

Addendum Appendix B

Up-dated Conditions

General

1. The development to which this permission relates must be begun not later than the expiration of three years beginning from the date of this decision notice.

Reason: To comply with the provisions of Section 91(1) (a) of the Town and Country Planning Act 1990 and Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans, other than where those details are altered pursuant to the requirements of the conditions of this planning permission:

Drawings: TO BE INSERTED

Reason: For the avoidance of doubt and in the interests of proper planning.

3. No development shall commence until such time as a Planning Agreement under S106 of the Town and Country Planning Act 1990 (as amended) has been entered into with the Local Planning Authority to secure the following Heads of Terms (HoTs):

- Setting up of a Garden Bridge Trust (GBT) Operations Reference Group to provide a forum to input into the drafting and review thereafter of the Operations Management Plan. The forum shall have adequate cross-river mechanisms for cross-river issues, including meeting as necessary involving Lambeth and Westminster Councils, SBEG and Northbank BID, and any other stakeholders directly affected by matters under consideration. Such meetings as are necessary to resolve South Bank issues to involve Lambeth, SBEG, Coin Street and ITV, and any other stakeholders directly affected by matters under consideration. Avoidance of duplication and maximum possible use of existing South Bank mechanisms eg South Bank Visitor Management Group (VMG), South Bank Business Watch (SBBW), Waterloo Steering Group and emerging arrangements for construction coordination.
- The setting up of a Specialist forum to consult on mobility and accessibility issues as the detailed design of the bridge and the Operations Management Plan progresses.
- Prior to the commencement of development, the submission of a Operations Management Plan update report and a Operation and Maintenance Business Plan update report for the written approval by London Borough of Lambeth (LBL), inclusive of information of the funding position for the construction and first five years of operation.
- The submission for written approval by LBL of an Operations Management Plan no later than 6 months in advance of the opening of the bridge.
- Review of the Operations Management Plan on the first year of opening and subsequently on the second, third and fifth years and every five years thereafter. The approved Operations Management Plan will also be reviewed at any time at the request of either the Trust or the local planning authorities. It may not be necessary to review the entire plan on every occasion. The scope of the review will be agreed in advance by the Trust and the LPAs, in consultation with the Operations Reference Group. The review process will include consultation with the Operations Reference Group.
- An annual payment as a contribution towards the increased costs associated with relevant off-site impacts, particularly the management and maintenance of nearby public realm areas. In the first year after opening this will be up to a ceiling of £250,000 (index linked and subject to an open book assessment of actual costs incurred) and each year

thereafter it will be a sum to be agreed based on the actual impacts derived from monitoring during the previous year.

- Local Labour in Construction Commitments: Promotion of opportunities for local residents through an Employment and Skills Plan (ESP) – further details to be confirmed at PAC.
- During the operational phase the Trust will work with LBL to develop a programme that offers local residents, including a proportion from priority groups, opportunities in the on-going maintenance of the bridge and garden. LBL Officers will up-date Members of the progress of those discussions on the night of Committee.
- A contribution (tbc) to enable the map content of all local Legible London signs to be refreshed to show the new bridge.
- The submission (for Written Approval by the LPA) of details of the intended school outreach programme, including the establishment of a Youth Board prior to construction to provide local young people with an opportunity to input into the construction and operation of the bridge.
- Require the Trust to play a full role in the South Bank wide construction logistics mechanisms agreed and about to be implemented between SBEG, the VMG, Lambeth and other major South Bank developers.
- Appointment of a Construction liaison manager who would have a detailed understanding of the construction programme and both north and south banks issues. Joint sub-meetings from the main construction forums would be arranged where necessary. The Construction Liaison Manager will full investigation of construction access and works from the river and will make best endeavours to resist prolonged closure of the Queen's Walk and/or closure of Bernie Spain Gardens. Because of the sensitivities of noise, vibration and potential disturbance to adjoining users (especially ITV, National Theatre, Coin Street) there should be close stakeholder involvement in the working up of the detailed provisions for construction related conditions.
- Input into and coordination with the Coach Management Strategy for the South Bank.
- Input into and coordination with the Visitor Management Group for the South Bank.
- Prior to the commencement of construction, the Garden Bridge Trust will need to submit a Hostile Vehicle Management Strategy, details of which shall be implemented in advance of bridge opening.
- Public access to the bridge will be maintained, except outside of the agreed opening hours, at times of routine maintenance or when the bridge is closed for events of which there shall be no more than twelve events (days) per year (excluding any enforced closures such as the Thames Festival and New Year's Eve firework display and excluding routine maintenance). Westminster/ Lambeth will be notified no less than 4 weeks in advance of a closure with details of the closure notified to the public in advance. Public access to the bridge shall be free of charge except during events.
- The bridge will be known as The Garden Bridge, without the endorsement or addition of a sponsor's name.
- The securing of a travel plan, together with a financial contribution to enable the Council to monitor its operation and success.
- S106 Monitoring fee to enable the Council to appropriate monitor and resource its the overseeing of the S106 obligations.

