface water	Construction Phase	Minor Adverse due to temporary changes to channel morphology associated with the cofferdam and associated scour protection construction and debris accumulation between structure in slack water.	No change to permanent site structures. No change
	Operational phase	Moderate to Major Beneficial as a result of water quality improvements	No change

3. Supporting Environmental Information

3.2 Heritage Statement

- 3.2.1 The Tattershall Castle is a non- statutorily listed vessel on the National Register of Historic Vessels. The original DCO application was accompanied by a Heritage Statement which identified the statutory and non-statutory sites of historic importance and considered the effects of the proposals on the sites identified. Appendix H of the Heritage Statement considered the works at VCTEF and this has been reviewed to determine whether the effects of the proposed amendment at VCTEF would alter the findings of Heritage Statement.
- 3.2.2 Both the Environmental Statement and Heritage Statement submitted with the application for development consent considered the impacts on the historic environment that would result from the proposed development. The Environmental Statement assessed the effects of the proposals on the historic environment whilst the Heritage Statement considered the significant and less significant effects on the heritage assets. The assessment methodology used in both documents to assess the significance of the effect was the same and considered both the asset significance, and the magnitude of the impact on that asset. However, the terminology used in the Heritage Statement to describe the significance of effects is different to that used in the Environmental Statement. In the Heritage Statement, 'substantial harm' to a heritage asset is equivalent to a 'major adverse' effect. Any other scale of significant effect is taken to mean 'less than substantial harm'.
- 3.2.3 The Tattershall Castle was built in 1934 by William Gray and Company for the London and North Eastern Railway. The vessel is a paddle steamer and originally operated as a passenger ferry on the River Humber between Hull and New Holland. The vessel served as a tether barge for barrage balloons in the Humber estuary and a ferry for troops and munitions during the Second World War and was one of the first civilian vessels to be equipped with radar. The vessel continued to operate as a ferry until 1973 and in 1976 was sold to become a floating art and conference centre on the Thames. In 1981 the Tattershall Castle opened as a pub and restaurant on Victoria Embankment and since then it has been extensively remodelled. Various windows and a bridge have been introduced and the paddle wheels removed. The location of the vessel forms only a minor part of its significance. The Heritage Statement identifies the Tattershall Castle as an asset of Low significance with its significance being derived from its history, rather than its location.
- 3.2.4 The vessel has already been moved from its original location. In its original location, the access bridge was attached to the listed river wall. In its current location the access ramp spans over the river wall parapet and there is no physical connection to the listed structure. Plates have been bolted into the river wall to support the canting brow in accordance with the mooring access details plan.
- 3.2.5 The Heritage Statement concluded that the location of the Tattershall Castle is of little significance and that its relocation would cause minor negative effects on its significance. Retaining the vessel in its current location does not therefore alter the findings of the Heritage Statement or the significance of the asset.

3. Supporting Environmental Information

3.3 Habitat Regulation Assessment

- 3.3.1 In addition to the ES, the original DCO application was accompanied by a Habitats Regulations Assessment: No Significant Effects Report (dated January 2013). This report concluded that the proposed development was not likely to have a significant effect on any European sites, either alone or in combination with other projects and plans. As a result, it was concluded that an appropriate assessment was not required.
- 3.3.2 A change to a DCO might be considered as material in terms of the Habitats Regulations if:
- a. The change itself is likely to have a new significant effect on a European site (or a European offshore marine site) or will add to the significant effects on such site and will therefore need a Habitats Regulations Assessment; and/or
 - b. The change will result in the need for a licence, or a change to an existing licence for a European Protected Species.
- 3.3.3 The changes proposed at VCTEF affect the location of existing moorings only. No European protected sites or species will be affected. The changes do not require a Habitats Regulation Assessment and will not result in the need for any European Protected Species licences.

4. Stakeholder Engagement

4 Stakeholder Engagement

- 4.1 Pre application discussions have taken place with the following consultees in advance of this submission.

City of Westminster

- 4.2 Discussions have taken place with the City of Westminster planning team regarding the proposed amendment. They raised no specific concerns and have indicated they will consider the application on its merits when a formal submission is made.

- 4.3 Discussions have also taken place with the City of Westminster Licensing team who have confirmed that they would be willing to make the existing access licence over the river wall permanent along with the Premises Licence if the amendment is approved.

English Heritage

- 4.4 Discussions have taken place with English Heritage. They raised no specific concerns about the proposed amendment.

PLA

- 4.5 Discussions have taken place with the PLA where it was confirmed that the amendment was seeking consent to authorise the permanent retention of the Tattershall Castle in its current location and that no amendments were proposed to Schedule 16 Part 2 of the DCO. It was agreed that the current mooring for the Tattershall Castle is consented as a temporary work and that if the Order is amended these works will need to be approved as permanent works under Schedule 16 of the DCO as the relevant sections of the PLA Act are disapplied by the Order.

RAF Memorial Trust

- 4.6 The RAF Memorial Trust were notified of our intention to make an application to amend the DCO to allow the Tattershall Castle to remain in its current location. They raised no specific concerns about the proposed amendment.

Crown Estate

- 4.7 The Crown Estate were also notified of our intention to make an application to amend the DCO to allow the Tattershall Castle to remain in its current location. They raised no specific concerns about the proposed amendment, and following discussions confirmed that they are aligned with other key stakeholders to the Tattershall Castle remaining in its current location permanently.

4. Stakeholder Engagement

Stonegate

- 4.8 Discussions have taken place with Stonegate, owner of the Tattershall Castle vessel, who expressed their desire and agreement to the Tattershall Castle remaining in its current location on a permanent basis.

Appendix 1

Tattershall Castle Townscape, Visual and Historic Environment Assessment

Thames Tideway

Tattershall Castle Environmental Assessment

Tattershall Castle Townscape, Visual and Historic Environment Assessment

Reference:

| 14 April 2022



This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 285624-00

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1. Introduction

1.1 Background to the assessment

In 2014, a Development Consent Order (DCO) was granted for proposals to the Victoria Embankment Foreshore, along with several other sites, as part of the Thames Tideway Tunnel project. The DCO affords consent for the construction, maintenance and operation of the project whilst also placing a number of constraints and obligations the project.

The scheme at Victoria Embankment introduces a new permanent area of foreshore constructed over the tideway operational infrastructure for use as public realm once operational. An Environmental Statement (ES) was written in 2013 to assess the likely impacts of the proposals (later granted by the 2014 DCO). The assessment reported cumulative impacts from the proposals which comprised construction of a combined sewer overflow drop shaft and overflow weir chamber, a connection culvert, an area of new public realm extending into the Thames from the Victoria Embankment and associated temporary construction works including the construction of a temporary cofferdam.

The scheme also proposed the permanent relocation of the ‘Tattershall Castle’, a vessel used as a public bar/ restaurant which has a permanent mooring along the Victoria Embankment. The DCO provisioned for the Tattershall Castle to be moved south along the river and located slightly away from the construction site (the ‘temporary construction location’). Post construction, the DCO obligates the vessel to be moved north from the temporary construction location to a third location (‘the permanent DCO location’), sited close to the permanent Tideway foreshore structure, as illustrated in Figure 1.1.

The scheme is currently under construction.

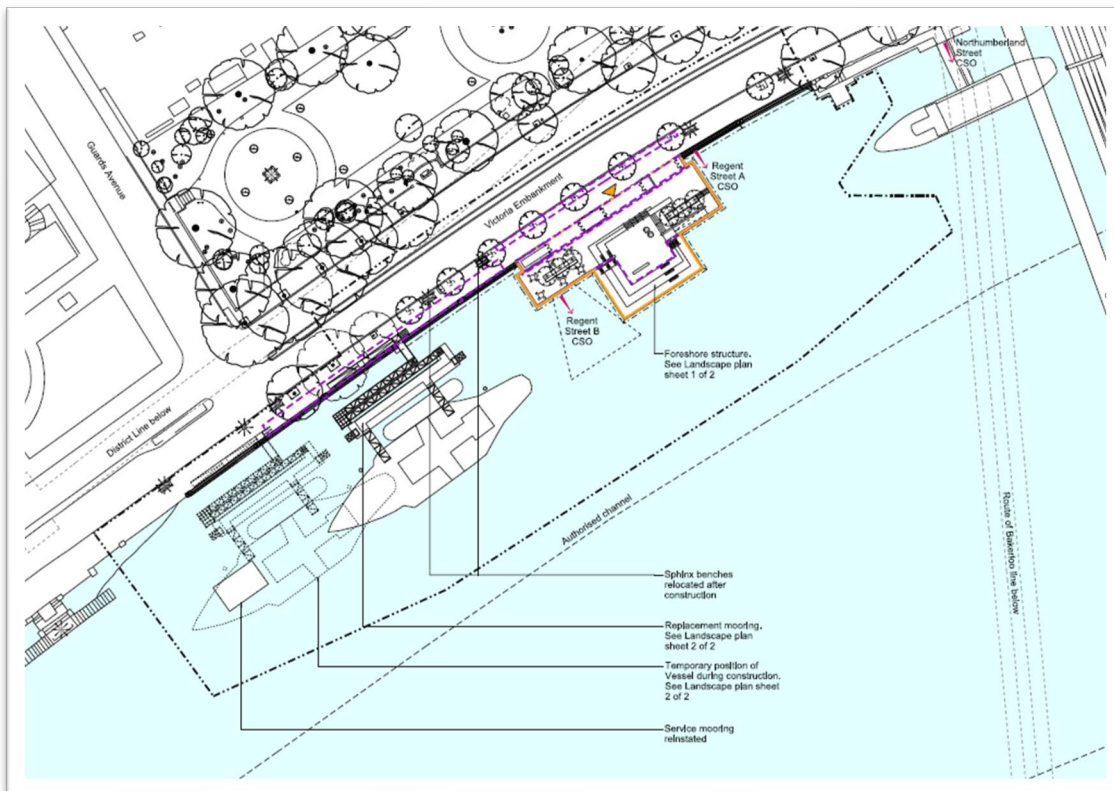


Figure 1.1: The temporary construction location of the Tattershall Castle is indicated as a dotted outline of the vessel, the permanent DCO location in solid white. The new permanent Tideway foreshore structure can be seen outlined in orange

The applicant now seeks to retain the Tattershall Castle vessel in its ‘temporary construction location’ after the cessation of construction instead of being moved to the ‘permanent DCO location’. This assessment addresses whether there are likely to be any new or different significant effects than those reported in the 2013 ES as a result of the retention of the Tattershall Castle in this location. It does not seek to readdress impacts which were assessed in the 2013 ES.

This assessment only considers impacts to the Historic Environment and Landscape and Visual assessments. The document is split into two distinct environmental topic areas.

1.2 Proposed development

The proposals constitute the relocation of the Tattershall Castle vessel in its ‘temporary construction location’ after the cessation of construction instead of being moved to the ‘permanent DCO location’.

The proposal also affects a vessel mooring known as the ‘City Cruises’ mooring which is proposed to be retained off site, rather than being retained in its current position as labelled as the ‘service mooring reinstated’ in Figure 1.1.

1.3 Assumptions & limitations

Assumptions and limitations of both historic environment and townscape and visual assessments will be outlined in each corresponding environment topic area.

1.4 Methodology

As noted in section 1.1, this assessment focuses on the following two sections of the 2013 Environmental Statement (ES) only:

- Historic Environment
- Townscape and Visual

This assessment presents a standalone appraisal of the likely townscape, visual and historic environment effects of the proposed development. It aims to identify the nature of the proposed change, describe the existing elements that may be affected, predict the effects and consider any potential mitigations.

The methodology for assessment for each section is as set out within the Application for Development Consent Environmental Statement by Thames Tideway Tunnel in January 2013 (Volume 2: Environmental assessment methodology). A more detailed assessment methodology specific to each topic is also included in relevant sections of this report.

The ‘baseline’ condition of this assessment is the final scheme as approved by the 2014 DCO. The baseline has been established through desk-based research and field survey to understand the character of the site, surrounding areas and nature of existing views.

The operational condition of this assessment is the proposed retention of the Tattershall Castle in its consented construction-phase position.

Where possible, receptors, assets, character areas and viewpoints remain as per the original DCO.

Viewpoints, TCAs and heritage assets have been scoped out where there is deemed to be no perceptible change to the baseline condition. This is outlined more fully in each of the relevant sections.

As part of this scoping process, an initial site visit was undertaken by members of the team on 17.01.22.

Within each section of the report, a summary table has been included which provides an overview of the construction and operational phase assessments as described in the 2014 DCO, alongside the current assessment of the proposed relocation of the Tattershall Castle

The aim of this assessment is to determine whether there are any new significant townscape, visual or historic environment impacts as a result of the proposed change, the outcome of which can be used to inform wider discussions regarding approach to amendment of DCO. A summary of findings is provided in Chapter 4.

This assessment has been undertaken with reference to the following documents:

- The Thames Tideway Tunnel Environmental Statement (note: Volume 2, Section 7 pertains to the Historic Environment assessment methodology, Volume 17 details the Assessment for the Victoria Embankment Foreshore working area)
- The Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 ('The DCO')
- The Thames Tideway Tunnel Code of Construction Practice
- Various Approved Plans, tied to the DCO

2. Historic Environment Assessment

2.1 Introduction

This assessment focuses on the potential impacts upon the historic character and setting of above-ground heritage assets as a result of the proposal to maintain the Tattershall Castle post-construction within the 'temporary construction location'. The assessment specifically considers likely operational effects of the proposal together with their residual effects.

Comparing the outcomes of the 2013 ES with the likely effects identified within this assessment will determine the likelihood of any new or different significant effects as a result of maintaining the vessel in its 'temporary construction location'.

A separate but related assessment of effects on townscape character and visual amenity is included in Chapter 3.

2.2 Assumptions and limitations

Construction effects as a result of the proposals are scoped out of this assessment as are effects on below and above-ground archaeological remains. This is due to the fact that these impacts are likely to be negligible as a direct result of the proposals, as set out in Chapter 1.2.

The 'baseline' condition of this assessment is the final scheme as approved by the 2014 DCO. It should be read in conjunction with the 2013 Environmental Statement, Volume 17: Victoria Embankment Foreshore site assessment, Section 7: Historic environment.

The assessment will only report on the likelihood of new or different significant effects as a result of the proposals when compared to the 2013 ES.

2.3 Proposed development relevant to the historic environment

The permanent relocation of the Tattershall Castle to its ‘temporary construction location’ may have an impact on designated and non-designated assets, including to their settings. The proposals are set out in Chapter 1.2.

2.4 Assessment methodology

This assessment will use the same methodology as that used in the 2013 Environmental Statement (ES). The methodology for assessment is as set out within the Application for Development Consent Environmental Statement by Thames Tideway Tunnel in January 2013 (Volume 2: Environmental assessment methodology).

As the asset significance will remain the same as reported in the 2013 ES, the impact magnitude of the proposals onto each asset will be assessed and the matrix in Table 2.1: Historic Environment – significance of effect criteria used to identify the significance of those affects. Significant effects are highlighted in red, non-significant effects in green.

Any new or different significant effects than those reported in the 2013 ES are identified in the Historic Environment Assessment Summary in Table 2.3.

Table 2.1: Historic Environment – significance of effect criteria

Impact magnitude	Asset significance (receptor value/sensitivity)				
	High	Medium	Low	Negligible	Uncertain
High	Major – beneficial or adverse	Major/Moderate*– beneficial or adverse	Moderate*– beneficial or adverse Minor*– beneficial or adverse	Negligible	Uncertain
Medium	Major/Moderate*– beneficial or adverse	Moderate– beneficial or adverse	Minor– beneficial or adverse	Negligible	Uncertain
Low	Moderate– beneficial or adverse Minor*– beneficial or adverse	Minor– beneficial or adverse	Minor– beneficial or adverse	Negligible	Uncertain
Negligible	Minor– beneficial or adverse	Negligible	Negligible	Negligible	Uncertain

* Where the environmental effect is shown as major/moderate or moderate/minor the significance of effect has been identified through professional judgement.

Table 2.2: Historic Environment – significance criteria

Significance of effect	Description
Major adverse	Substantial harm to, or loss of, an asset's significance as a result of changes to its physical form or setting
Moderate adverse	Less than substantial harm to an asset's significance as a result of changes to its physical form or setting
Minor adverse	Limited harm to an asset's significance as a result of changes to its physical form or setting
Negligible	No appreciable change to an asset's significance
Uncertain	Significance of effect uncertain due to lack of information on buried heritage asset significance
Minor beneficial	Limited improvement of an asset's significance as a result of changes to its physical form or setting
Moderate beneficial	Notable enhancement of an asset's significance as a result of changes to its physical form or setting
Major beneficial	Substantial enhancement of an asset's significance as a result of changes to its physical form or setting

2.5 Baseline conditions

The baseline condition of this assessment is the permanent operational scheme as approved by the 2014 DCO. The study area for the assessment of effects on the historic character and setting of above-ground heritage assets has been established using the same methodology as that used in the 2013 ES.

The assessment will use photomontages to compare the baseline scenario (the ‘permanent operation location’) with the proposed scheme at Year 1 operation, as per the 2013 ES.

2.5.1 Designated assets

The nature, extent and locations of designated assets remain the same since the writing of the 2013 ES, which described the following asset baseline:

The site contains seven Grade II listed catenary lamp standards (HEA 1A), dating to c. 1900. These are cast-iron posts that were originally erected to supply electricity for roadside street lamps suspended between them as part of a series of such standards extending the full length of Victoria Embankment, on both sides of the road.

The site also contains part of the listed Grade II Victoria Embankment river wall including the ‘sturgeon’ lamp standards (HEA 1D). It was constructed between 1865 and 1870 to designs by Sir Joseph Bazalgette and formed part of his grand scheme which incorporated a new sewerage system, utility subway, public parks and new roads providing alternative routes for traffic to the Strand and Fleet Street. The river wall within the site includes the original sewer outfall, which is an arched structure. A series of castiron ‘sturgeon’ (also known as ‘dolphin’) lamp standards with globe lanterns and festoon lights along the line of the Embankment Wall, are included in the Embankment listing. The lamp standards were designed by Timothy Butler, and date to around 1870.

The site also contains four of a total of 21 Grade II listed decorative benches, installed 1872-1874 and designed by Lewis and GF Vulliamy, most of which have a sphinx design and one of which is of a camel design.