Reason: Having regard to the full details of the planning application and to the provisions of the Development Plan, the requirements are (i) necessary to make the development acceptable in planning terms; (ii) directly related to the development; and (iii) fairly and reasonably related in scale and kind to the development.

Construction

4. The construction of permanent structures shall not commence until a Garden Bridge and

Thames Tideway Tunnel (TTT) Collaborative Design Statement has been submitted to and approved in writing by the local planning authorities, following consultation with Thames Water Utilities Limited. The contents of the Design Statement shall include the following:

- A description of the scope of the Garden Bridge development, programme and construction details.
- Outline drawings, ground movement and structural calculations, and analysis of the physical interface between the Garden Bridge and Thames Tideway Tunnel works, including an assessment of any potential damage to either from predicted ground movement and from loading, overburden and unloading. This assessment should detail all likely scenarios in terms of the relative construction programmes, and should be consistent with the Thames Tideway Tunnel Guidance for developers.

The development shall be carried out in accordance with the approved details, unless otherwise agreed in writing by the local planning authorities following consultation with Thames Water Utilities Limited.

Reason: To ensure the two infrastructure projects are not compromised by the implementation of each other, in accordance with the Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014, the National Policy Statement for Waste Water (February 2012), London Plan Policy 5.14 and London Borough of Lambeth Core Strategy Policy S1.

5 Construction shall not commence until a Garden Bridge/Thames Tideway Tunnel (TTT) Construction Interface Plan has been submitted to and approved in writing by the local planning authority, following consultation with Thames Water Utilities Limited. The Plan shall include:

- Detailed construction programme identifying major construction phases and activities potentially affecting Thames Tideway Tunnel (including proposed river closures and suspension of navigation to vessels, proposed road and lane closures, and utility diversion works).
- An assessment of cumulative impacts including peak periods with existing road/river traffic and Thames Tideway Tunnel construction routes and proposals for mitigation.
- Details of the local and cumulative navigational risk assessments that are to be completed and proposals for mitigation.
- Details of the location of work sites and barge holding area and an assessment of potential effects and proposed mitigation for the Thames Tideway Tunnel sites at Victoria Embankment Foreshore and Blackfriars Bridge Foreshore
- Details regarding the operation and design of facilities for barging, barge holding areas and traffic management (and timing).

The development shall be carried out in accordance with the approved Construction Interface Plan, unless otherwise agreed in writing by the local planning authorities following consultation with Thames Water Utilities Limited.

Reason: To ensure the two infrastructure projects are not compromised by the implementation of each other, in accordance with the Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014, the National Policy Statement for Waste Water (February 2012), London Plan Policy 5.14, and London Borough of Lambeth Core Strategy Policy S1.

6 No works in the river (except investigative works) shall commence until a scheme to survey, monitor and address potential scour on both the bridge and flood defences has been submitted to, and approved by, the Local Planning Authority. The scheme should be produced in

consultation with key stakeholders including TWUL and include pre, during and post development survey and monitoring. The details of the scheme should include type, trigger levels and frequency of monitoring and details of planned remedial works. Any required remedial works identified as a result of monitoring works shall be completed within timeframes to be agreed in writing with the Local Planning Authority.

Reason: To reduce the impact of scour from undermining the structure of the bridge and defences, and to ensure that the Thames Tideway Tunnel and the Bridge are not compromised by the implementation of each other (Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014, the National Policy Statement for Waste Water (February 2012), London Plan Policy 5.14, and London Borough of Lambeth Core Strategy Policy S1).

[Note: The details submitted pursuant to this condition will be referred to Lambeth's Planning Applications Committee for a resolution]

7 No development shall commence until such time as a Construction Logistics Plan (CLP) for the project has been submitted to and approved in writing by the Local Planning Authority. The CLP shall demonstrate how the proposed construction has endeavoured to optimise use of the river, prevented prolonged closure of the Queen's Walk and minimised the use and associated closure of Bernie Spain Gardens. The development shall thereafter only be constructed in accordance with the Construction Logistics Plan.