Other statutorily designated assets close to (within 100m of) the site include the Grade II listed memorials to Samuel Plimsoll (HEA 27), Sir W. S. Gilbert (HEA 28) and Sir Joseph Bazalgette (HEA 29), the Grade II listed statues of General Gordon (HEA 38), Sir Bartle Frere (HEA 39), Lord Trenchard (HEA 108), Sir James Outram (HEA 31) and William Tyndale (HEA 32) within Victoria Embankment Gardens (which is a registered park and garden), the Grade I listed Queen Mary’s Steps (HEA 33) and Ministry of Defence building (HEA 34), the Grade II* listed National Liberal Club (HEA 35) and Whitehall Court (HEA 36), and the Grade II listed Playhouse Theatre (HEA 37), and Royal Air Force Memorial, Whitehall Stairs (HEA 40).

The Palace of Westminster WHS is an internationally designated asset. It lies approximately 500m to the south of the Thames Tideway Tunnel project site.

The Tattershall Castle is on the Register of Historic Ships. Although this designation has no statutory protection it is indicative of the ship’s significance.

Statements of significance for each asset can be found in Section 7 of the 2013 ES.

2.5.1.1 Whitehall CA and associated heritage assets

The Whitehall CA is an asset of high value. The Tattershall Castle vessel exists as a feature within the asset’s setting and is prominent in key Views of Heritage Value defined within the 2013 ES. Such views include those towards the asset from Hungerford Bridge, defined as ‘View of Heritage Value 1’ (Figure 2.1). Another key view by which the CA is characterised is that shown in ‘View of Heritage Value 3’ (Figure 2.2), a view which is “*defined by the alignment of the river, the formal line of the Embankment Wall and the vegetation behind, framed by the ornate upper storeys and*

roofline of Whitehall Court (HEA 36) and adjacent National Liberal Club (HEA 35), together with the more formal lines and massing of the Ministry of Defence building (HEA 34).”²

The setting of the Whitehall CA is intrinsic with that of the Victoria Embankment wall, which in turn forms an important element within the wider setting of the Palace of Westminster WHS.

The setting of the CA contributes strongly to its significance due to the relationship between the assets which lie within and around it and their settings. The setting of the Embankment Wall, for example, is concerned with the relationship with the river and the Victoria Embankment Gardens. Other significant assets which contribute to the significance of the CA include Whitehall Court, the National Liberal Club and the Palace of Westminster WHS.



Figure 2.1: View of Heritage Value 1 shows the view along the Embankment towards the Palace of Westminster WHS from the pedestrian walkway alongside Hungerford Bridge. This image shows the view as approved by the 2014 DCO as this forms the baseline condition for this assessment.

² ES, p. 26 (/171)



Figure 2.2: View of Heritage Value 3 shows the view into the Whitehall CA from the opposite bank of the River Thames. This image shows the view as approved by the 2014 DCO as this forms the baseline condition for this assessment.

2.5.1.2 Embankment Wall

The 2013 ES states that “*The setting of the Embankment Wall (HEA 69) is characterised by the distinctive line of its frontage along the River Thames, marked by the recurring sequence of regularly spaced sturgeon lanterns and bronze lionheaded mooring rings (HEA 69). The main road is lined with London plane trees and a series of catenary lamp standards (HEA 30), beyond which lies Victoria Embankment Gardens (HEA 68).*”³ The designation of the wall runs between Westminster Bridge to Blackfriars. The RAF Memorial forms an important part of the setting of the Embankment Wall and is prominent in views of the wall as illustrated in Views of Heritage Value 1 (Figure 2.1). For consistency with the 2013 ES, the Embankment Wall is grouped together with adjacent designated assets as follows:

- Four grade II listed decorative ‘sphinx’ benches on the pavement of Victoria Embankment;
- Grade II catenary lamp standards;
- The grade II listed Bazalgette memorial; and
- The grade II listed Royal Air Force Memorial.

2.5.1.3 Tattershall Castle and Hispaniola

The Tattershall Castle vessel is listed on the National Register of Historic Vessels. It is a heritage asset of low significance. It has a relationship with the Hispaniola, another heritage asset of low significance moored slightly north towards the Hungerford Bridge. Their setting does not contribute strongly to their significance, having no historic connection to this part of the river, however the site does comprise the main component of their settings.

³ 2013 ES, p. 28

2.5.1.4 *Palace of Westminster WHS*

The Palace of Westminster World Heritage Site is an asset of high significance. It is a prominent landmark in views south along the Victoria Embankment from Hungerford ridge as shown in View of Heritage Value 1 (Figure 2.1). The Victoria Embankment Wall forms part of the riverside setting of the WHS, with the Royal Air Force (RAF) Memorial visible as an integral element within it. Figure 2.3: demonstrates the view afforded from the new area of public realm approved in 2014 which is currently under construction. This view shows how the view towards the WHS would be partially obstructed at high tide by the walkway to the Tattershall Castle but at any other given time during the day the walkway would become lower towards the river, therefore becoming less intrusive in this view.



Figure 2.3: View from the Victoria Embankment foreshore. This image shows the view as approved by the 2014 DCO as this forms the baseline condition for this assessment.

2.6 **Operational effects assessment**

2.6.1 **Effects on historic character, appearance and setting of heritage assets**

2.6.1.1 *Whitehall CA and associated heritage assets*

The relocation of the Tattershall Castle would change the setting of this asset but to a minimal degree. As described in Chapter 2.5.1.1, the significance of the CA can be understood using a series of views which highlight how and why this asset is valued. The views illustrate the relationship between designed assets, the intervisibility between them and the surrounding townscape. In views towards the CA from Hungerford Bridge and the Southbank the Tattershall Castle vessel exists as a prominent feature. Comparing Figure 2.4 with Figure 2.5 demonstrates that the proposed location of the Tattershall Castle would have a negligible change to the asset from this view. The Tattershall Castle becomes less prominent in the view towards Westminster WHS and obstructs less of this asset from view when compared with the 2014 approved location.



Figure 2.4: View of Heritage Value 1 – as approved in 2014



Figure 2.5: View of Heritage Value 1 – as proposed

Comparing Figure 2.6 with Figure 2.7 demonstrates the minor impact the proposed change in vessel location will have on the appreciation of the Whitehall CA and associated listed assets from this view. The relationship between river, embankment wall and building skyline behind remains unaffected.



Figure 2.6: View of Heritage Value 3 shows the view into the Whitehall CA from the opposite bank of the River Thames - as approved in 2014



Figure 2.7: View towards Whitehall CA from the Southbank - as proposed

From the CA, the proposed relocation of the vessel would, at high tide, terminate views south along Horse Guard's Avenue towards the river. However, this condition would occur once a day (and once again during night hours). Aside from these high tide occurrences, the outline of the vessel would be relatively discreet behind the parapet of the Embankment Wall. Comparing Figure 2.8 with Figure 2.9 demonstrates the degree to which this view would change as a result of the proposals. In summer months the visibility of the vessel from Horse Guard's Avenue would be further screened by mature tree planting. The view east along Horse Guard's Avenue towards the

river can be considered important within the local area, however the Whitehall Conservation Area Audit does not identify this as a Local or Metropolitan View.



Figure 2.8: View along Horse Guard's Avenue towards the river at high tide - as approved in 2014



Figure 2.9: View along Horse Guard's Avenue towards the river at high tide - as proposed

The settings of nearby designated assets including the Ministry of Defence, Queen Mary's Steps, Whitehall Court, the National Liberal Club and the Playhouse Theatre would remain unaffected due to the distance from the vessel and screening provided by mature planting.

Comparing existing baseline views with proposed views demonstrates that the relocation of the Tattershall Castle would have a low impact. Figure 2.5 demonstrates the change would have a negligible impact to the visibility of the RAF Memorial from this viewpoint. The view of the Memorial remains unaffected and is still read as an intrinsic part of the Embankment Wall. In important views towards the Conservation Area, the changes are considered to have a **low impact**, that is to say it will result in "*a small change in our ability to understand and appreciate the asset and its historical context, character and setting*"⁴. This combined with the high asset significance would result in a **minor adverse effect**. This is also likely to constitute less than substantial harm in National Planning Policy Framework (NPPF) terms to the asset.

2.6.1.2 Embankment Wall

Figure 2.4 shows the Embankment Wall from the western end of Hungerford Bridge as existing (as approved in 2014). When compared to the proposed view (Figure 2.5), it is evident that the change in location of the Tattershall Castle would have very little impact to the appreciation and understanding of this asset or its setting from this viewpoint. The vessel is dominant in existing views. The proposed change in location would have a negligible effect to the view from this point towards the RAF Memorial. Even at high tide, the view of the memorial would remain unaffected in its central location along the Embankment Wall against the backdrop of the Westminster WHS.

Comparing existing/ approved (Figure 2.10) and proposed (Figure 2.11) views from the new Victoria Embankment Foreshore towards the RAF Memorial along the Embankment wall demonstrates the proposed change in vessel location would have a low impact to the significance of the Embankment Wall and its setting, including the RAF Memorial.

The consented view shows the footbridge to the vessel as being prominent in views towards the Embankment Wall and RAF Memorial. A large section of the memorial is blocked from view. The vessel also blocks views east towards the South Bank CA. The intervisibility between the two CAs across the river is an important part of both the CAs' settings. The proposed view shows the vessel and associated footbridge receding from view and being far less dominant. The view towards the South Bank CA is opened-up.

⁴ 2013 ES Methodology, Table 7.5.1



Figure 2.10: View from the Victoria Embankment foreshore south along the Embankment wall towards the Westminster WHS. This image shows the view as approved by the 2014 DCO as this forms the baseline condition for this assessment.



Figure 2.11: View from the Victoria Embankment foreshore south along the Embankment wall towards the Westminster WHS - as proposed

Comparing Figure 2.6 with Figure 2.7 demonstrates how the view across the river towards the CA from the Southbank would have a negligible impact to the setting of the RAF Memorial. Although the vessel comes closer in view towards memorial, there is no material change to the way in which the memorial is understood or appreciated when compared to its approved permanent location and is considered to cause less than substantial harm to the RAF Memorial in NPPF terms. The removal of the City Cruises mooring resulting from the proposed location of the Tattershall Castle will reduce visual clutter towards views of the RAF Memorial and Embankment Wall from the Southbank.

The view towards the Embankment from Horse Guards' Avenue (Figure 2.8 and Figure 2.9) would also change, although this would be reduced by existing mature trees. The proposed change would have a negligible impact to the Bazalgette memorial, the decorative benches and nearby lamp standards and a **low impact** to the Embankment Wall and RAF Memorial. Combined with the high value of the asset, this would constitute a **minor adverse effect**.

2.6.1.3 Tattershall Castle and Hispaniola

The proposed change would have a **negligible impact** to on the Tattershall Castle and Hispaniola. This is due to the fact that their settings do not strongly contribute to their significance, which is largely derived from their historic value. This combined with low asset significance would have a **negligible effect**.

2.6.1.4 Victoria Embankment Gardens

The relocation of the Tattershall Castle would have a **negligible impact** to the Victoria Embankment Gardens and its setting. This is due to the distance from the asset to the vessel and the limited intervisibility between the two. Combined with a high asset value, this would constitute a **minor adverse effect**.

2.6.1.5 Southbank Conservation Area

The relocation of the Tattershall Castle would have a **low impact** to the Southbank CA and its setting. This is due to the distance from the asset to the vessel and the limited intervisibility between the two. Combined with a high asset value, this would constitute a **minor adverse effect**.

2.6.1.6 Palace of Westminster WHS

The relocation of the Tattershall Castle would have a **negligible impact** to the Palace of Westminster WHS and its setting. This is illustrated by comparing Figure 2.4 with Figure 2.5 and Figure 2.10 with Figure 2.11. The latter demonstrates that views towards the WHS and across the river would be improved from this position. Combined with a high asset value, this would constitute a **minor beneficial effect**.

2.6.1.7 Savoy Conservation Area

The relocation of the Tattershall Castle would have a **negligible impact** to the Savoy CA and its setting. This is due to the distance from the asset to the vessel and the limited intervisibility between the two. Combined with a high asset value, this would constitute a **minor adverse effect**.

2.7 Assessment summary

This assessment finds that the proposed retention of the Tattershall Castle vessel in its 'temporary construction' location is not likely to introduce any new or different significant effects to heritage assets within the study area than those reported in the 2013 ES.

The below table provides a summary of the impacts assessed as a result of the proposed retention of the vessel in its construction location only and does not re-assess the impacts reported in the 2013 ES resulting from the construction of below ground infrastructure and new foreshore.

Table 2.3: Historic Environment summary of likely effects. Text within the '2013 ES' columns has been directly taken from the assessment summary within the 2013 ES⁵.

Asset (Significance)	2013 ES				Proposed Scheme	
	Construction assessment of approved scheme	Significance of Residual Effect	Operational assessment of approved scheme	Significance of Residual Effect	Assessment of effects of proposed scheme	Significance of Effect
Whitehall Conservation Area (High)	<i>The listed buildings in the Conservation Area which are close to the site include the Ministry of Defence, Queen Mary's Steps, Whitehall Court, the National Liberal Club and the Playhouse Theatre, and the effect upon their settings would be at most of low magnitude due to the screening effect of trees and shrubs and their distance from the site.</i>	Moderate adverse (Significant)	<i>Given the design, use of materials, low height and position of the foreshore structure in relation to the Embankment Wall, the character and appearance of the Whitehall Conservation Area as a whole would be subject to a low magnitude of change. The setting of the Conservation Area and of the listed buildings near the site, including the Ministry of Defence, Queen Mary's Steps, Whitehall Court, National Liberal Club and Playhouse Theatre, would also experience a low magnitude adverse effect as they are some distance from the site and are partly screened from the site by intervening trees and shrubs.</i>	Minor adverse (Not significant)	The 2013 ES operational assessment did not directly assess the impact of the Tattershall Castle relocation on the Whitehall Conservation Area as a whole. Views towards the CA from the south side of the River Thames were already "partially obscured by the Tattershall Castle." ⁶ "Sweeping views of the River Thames" ⁷ from the CA are impacted only slightly by the proposed location of the Tattershall Castle. The view south along Horse Guard's Avenue is not highlighted as a key view within the CA appraisal. The magnitude of impact of the proposed relocation in comparison to the approved permanent location is low .	Minor adverse (Not significant)
Embankment Wall including the decorative benches, sturgeon lamp standards, Bazalgette memorial and Royal Air Force	<i>The construction works would cause an adverse change to the setting of the Embankment Wall between Hungerford Bridge and Westminster Bridge, and the associated lamp standards, benches,</i>	Major adverse (Significant)	<i>The relocation of the Tattershall Castle would affect views along the Embankment from Hungerford Bridge towards the Royal Air Force Memorial (View of Heritage Value 1). It would also affect the line of sight towards the Embankment from along Horse Guards Avenue, although the effect would in part be</i>	Minor adverse (Not significant)	The asset's significance derives from the fact that it is part of the Bazalgette scheme and its evidential value. The view from Hungerford Bridge south along the Embankment determines the degree to which the proposed location of the Tattershall Castle will affect this view towards the RAF Memorial (VHV 1). Proposed images demonstrate that the proposals	Minor adverse (Not significant)

⁵ Vol 17 Table 7.10.1 Historic environment – summary of construction assessment

⁶ Heritage Statement, p. 7

⁷ Ibid.

Asset (Significance)	2013 ES				Proposed Scheme	
	Construction assessment of approved scheme	Significance of Residual Effect	Operational assessment of approved scheme	Significance of Residual Effect	Assessment of effects of proposed scheme	Significance of Effect
Memorial (High asset significance) (High)	<i>Bazalgette memorial and Royal Air Force Memorial. In the context of the asset as a whole this would have a medium adverse impact.</i>		<i>reduced by the presence of intervening trees (View of Heritage Value 6)... This, combined with the high significance of the Embankment Wall and its associated heritage assets, would result in a minor adverse effect on the historic character of the Embankment Wall and settings of its associated features.</i>		<p>would have a low impact to the Embankment Wall and associated listed assets, including the RAF Memorial.</p> <p>There would be a low impact to the view towards the Embankment from Horse Guards Avenue as a result of the relocation of the Tattershall Castle, which would terminate the view across the river at high tide. However, this is not the only view in which the asset is experienced or understood and this ‘worst case’ condition would only arise once a day.</p> <p>The degree of impact (impact magnitude) of the proposals when compared to the consented ‘final’ location of the Tattershall Castle to the associated heritage assets would be low.</p> <p>On balance, the proposed relocation of the Tattershall Castle would have low impact to the Embankment Wall and associated heritage assets.</p>	
Victoria Embankment Gardens (High)	<i>The construction works would affect the setting of the Whitehall Gardens section, causing a low magnitude of change to the setting of Victoria Embankment Gardens as a whole. The listed monuments within the gardens would suffer at most a low magnitude adverse change, since they would be screened from the site by intervening trees and shrubs, and the site in</i>	Minor adverse (Not significant)	<i>Given the presence of intervening planting in most views out of this part of Victoria Embankment Gardens and the fact that the development would be at the same height as the Embankment Wall (aside from the slender ventilation column which would not have an appreciable impact), the magnitude of change to the setting of Victoria Embankment Gardens and the listed monuments within it would be negligible, resulting in a minor adverse effect.</i>	Minor adverse (Not significant)	Impact of relocation of Tattershall Castle to Gardens would be negligible .	Minor adverse (Not significant)

Asset (Significance)	2013 ES				Proposed Scheme	
	Construction assessment of approved scheme	Significance of Residual Effect	Operational assessment of approved scheme	Significance of Residual Effect	Assessment of effects of proposed scheme	Significance of Effect
	<i>any case forms a minor part of their settings.</i>					
South Bank Conservation Area (High)	<i>The construction works at Blackfriars Bridge Foreshore and Victoria Embankment Foreshore sites would combine to cause a medium magnitude of change to the setting of the South Bank Conservation Area.</i>	Moderate adverse (Significant)	<i>The operational structures at Blackfriars Bridge Foreshore and Victoria Embankment Foreshore would combine to cause a low magnitude of change to the setting of the South Bank Conservation Area.</i>	Minor adverse (Not significant)	Its significance derives from its riverside setting, its association with the Festival of Britain, and its 20 th century buildings. There would be a low impact on the setting of the CA and the view from the CA towards the Victoria Embankment as a result of the proposed change in location of Tattershall Castle.	Minor adverse (Not significant)
Palace of Westminster, Westminster Abbey and St Margaret's Church World Heritage Site (High)	<i>The construction works would cause a low magnitude adverse change to views towards the WHS from limited points along Hungerford Bridge, and upon views along the Embankment from the WHS.</i>	Minor adverse (Not significant)	<i>Given the scale and form of the development, and its distance from the WHS, the magnitude of change to the setting of the WHS would be negligible.</i>	Minor adverse (Not significant)	There would be a negligible impact on the setting of the WHS as a result of the proposed relocation of the Tattershall Castle. Benefits may arise from the relocation of the vessel as the vessel would become smaller in views of the WHS from Hungerford Bridge when compared with the consented final state.	Minor beneficial (Not significant)
Savoy Conservation Area (High)	<i>The construction works would have a low magnitude adverse change upon the setting of the Savoy Conservation Area due to their location near the Hungerford Rail Bridge and consequent effect on views northwards towards this part of the asset.</i>	Minor adverse (Not significant)	<i>The proposed development would lead to a negligible magnitude of change to the setting of the Savoy Conservation Area as a whole, partly due to the intervening presence of Hungerford Bridge in views towards the conservation area.</i>	Minor adverse (Not significant)	There would be a negligible impact on the setting of the CA as a result of the proposed relocation of the Tattershall Castle vessel.	Minor adverse (Not significant)