Reason: To ensure that the Construction Logistics for the bridge minimise nuisance and disturbance in the interests of the amenities of adjoining occupiers and of the area generally, and to avoid hazard and obstruction to the public highway.

[Note: The details submitted pursuant to this condition will be referred to Lambeth's Planning Applications Committee for a resolution]

8 No development shall commence before full details of the proposed construction methodology, in the form of a 'Code of Construction Practice', has been submitted to and approved in writing by the local planning authority. The Code shall include details regarding: proposed coordination with other construction projects within the vicinity; the notification of neighbours with regard to specific works; advance notification of proposed road and footway closures that may or will be required; details regarding parking, deliveries, and storage; details regarding dust mitigation; details of measures to prevent the deposit of mud and debris on the public highway; and other measures to mitigate the impact of construction upon the amenity of the area and the function and safety of the highway network. No individual stages of the development process shall begin until provision has been made to accommodate all site operatives', visitors' and construction vehicles loading, off-loading, parking and turning within the site or otherwise during the construction period in accordance with the approved details. The details of the approved 'Code of Construction Practice' must be implemented and complied with for the duration of the construction process.

Reason: To ensure minimal nuisance or disturbance is caused to the detriment of the amenities of adjoining occupiers and of the area generally, and to avoid hazard and obstruction to the public highway. (Policies 7, 9 and 31 of the Saved Unitary Development Plan).

[Note: The details submitted pursuant to this condition will be referred to Lambeth's Planning Applications Committee for a resolution]

9 No impact piling shall take place until a Piling Method Statement (detailing the location, depth and type of piling to be undertaken; the methodology and programme by which such piling will be carried out; and measures to prevent and minimise i) the potential for damage to subsurface sewerage infrastructure, ii) the impact on the migration and movement of fish in the River Thames and iii) the potential risks associated with the use of piling where contamination is an issue) has been submitted to and approved in writing by the Local Planning Authority. Any piling must be undertaken in accordance with the terms of the approved piling method

statement.

Reason: To safeguard local underground sewerage utility infrastructure, to reduce the impact of piling works within the River Thames on the migration and movement of migratory fish species and to protect groundwater.

[Note: The details submitted pursuant to this condition will be referred to Lambeth's Planning Applications Committee for a resolution]

10 No development shall occur until such time as a Construction Noise and Vibration Mitigation Strategy has been submitted to and approved in writing by the Local Planning Authority. The Construction Noise and Vibration Mitigation Strategy shall thereafter be operated for the duration of the construction works.

Reason: To limit the disturbance to amenity of neighbouring land uses.

[Note: The details submitted pursuant to this condition will be referred to Lambeth's Planning Applications Committee for a resolution]

11 No development shall occur until such time as a Pedestrian/Cyclist Management Plan (pertaining to the construction phase of the development) has been submitted to and approved in writing by the Local Planning Authority. The Pedestrian/Cyclist Management Plan shall thereafter be operated for the duration of the construction works.

Reason: To ensure appropriate and safe management of pedestrians and cyclists during the construction phase of the bridge, particularly where closure or reduced capacity to the Queen's Walk is proposed.

[Note: The details submitted pursuant to this condition will be referred to Lambeth's Planning Applications Committee for a resolution]

12 Prior to the commencement of development hereby approved a plan showing the trees which are to be removed in relation to the final construction option shall be submitted to and approved in writing by the Local Planning Authority. The number of trees to be removed shall not exceed that set out for each construction option as detailed within Volume 3 Appendix 1 unless otherwise agreed in writing with the LPA.

Reason: To ensure the retention of, and avoid damage to, the retained trees on the site which represent an important visual amenity to the locality (Policies 31, 33, 38 and 39 of the Unitary Development Plan: Policies saved beyond 5th August 2010 and not superseded by the Local Development Framework Core Strategy January 2011 and Policies S1 and S9 of the Local Development Framework Core Strategy (January 2011)).

[Note: The details submitted pursuant to this condition will be referred to Lambeth's Planning Applications Committee for a resolution]

13 Prior to the commencement of the development hereby approved a Tree Protection Plan that accords with BS5837:2012 and relates to all retained trees on the site shall be submitted to and approved in writing by the Local Planning Authority shall be implemented in strict accordance with the approved details and put in place before any machinery, demolition, materials storage or development commences on the site.