Asset (Significance)	2013 ES				Proposed Scheme	
	Construction assessment of approved scheme	Significance of Residual Effect	Operational assessment of approved scheme	Significance of Residual Effect	Assessment of effects of proposed scheme	Significance of Effect
Tattershall Castle and Hispaniola (Low)	<i>The construction works would have a low magnitude change upon the setting of the vessels by changing their relationship to the riverside. The location of the Tattershall Castle would be changed, although its location does not contribute strongly to its significance</i>	Minor adverse (Not significant)	<i>The proposed development would reduce the openness of the water around the Hispaniola, but since the vessel's setting forms only a minor part of its significance this would form a low magnitude adverse change, resulting in a minor adverse effect. There would be no effect on the setting of the relocated Tattershall Castle as its relation with the Embankment Wall would remain.</i>	Minor adverse (Not significant)	The location of the vessel forms only a minor part of its significance. There would be a negligible impact to the vessels and their settings resulting from the relocated Tattershall Castle as its relation with the Embankment Wall would remain.	Negligible (Not significant)

3. Townscape and Visual Assessment

3.1 Introduction

The following section presents the findings of the townscape and visual assessment of the proposed relocation of the Tattershall Castle adjacent to the Victoria Embankment Foreshore. The assessment describes the project baseline, where relevant, and the possible mitigation measures during operation.

The assessment was undertaken for daytime operation only. No construction-phase assessment is undertaken, as the proposal is for the retention of the Tattershall Castle in its consented construction-phase location. The assessment identifies mitigation measures where appropriate. An assessment of effects arising from lighting is not required because it is judged that there would not be any significant effects.

A separate but related assessment of effects on the setting of heritage assets is included in Section 2.

The proposed development is described in section 1.1 and describes the permanent relocation of the Tattershall Castle to its consented construction-phase location. The location of the Tattershall Castle in relation to receptors of high sensitivity is of particular importance to this topic.

3.2 Assumptions and limitations

Several assumptions and limitations have been identified and agreed with the client team. These include:

- This study should be read in conjunction with Application for Development Consent Environmental Statement by Thames Tideway Tunnel in January 2013;
- The assessment is based on professional judgement and takes into account both the adverse and beneficial contribution that new development can make upon the existing townscape character of the site, its environs and on the visual resource of surrounding receptors;
- A Year 1 of operational visual assessment has been undertaken during winter only, when the screening effect of vegetation is limited, and the Tattershall Castle would be most visible;
- A Year 15 of operation visual assessment has not been undertaken, as there is no newly established vegetation that will provide a screening effect;
- Construction effects are scoped out of this assessment;
- An operational phase assessment has not been undertaken for viewpoints and TCAs where it is considered there would be no significant effects;
- Due to the brightly lit context of the wider view, the magnitude of change during night-time is considered to be negligible. No additional night-time assessment will be conducted. This is in line with findings of night-time assessment as part of the Application for Development Consent Environmental Statement by Thames Tideway Tunnel in January 2013;
- The 'baseline' condition of this assessment is the scheme as approved by the DCO to determine magnitude of change;
- Viewpoints are selected to represent groups of receptors within the zone of theoretical visibility. Identification and sensitivity remain as per the DCO, with the exception of a new receptor, the completed Victoria Embankment foreshore public realm;
- Townscape character area extents, condition, tranquillity, value and sensitivity to remain as per the approved DCO;

- Townscape and visual assessment will be used to inform decision making process regarding DCO amendment;

3.3 Assessment methodology

The methodology for assessment is as set out within the Application for Development Consent Environmental Statement by Thames Tideway Tunnel in January 2013 (Volume 2: Environmental assessment methodology). This methodology has been informed by guidance in the GLVIA. Refer to section 1.4 for a general overview of the assessment methodology.

The tables below (Table 3.1 and Table 3.2) provide a summary of the baselining and assessment process for both townscape and visual impact assessments.

Table 3.1: Townscape and Visual – baseline process

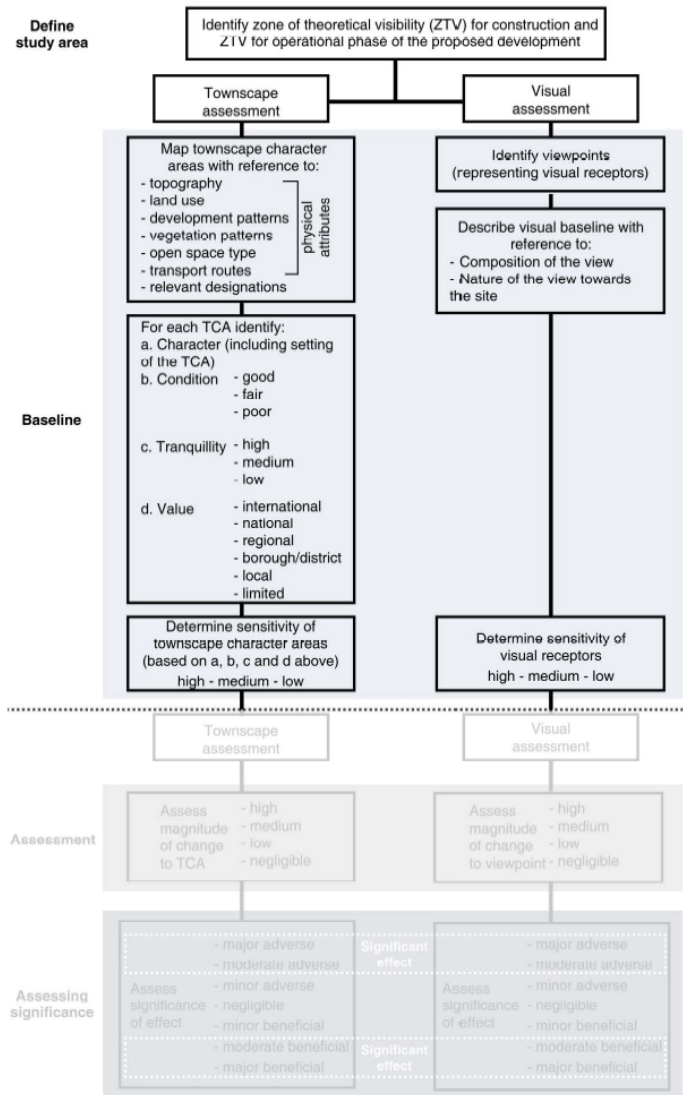
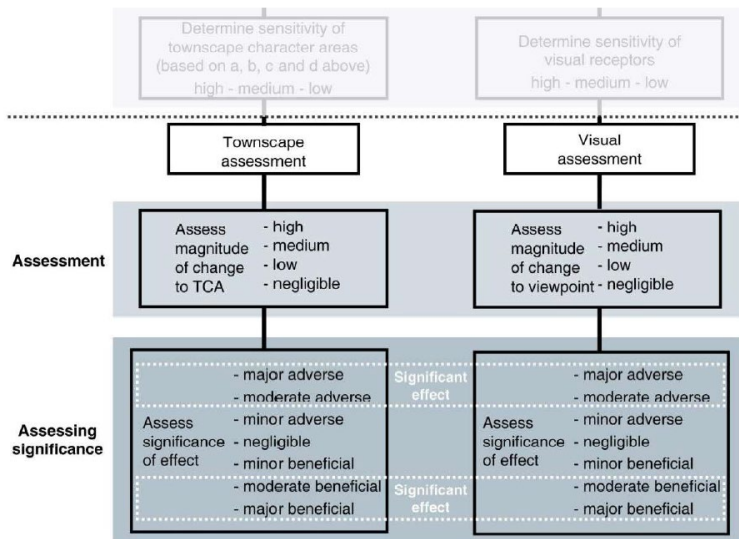


Table 3.2: Townscape and Visual – assessment process



3.4 Baseline conditions

The ‘baseline’ condition of this assessment is the scheme as approved by the DCO.

The following section sets out the baseline conditions for the townscape and visual assessment only where the townscape character or nature of the view towards the site is impacted by proposed change to its operational condition.

For the visual baseline the aim is to establish the area in which the development may be visible, the different groups of people who may experience views of the development, the places where they will be affected and the nature of the views and visual amenity at those points.

The level of detail provided is based on what is reasonably required to assess the likely significant effects. It is appropriate and proportional to the scale and type of development and the type and the significance of the landscape and visual effects likely to occur.

3.4.1 Townscape baseline

No assessment of townscape character effects has been made for the following TCAs, as the proposed relocation of the Tattershall Castle would result in no perceptible change to the components or tranquillity of the character areas:

- a) The site
- b) River Thames – Houses of Parliament Reach TCA
- c) River Thames – Victoria Embankment Gardens
- d) Jubilee Gardens Reach TCA
- e) River Thames – Central London Reach TCA
- f) Victoria Embankment Administrative TCA
- g) Temple Conservation Area TCA
- h) South Bank Conservation Area TCA
- i) Westminster Abbey Parliament Square TCA

The Townscape baseline has not been updated due to negligible significance of effect of proposals which are compatible with the baseline townscape character.

3.4.2 Visual baseline

No assessment of visual effects has been made for the following viewpoints, as the components of the operational scheme would either not be visible, or would be barely perceptible in the background of the view:

- a) Linear View 9A.1 – King Henry VIII’s Mound, Richmond to St Paul’s Cathedral
- b) Viewpoint 2.1: View south from the Thames Path along Victoria Embankment, at the junction with Northumberland Avenue
- c) Viewpoint 2.4: View south from outside the eastern entrance to Embankment Underground station
- d) Viewpoint 2.5: View south from the Thames Path opposite Victoria Embankment Gardens
- e) Viewpoint 2.6: View south from the centre of Victoria Embankment Gardens – Main Gardens
- f) Viewpoint 2.7: View southwest from the Thames Path adjacent to Savoy Pier
- g) Viewpoint 2.8: View south from the northern end of Victoria Embankment Gardens – Main Gardens
- h) Viewpoint 2.9: View southwest from the northern end of Waterloo Bridge (LVMF River Prospect)
- i) Viewpoint 2.10: View southwest and east from the Thames Path opposite Somerset House
- j) Viewpoint 2.11: View southwest from the southern end of Waterloo Bridge (LVMF River Prospect)
- k) Viewpoint 2.12: View west from the southern bank outside the Royal Festival Hall
- l) Viewpoint 2.13: View west from the Concert Hall Approach
- m) Viewpoint 2.15: View northwest from the Jubilee Gardens
- n) Viewpoint 2.18: View north from Westminster Bridge opposite the Palace of Westminster (LVMF River Prospect)
- o) Viewpoint 2.20: View north from Victoria Embankment Gardens – Lower
- p) Viewpoint 2.22: View east from Whitehall Gardens
- q) Viewpoint 2.23: View east from Northumberland Avenue
- r) Viewpoint 2.24: View southeast from Craven Street at the junction with Strand

The visual baseline for these viewpoints has not been updated due to negligible significance of effect of proposals.

The following section sets out information on the nature of the existing views towards the site from all visual assessment viewpoints, during daytime in winter only.

Figure 3.1 indicates the location of viewpoints, including the LVMF Linear Views that fall within the assessment area. All LVMF viewing corridors, residential and recreational receptors have a high sensitivity to change, and employment receptors have a low sensitivity to change. Recreational receptors (apart from those engaged in active sports) generally have a high sensitivity to change, as attention is focused on enjoyment of the townscape. Tourists engaged in activities whereby attention is focused on the surrounding townscape also have a high sensitivity to change. The visual baseline is discussed below.

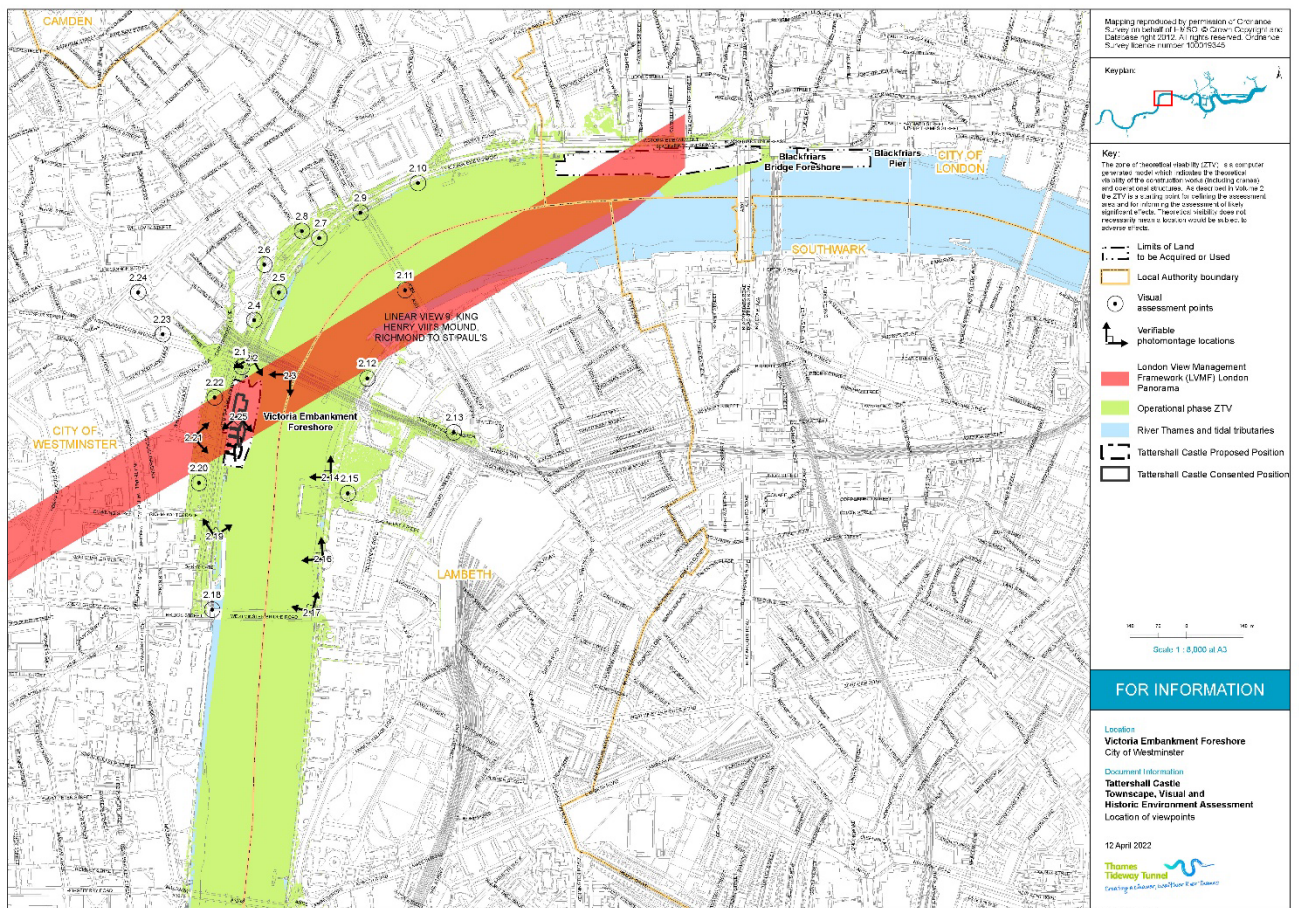


Figure 3.1: Location of viewpoints

Viewpoint 2.2: View south from the western end of the southern Golden Jubilee footbridge (LVMF River Prospect)

This viewpoint is representative of the view for pedestrians crossing the southern Golden Jubilee footbridge, towards the western end of the bridge. The viewpoint is recorded as a River Prospect in the LVMF (Golden Jubilee/Hungerford Footbridges: upstream, Viewing Location 17A.2), and is representative of the most westerly of a sequence of designated views along the bridge. The linear view (illustrated in Figure 3.1) up the River Thames is focused on The Palace of Westminster and Westminster Bridge in the background. Though a number of trees have been removed as a result of the Victoria Embankment foreshore construction, the view remains to be framed by the avenue of mature London plane trees along Victoria Embankment. The approach ramp to the Hispaniola vessel forms the immediate foreground of the view. The RAF Memorial forms a distinctive component in the middle ground. Views of the Victoria Embankment Foreshore site are unobstructed from this location. The new foreshore structure forms a key component in the view towards the Houses of Parliament, set in front of Victoria Embankment. This includes new built elements in front of the existing river wall, including the foreshore structure itself, control kiosks and ventilation columns.



Figure 3.2 : Viewpoint 2.2

Viewpoint 2.3: View southwest from the centre of the southern Golden Jubilee footbridge (LVMF River Prospect)

This viewpoint is representative of the view for pedestrians crossing the southern Golden Jubilee footbridge, towards the centre of the bridge. The viewpoint is recorded as a River Prospect in the LVMF (Golden Jubilee/Hungerford Footbridges: upstream; located between Viewing Locations 17A.1 and 17A.2) and is representative of part of a sequence of designated views along the bridge. The linear view (illustrated in Figure 3.3) up the River Thames is focused on The Palace of Westminster and Westminster Bridge in the background. The view is framed by the avenue of mature London plane trees along Victoria Embankment. The approach ramp to the Hispaniola vessel forms the immediate foreground of the view. The RAF Memorial forms a distinctive component in the middle ground. Views of the Victoria Embankment Foreshore site are unobstructed from this location. The new foreshore structure forms a key component in the view towards the Houses of Parliament, set in front of Victoria Embankment. This includes new built elements in front of the existing river wall, including the foreshore structure itself, control kiosks and ventilation columns.



Figure 3.3: Viewpoint 2.3

Viewpoint 2.14: View northwest from the Thames Path alongside Jubilee Gardens (LVMF River Prospect)

This viewpoint is representative of the view for recreational users of the Thames Path on the southern bank, alongside Jubilee Gardens and adjacent to the London Eye. The viewpoint is recorded as a River Prospect in the LVMF (Jubilee Gardens, Viewing Location 21B.1).

The view (illustrated in Figure 3.4) is an open panorama across the River Thames, focused on Whitehall Court and Charing Cross station, which form skyline elements in the background of the view. The Hispaniola and Tattershall Castle permanent moorings and the avenue of mature London plane trees along Victoria Embankment form key components of the view. The vessels are located either side of the new foreshore, including its control kiosks and ventilation columns, set in front of Victoria Embankment.