Reason: To ensure the retention of, and avoid damage to, the retained trees on the site which represent an important visual amenity to the locality (Policies 31, 33, 38 and 39 of the Unitary Development Plan: Policies saved beyond 5th August 2010 and not superseded by the Local Development Framework Core Strategy January 2011 and Policies S1 and S9 of the Local Development Framework Core Strategy (January 2011)).

14 Prior to the commencement of the development hereby approved, an Arboricultural

Method Statement in accordance with BS5837:2012 relating to groundworks within the Root Protection Area of all retained trees that are affected by the development construction and details relating to Access Facilitation Pruning in accordance with BS5837:2012 shall be submitted to and agreed in writing by the Local Planning Authority. All tree work shall be carried out in accordance with BS3998:2010 and in line with current arboricultural best practice. The development shall thereafter be implemented in strict accordance with the approved details.

Reason: To ensure the retention of, and avoid damage to, the retained trees on the site which represent an important visual amenity to the locality (Policies 31, 33, 38 and 39 of the Unitary Development Plan: Policies saved beyond 5th August 2010 and not superseded by the Local Development Framework Core Strategy January 2011 and Policies S1 and S9 of the Local Development Framework Core Strategy (January 2011)).

15 All service and drainage routes shall be located outside of all retained tree root protection areas. A drawing showing that the confirmed routes are outside of the route protection areas shall be submitted to and approved in writing before any part of the development commences. The development shall thereafter be implemented in strict accordance with the approved details.

Reason: To ensure the retention of, and avoid damage to, the retained trees on the site which represent an important visual amenity to the locality (Policies 31, 33, 38 and 39 of the Unitary Development Plan: Policies saved beyond 5th August 2010 and not superseded by the Local Development Framework Core Strategy January 2011 and Policies S1 and S9 of the Local Development Framework Core Strategy (January 2011)).

16 Prior to the commencement of the development hereby approved, details of all Tree Protection Monitoring and Site Supervision (where arboricultural expertise is required) shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in strict accordance with the approved details.

Reason: To ensure the retention of, and avoid damage to, the retained trees on the site which represent an important visual amenity to the locality (Policies 31, 33, 38 and 39 of the Unitary Development Plan: Policies saved beyond 5th August 2010 and not superseded by the Local Development Framework Core Strategy January 2011 and Policies S1 and S9 of the Local Development Framework Core Strategy (January 2011)).

Bridge Design, Landscaping and Planting

17 Prior to the installation of the relevant parts of the development of the bridge deck, full details of the following shall be submitted to and approved in writing by the Local Planning Authority:

- a. Details of lighting to include type, number, location, appearance and materials
- b. Details of seating
- c. Samples of hard landscaping

The bridge shall thereafter only be constructed in accordance with the approved details.

Reason: To ensure a high standard of design

18 Prior to any planting on the bridge a Landscape Management Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall include indicative species, planting specifications/programmes and management/maintenance schedules. Landscaping proposals should endeavour to include measures to promote, improve and protect local biodiversity, Opportunities to enhance and extend the ecological value of the

River Thames Metropolitan Site of Importance for Nature Conservation and to enhance the overall horticultural, ecological and amenity value of the whole application site, should be considered in all proposals.

Reason: In order to introduce high quality soft landscaping onto the bridge in the interests of the ecological value of the site and to ensure a satisfactory landscaping of the site in the interests of visual amenity (Policy 39 of the Unitary Development Plan (2007): Policies saved beyond 5th August 2010 and not superseded by the Local Development Framework Core Strategy (2011) and Policy S9 of the Local Development Framework Core Strategy (2011) and Policy 5.3 of the London Plan (July 2011).

19 No invasive non-native species listed on the London Invasive Species Initiative's (LISI) species of concern list at the time of planting shall be planted on the bridge.

Reason: To prevent the spread of non-native invasive species.

20 The Tree heights on the Bridge shall not exceed the maximum tree height profiles as shown on page 62, figure 4.17 of the Design and Access Statement.

Reason: To limit the impacts of the development upon important riverscape views and upon the settings of important heritage assets.

South Landing Design/Use

21 Prior to above ground works for the construction of the South Landing Podium, the following details shall be submitted to and approved in writing by the Local Planning Authority:

- a. Schedule and samples of materials to be used in external elevations;
- b. Details of lift shaft, to include elevational drawings and 3D views;
- c. Details of shutters, to include elevations and sections;
- d. Details of metal screens within east, south and west elevation;
- e. Details of glazing, to include elevations and sections;
- f. Details of lighting, to include number, location, appearance and materials;
- g. Details of CCTV, to include number, location and method of concealment;
- h. Details of seating and refuse, to include location, appearance and materials;
- i. Samples of hard landscaping; and
- j. Full details of how the south elevation of the building, in particular how the podium building will address the adjacent ITV site and how the elevation could be amended/activated to respond to any future development proposals that may come forward for the adjacent site.