Figure 3.4: Viewpoint 2.14

Viewpoint 2.16: View northwest from the Thames Path outside County Hall (LVMF River Prospect)

This viewpoint is representative of the view for recreational users of the Thames Path on the southern bank, alongside County Hall. The viewpoint is located in the same position as a River Prospect in the LVMF (Thames side in front of County Hall, Viewing Location 21A.1), although the focus of the designated view is towards the Palace of Westminster, to the southwest of the viewpoint.

The view (illustrated in Figure 3.5) is an open panorama across the River Thames, focused on Whitehall Court and Charing Cross station, which form skyline elements in the background of the view. The Hispaniola and Tattershall Castle permanent moorings and the avenue of mature London plane trees along Victoria Embankment form key components of the view. The vessels are located either side of the new foreshore, including its control kiosks and ventilation columns, set in front of Victoria Embankment.



Figure 3.5: Viewpoint 2.16

Viewpoint 2.17: View north from the eastern end of Westminster Bridge (LVMF River Prospect)

This viewpoint is representative of the view for pedestrians crossing Westminster Bridge, towards the eastern end of the bridge. The viewpoint is recorded as a River Prospect in the LVMF (Westminster Bridge: downstream, Viewing Location 18B.2). The view is an open panorama across the River Thames, focused on the Ministry of Defence, Whitehall Court and Charing Cross station, which form skyline elements in the background of the view. The avenue of mature London plane trees along Victoria Embankment frames the view along the river, with the RAF Memorial forming a key component in the middle ground. The Hispaniola and Tattershall Castle permanent moorings are visible in the background of the view. The vessels are located either side of the new foreshore, including its control kiosks and ventilation columns, set in front of Victoria Embankment. Note that no additional baseline photomontage has been generated for this viewpoint as the perspective, composition and direction of view closely match that of viewpoint 2.16. Refer to Figure 3.5.

Viewpoint 2.19: View north from the Thames Path adjacent to Westminster Millennium Pier

This viewpoint is representative of the view for recreational users of the Thames Path on Victoria Embankment, adjacent to Westminster Millennium Pier.

The linear view (illustrated in Figure 3.6) down the river is characterised by the Thames Path, sturgeon lamp standards and avenue of mature London plane trees along Victoria Embankment. The RAF Memorial is visible in the foreground of the view. The Tattershall Castle permanent mooring is visible in the middle ground of the view, screening views of the new foreshore beyond, including its control kiosks and ventilation columns.



Figure 3.6: Viewpoint 2.19

Viewpoint 2.21: View east from the eastern end of Horse Guards Parade

This viewpoint is representative of the view for pedestrians walking east along Horse Guards Parade, towards the eastern end of the road.

The linear view (illustrated in Figure 3.7) along Horse Guards Parade is framed by avenues of mature trees along both sides of the road and is terminated by the avenue of mature London plane trees along Victoria Embankment, filtering views of the river beyond. The foreground of the view is characterised by traffic along both Horse Guards parade and Victoria Embankment. The Shell Centre and London Eye are intermittently visible in the background of the view. Views to the river are partially obscured by mature trees.



Figure 3.7: Viewpoint 2.21

Viewpoint 2.25: View south from Victoria Embankment

This view (illustrated in Figure 3.8) is representative of the view for recreational users of the Victoria Embankment foreshore following construction, adjacent to the Thames Path on Victoria Embankment. The Tattershall Castle and its access ramps form key components in the immediate foreground, obscuring views towards The Palace of Westminster, Westminster Bridge and RAF Memorial.



Figure 3.8: Viewpoint 2.25

3.5 Assessment

The level of significance of effects on townscape and visual receptors is derived from measures of the magnitude of effect and the sensitivity of the receptors affected. Determination of the significance of an effect has been made through the application of professional judgement to weigh the findings of the sensitivity of the receptor and the magnitude of change.

The assessment of visual effects has been undertaken with reference to representative viewpoints, using professional judgement, with reference to project descriptions and drawings including plans and visualisations. Verifiable photomontages have been produced to support the assessment of visual effects.

3.5.1 Townscape Assessment

The proposed development would alter the wider setting of townscape character areas to a limited extent. The retention of the Hispaniola vessel downstream of the site and repositioning of the Tattershall Castle vessel slightly upstream of the consented position, in conjunction with the commitment to a high-quality design of the foreshore in keeping with the character of the surrounding townscape, would minimise the magnitude of change arising for all townscape character areas.

No introduction of new features or townscape components are proposed. The removal of the City Cruises mooring will result in a minor alteration of components of the site. There will be no perceptible change to the overall tranquillity of the site or surrounding character areas.

There would be **no new significant effects** as proposals are compatible with the baseline townscape character.

3.5.2 Visual Assessment

No assessment of visual effects has been made for the following viewpoints, as the components of the operational scheme would either not be visible, or would be barely perceptible in the background of the view:

- a) Linear View 9A.1 – King Henry VIII’s Mound, Richmond to St Paul’s Cathedral
- b) Viewpoint 2.1: View south from the Thames Path along Victoria Embankment, at the junction with Northumberland Avenue
- c) Viewpoint 2.4: View south from outside the eastern entrance to Embankment Underground station
- d) Viewpoint 2.5: View south from the Thames Path opposite Victoria Embankment Gardens
- e) Viewpoint 2.6: View south from the centre of Victoria Embankment Gardens – Main Gardens
- f) Viewpoint 2.7: View southwest from the Thames Path adjacent to Savoy Pier
- g) Viewpoint 2.8: View south from the northern end of Victoria Embankment Gardens – Main Gardens
- h) Viewpoint 2.9: View southwest from the northern end of Waterloo Bridge (LVMF River Prospect)
- i) Viewpoint 2.10: View southwest and east from the Thames Path opposite Somerset House
- j) Viewpoint 2.11: View southwest from the southern end of Waterloo Bridge (LVMF River Prospect)
- k) Viewpoint 2.12: View west from the southern bank outside the Royal Festival Hall
- l) Viewpoint 2.13: View west from the Concert Hall Approach
- m) Viewpoint 2.15: View northwest from the Jubilee Gardens
- n) Viewpoint 2.18: View north from Westminster Bridge opposite the Palace of Westminster (LVMF River Prospect)
- o) Viewpoint 2.20: View north from Victoria Embankment Gardens – Lower
- p) Viewpoint 2.22: View east from Whitehall Gardens
- q) Viewpoint 2.23: View east from Northumberland Avenue
- r) Viewpoint 2.24: View southeast from Craven Street at the junction with Strand

Viewpoint 2.2: View south from the western end of the southern Golden Jubilee footbridge (LVMF River Prospect)

The RAF Memorial, forming a distinctive component in the middle ground, will be partially obstructed by the proposed relocation of the Tattershall Castle. Any impact is limited to high tide due to the relative elevation of the vessel. The removal of the City Cruises mooring, previously used intermittently by a variety of vessels and immediately adjacent to the RAF Memorial, reduces visual clutter along the embankment wall. Views towards the Palace of Westminster and Westminster Bridge remain unobscured. The view of the proposed operational condition from this viewpoint is illustrated in Figure 3.9 below.

The negligible magnitude of change, assessed alongside the high sensitivity of the receptor would result in a **negligible effect**



Figure 3.9: Viewpoint 2.2 – Illustrative operational phase photomontage

Viewpoint 2.3: View southwest from the centre of the southern Golden Jubilee footbridge (LVMF River Prospect)

The RAF Memorial, forming a distinctive component in the middle ground, will be partially obstructed by the proposed relocation of the Tattershall Castle. Any impact is limited to high tide due to the relative elevation of the vessel. The removal of the City Cruises mooring, previously used intermittently by a variety of vessels and immediately adjacent to the RAF Memorial, reduces visual clutter along the embankment wall. Views towards the Palace of Westminster and Westminster Bridge remain unobscured. The view of the proposed operational condition from this viewpoint is illustrated in Figure 3.10 below.

The negligible magnitude of change, assessed alongside the high sensitivity of the receptor would result in a **negligible** effect



Figure 3.10: Viewpoint 2.3 – Illustrative operational phase photomontage

Viewpoint 2.14: View northwest from the Thames Path alongside Jubilee Gardens (LVMF River Prospect)

As seen from the South Bank, the Tattershall Castle would be in closer proximity to the uncluttered setting of the landmark memorial. The relocation of the city cruises mooring arrangement, however, reduces the visual clutter and increases extent of visible embankment wall as a prominent linear feature. The view of the proposed operational condition from this viewpoint is illustrated in Figure 3.11 below.

The negligible magnitude of change, assessed alongside the high sensitivity of the receptor would result in a **negligible** effect



Figure 3.11: Viewpoint 2.14 – Illustrative operational phase photomontage

Viewpoint 2.16: View northwest from the Thames Path outside County Hall (LVMF River Prospect)

As seen from the south bank, the Tattershall Castle would be in closer proximity to the uncluttered setting of the landmark memorial. The relocation of the city cruises mooring arrangement, however, reduces the visual clutter and increases extent of visible embankment wall as a prominent linear feature. The view of the proposed operational condition from this viewpoint is illustrated in Figure 3.12 below.

The negligible magnitude of change, assessed alongside the high sensitivity of the receptor would result in a **negligible** effect



Figure 3.12: Viewpoint 2.16 – Illustrative operational phase photomontage

Viewpoint 2.17: View north from the eastern end of Westminster Bridge (LVMF River Prospect)

The relocation of the city cruises mooring arrangement reduces the visual clutter and increases extent of visible embankment wall as a prominent linear feature. Note that no additional baseline photomontage has been generated for this viewpoint as the perspective, composition and direction of view closely match that of viewpoint 2.16. Refer to Figure 3.12.

The negligible magnitude of change, assessed alongside the high sensitivity of the receptor would result in a **negligible** effect

Viewpoint 2.19: View north from the Thames Path adjacent to Westminster Millennium Pier

The Tattershall Castle will be more prominent in the middle ground of the view, further screening the proposed foreshore structure. The view of the proposed operational condition from this viewpoint is illustrated in Figure 3.13 below.

The negligible magnitude of change, assessed alongside the high sensitivity of the receptor would result in a **negligible** effect



Figure 3.13: Viewpoint 2.19 – Illustrative operational phase photomontage

Viewpoint 2.21: View east from the eastern end of Horse Guards Parade

At high tide, the relocated Tattershall Castle vessel would close off an open vista towards the river. At times of low and mid tide, the majority of the vessel would be obscured by the river wall and further screened by intervening mature trees along Victoria Embankment, particularly during summer months. The embankment wall, as an important linear feature, is mostly visible, yet obscured in places by street furniture and signalling elements which are dominant in the middle ground.

The front section of the Tattershall Castle would be visible at high tide in its consented position, also restricting views through to the river during certain times. The proposed high tide scenario will only be in effect for a limited period every day. Either side of high tide, the outline of the vessel will be lower than shown in this view, until it reduces in height completely behind the embankment wall with only the vessel's chimney visible. It is important to note that the baseline photomontages are those as included in the 2013 ES and indicate the screening effect of trees during summer. This a key feature of the view through much of the year and not reflected in proposed operational photomontages, which represent a winter view.

The views of the proposed operational condition from this viewpoint at both high and low tide is illustrated in Figure 3.14 respectively below.

The low magnitude of change, assessed alongside the high sensitivity of the receptor would result in a **minor adverse effect**



Figure 3.14: Viewpoint 2.21 – Illustrative operational phase photomontage. Low tide



Figure 3.15: Viewpoint 2.21 – Illustrative operational phase photomontage. High tide

Viewpoint 2.25: View south from new Victoria Embankment foreshore

The Tattershall Castle would be highly visible in its consented position, with access ramps restricting views through the RAF Memorial and Palace of Westminster beyond during certain times. The vessel itself is prominent in the immediate foreground and obscures views across the river towards Westminster Bridge and Southbank. This obstruction would be more impactful for those standing on the easternmost part of the scheme, in the floodable realm and furthest point into the river. In the new, proposed location, the Tattershall Castle still obscures views towards the RAF Memorial and Palace of Westminster, though to a lesser extent. The vessel is far less dominant in the foreground of the view, however, and allows for open, panoramic views across the river towards Westminster Bridge and Southbank. The view of the proposed operational condition from this viewpoint is illustrated in Figure 3.16 below.

The low magnitude of change, assessed alongside the high sensitivity of the receptor would result in a **minor beneficial** effect



Figure 3.16: Viewpoint 2.25 – Illustrative operational phase photomontage

3.6 Assessment summary

Table 3.3: Visual impact summary of likely effects. Text within the '2013 ES' columns has been directly taken from the assessment summary within the 2013 ES⁸.

Viewpoint	2013 ES				Proposed scheme	
	Construction assessment of approved scheme	Significance of Residual Effect	Operational assessment of approved scheme	Significance of Residual Effect	Assessment of effects of proposed scheme	Significance of Effect
Viewpoint 2.2	<i>Foreground visibility of site hoardings, welfare facilities, construction plant, construction activity and road transport.</i>	Major adverse (significant)	<i>Foreground visibility of the river wall, above ground structures and removal of mature trees along Victoria Embankment.</i>	Minor adverse	The RAF Memorial, forming a distinctive component in the middle ground, will be partially obstructed by the proposed relocation of the Tattershall Castle. The removal of the City Cruises mooring reduces visual clutter along the embankment wall and adjacent to the memorial.	Negligible
Viewpoint 2.3	<i>Foreground visibility of site hoardings, welfare facilities, construction plant, construction activity and road transport.</i>	Major adverse (significant)	Foreground visibility of the river wall, above ground structures and removal of mature trees along Victoria Embankment.	Minor adverse	The RAF Memorial, forming a distinctive component in the middle ground, will be partially obstructed by the proposed relocation of the Tattershall Castle. The removal of the City Cruises mooring reduces visual clutter along the embankment wall and adjacent to the memorial.	Negligible
Viewpoint 2.14	<i>Foreground visibility of the temporary cofferdam, construction plant, construction</i>	Major adverse (significant)	Visibility of the river wall, above ground structures and removal of mature trees in the cross-river view. Effect reduced through a high quality design	Minor adverse	As seen from the south bank, the Tattershall Castle would be in closer proximity to the uncluttered setting of the landmark memorial. The relocation of the city cruises mooring arrangement, however, reduces the visual clutter and increases extent of visible	Negligible

⁸ Vol 17 Table 11.10.1 Visual – summary of construction assessment, and Table 11.10.4 Visual – summary of Year 1 and Year 15 operational assessment

Viewpoint	2013 ES				Proposed scheme	
	Construction assessment of approved scheme	Significance of Residual Effect	Operational assessment of approved scheme	Significance of Residual Effect	Assessment of effects of proposed scheme	Significance of Effect
	<i>activity and welfare facilities.</i>		in keeping with the townscape character.		embankment wall as a prominent linear feature.	
Viewpoint 2.16	<i>Foreground visibility of the temporary cofferdam, construction plant, construction activity and welfare facilities.</i>	Major adverse (significant)	Visibility of the river wall, above ground structures and removal of mature trees in the cross-river view. Effect reduced through a high quality design in keeping with the townscape character.	Minor adverse	As seen from the south bank, the Tattershall Castle would be in closer proximity to the uncluttered setting of the landmark memorial. The relocation of the city cruises mooring arrangement, however, reduces the visual clutter and increases extent of visible embankment wall as a prominent linear feature.	Negligible
Viewpoint 2.17	<i>Foreground visibility of the temporary cofferdam, construction plant, construction activity and welfare facilities.</i>	Major adverse (significant)	Visibility of the river wall, above ground structures and removal of mature trees in the cross-river view. Effect reduced through a high quality design in keeping with the townscape character.	Minor adverse	The relocation of the city cruises mooring arrangement, however, reduces the visual clutter and increases extent of visible embankment wall as a prominent linear feature.	Negligible
Viewpoint 2.19	<i>Background visibility of the site cofferdam, construction plant and construction activity, partially obscured by intervening jetties and the Tattershall Castle.</i>	Minor adverse (not significant)	No assessment undertaken	n/a	The Tattershall Castle will be more prominent in the middle ground of the view, screening the proposed foreshore structure.	Negligible
Viewpoint 2.21	<i>Visibility of the relocated Tattershall Castle</i>	Negligible	No assessment undertaken	n/a	At high tide, the relocated Tattershall Castle vessel would close off an open vista towards the river. At times of low and mid tide,	Minor adverse

Viewpoint	2013 ES				Proposed scheme	
	Construction assessment of approved scheme	Significance of Residual Effect	Operational assessment of approved scheme	Significance of Residual Effect	Assessment of effects of proposed scheme	Significance of Effect
	<i>at the end of the view</i>				the majority of the vessel would be obscured by the river wall and further screened by intervening mature trees along Victoria Embankment.	
Viewpoint 2.25	Viewpoint not considered within DCO	n/a	Viewpoint not considered within DCO	n/a	The Tattershall Castle would be less prominent in the immediate foreground of the view, allowing views towards the RAF Memorial and the Palace of Westminster beyond.	Minor beneficial

3.7 Summary of assessment

3.7.1 Townscape assessment

While some minor adverse effects to TCA receptors were noted in the approved DCO, these were largely associated with changes to the riverside setting through the introduction of a new area of public realm projecting into the river. The proposed relocation of the Tattershall Castle is considered a very minor alteration of components of the site and would not result in the introduction of new features or townscape components. There would be no perceptible change to the overall tranquillity of the site or surrounding character areas. The assessment significance of effect is negligible, and proposed changes are compatible with the existing townscape character.

This assessment finds that the proposed retention of the Tattershall Castle vessel in its ‘temporary construction’ location is **not likely to introduce any new or different significant effects** to townscape character areas, as assessed against a baseline condition of the 2013 consented scheme.

3.7.2 Visual assessment

Operational effects for all townscape and visual receptors identified would likely be negligible, with the exception of viewpoints 2.21 and 2.25, where the proposed relocation of the Tattershall Castle would likely give rise to minor adverse and minor beneficial effects respectively. The removal of the City Cruises mooring, previously used intermittently by a variety of vessels and immediately adjacent to the RAF Memorial, reduces visual clutter along the embankment wall.

This assessment finds that the proposed retention of the Tattershall Castle vessel in its ‘temporary construction’ location is **not likely to introduce any new or different significant effects** to viewpoints as assessed against a baseline condition of the 2013 consented scheme.

4. Summary of findings

This assessment finds that the proposed retention of the Tattershall Castle vessel in its ‘temporary construction’ location is **not likely to introduce any new or different significant effects** to heritage assets, viewpoints or townscape character areas within the study area than those reported in the 2013 ES.