The South Landing podium Building shall thereafter only be constructed in accordance with the approved details.

Reason: To ensure a high quality of detailed design.

22 No occupation of the South Landing Building shall occur until a specification of all proposed hard and soft landscaping for the south bank landing area has been submitted to and approved in writing by the local planning authority. The specification shall include details of the quantity, size, species and position and the proposed time of planting of any trees and shrubs to be planted, together with an indication of how they integrate with the proposal in the long term with regard to their mature size and anticipated routine maintenance and protection. In addition all shrubs and hedges to be planted that are intended to achieve a significant size and presence in the landscape shall be similarly specified. All tree, shrub and hedge planting included within the above specification shall accord with BS3936:1992, BS4043:1989, BS4428:1989,

BS8545:2014 and current Arboricultural best practice.

Reason: In order to introduce high quality soft landscaping in and around the site in the interests of the ecological value of the site and to ensure a satisfactory landscaping of the site in the interests of visual amenity (Policy 39 of the Unitary Development Plan (2007): Policies saved beyond 5th August 2010 and not superseded by the Local Development Framework Core Strategy (2011) and Policy S9 of the Local Development Framework Core Strategy (2011) and Policy 5.3 of the London Plan (July 2011).

23 Notwithstanding details shown on the approved plans, prior to the occupation of the south landing building plans showing the internal layout and use of each area of the building shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure suitable control over the final design and use of the south landing building.

Maintenance and Management

24 No development works shall commence until such time as a Delivery and Servicing Plan has been submitted to and approved in writing by the Local Planning Authority. The bridge and the south landing building shall thereafter only operate in accordance with the approved Delivery and Servicing Plan unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of the amenity of the area and to prevent disruption and disturbance to the function and safety of the highway network.

[Note: The details submitted pursuant to this condition will be referred to Lambeth's Planning Applications Committee for a resolution]

25 No development works shall commence until such time as a Waste Management Plan (including details of the storage and disposal of waste cooking oil if relevant) has been submitted to and approved in writing by the Local Planning Authority. The bridge and the south landing building shall thereafter only operate in accordance with the approved Waste Management Plan unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of the amenity of the area and to prevent disruption and disturbance to the function and safety of the highway network.

[Note: The details submitted pursuant to this condition will be referred to Lambeth's Planning Applications Committee for a resolution]

26 Prior to the commencement of occupation of the relevant parts of the development, full details of a lighting strategy of all external communal amenity areas of the development shall be submitted to and approved in writing by the local planning authority. The approved lighting shall be installed in the relevant parts of the building before the development is first occupied, or in accordance with an agreed implementation strategy, and retained thereafter for the duration of the development in accordance with the approved details.

Reason: To ensure an appropriate standard of design (Policies 32, 33 and 39 of Lambeth's Unitary Development Plan and Policy S9 and PN2 of Lambeth's Core Strategy).

Visitor Management

27 The Garden Bridge shall not be open to members of the public until such time as a Signage and Wayfinding Strategy has been implemented in accordance with details which have first been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the provision of appropriate signage and wayfinding at the site in the interests of visitor management.

28 The Garden Bridge shall not be open to members of the public until such time as a an Evacuation Plan for safe evacuation of the bridge has been submitted to and approved in writing by the local planning authority. The development shall be operated in accordance with the approved plan thereafter.

Reason: So that the Local Planning Authority's Emergency Planning department may be satisfied that safe access and egress is achievable and/or any emergency procedures are appropriate and achievable.

29 No development works shall commence until such time as a Coach and Taxi Management Plan has been submitted to and approved in writing by the local planning authority. The development shall be operated in accordance with the approved plan thereafter, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To minimise the impacts of the development upon local amenity and the function and safety of the surrounding highway.

[Note: The details submitted pursuant to this condition will be referred to Lambeth's Planning Applications Committee for a resolution]

30 The Garden Bridge shall not be open to members of the public until such time as the cycle parking arrangements within the vicinity of the south landing have been provided in accordance with details which have first been submitted to and approved in writing by the Local Planning Authority.

Reason: To promote sustainable modes of transport to and from the bridge.

31 The Garden Bridge shall not be open to members of the public until such time as an Education and Interpretation Strategy has been implemented in accordance with details which have first been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the provision of appropriate education and interpretation facilities at the site in the interests of visitor management.

Flood Risk and Drainage

32 The development shall not be commenced until a monitoring plan to determine the impacts of the development in terms of loading upon the flood defences has been submitted and approved by the Local Planning Authority. The monitoring should include point position analysis to identify potential movement, trigger values and frequency monitoring. Any required remedial works identified as a result of monitoring works shall be completed prior to the first public opening of the bridge (or such other date or stage in development as may be agreed in writing with the Local Planning Authority).

Reason: To identify potential impacts of loading upon the flood defences of both the South Bank and to ensure that the proposed development does not have an adverse impact on the stability of the flood defences.

33 No development of the South Bank Building (except investigative works) shall commence until an investigation into the proposed piling for the south bank building and its impacts on the anchorages of south bank wall have been submitted to, and approved by, the Local Planning Authority.

Reason: To ensure the proposed new building does not impact upon the structural stability of the flood defences on the south bank.

34 No development (except investigative works) shall commence until ground investigations on anchor ties of the south bank have been conducted to determine the residual life of the South bank flood defence. If found to be in poor condition, further intrusion testing should be undertaken and a remediation plan submitted to and approved by the Local Planning Authority. Any required remedial works identified as a result of the ground investigations shall be completed prior to the first public opening of the bridge (or such other date or stage in development as may be agreed in writing with the Local Planning Authority).

Reason: To ensure that the flood defences in place below the proposed bridge are of suitable condition for the lifetime of the development.

35 No permanent structure shall be placed in the river until a surface water drainage scheme for the site based on sustainable drainage principles, where possible, and an assessment of the hydrological and hydro geological context of the development has been submitted to, and approved by, the Local Planning Authority. The surface water drainage strategy should seek to implement a SUDS hierarchy that reduces run off in accordance with the London Plan.

Reason: To reduce the impact of flooding both to and from the proposed development and third parties.

Archaeology

36 A) No development shall take place until the developer has secured the implementation of a programme of archaeological mitigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing and a report on that mitigation has been submitted to and approved by the local planning authority in writing.

B) The development shall not be opened to the public until the site mitigation and post site work assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF, London Plan Policy 7.8 and Core Strategy Policy S9.

Designing/Managing Out Crime

37 No development works shall commence until such time as a Counter Terrorism Strategy has been submitted to and approved in writing by the local planning authority. The development shall be operated in accordance with the approved Counter Terrorism Strategy thereafter, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure suitable provision of counter terrorism measures.

[Note: The details submitted pursuant to this condition will be referred to Lambeth's Planning Applications Committee for a resolution]

38 Prior to opening of the bridge to the public, a Crime Prevention Statement shall be submitted to and approved in writing by the local planning authority. The strategy shall demonstrate how the development meets the relevant 'Secured by Design' standards, as per the

commitments set out in the application submissions.

Reason: To ensure that satisfactory attention is given to security and community safety and to residential amenity in the vicinity (Policies 7 and 32 of Lambeth's Unitary Development Plan and Policy S9 of Lambeth's Core Strategy).

Amenity

39 Prior to the installation of services in the south landing building and lifts, full details of internal and external plant equipment and trunking, including building services plant, ventilation and filtration equipment and commercial kitchen exhaust ducting/ventilation, shall be submitted to and approved in writing by the local planning authority. All flues, ducting and other equipment shall be installed in accordance with the approved details prior to the use commencing on site and shall thereafter be maintained in accordance with the manufacturers' instructions.

Reason: To protect the amenities of the surrounding area (Policies 7 and 29 of Lambeth's Unitary Development Plan and Policy S2 of Lambeth's Core strategy).

40 Noise from any mechanical equipment or building services plant in the south landing building and lift shall not exceed the background noise level when measured outside the window of the nearest noise sensitive or residential premises, when measured as a L90 dB(A) 1 hour.

Reason: To protect the amenities of future residential occupiers and the surrounding area (Policies 7 and 29 of Lambeth's Unitary Development Plan and Policy S2 of Lambeth's Core strategy).

Ecology

41 Prior to commencement of works in the river, a dredging method statement shall be submitted to and approved in writing by the local planning authority. The scheme shall be carried out as approved. The dredging method statement shall include:

- Details of the dredging methods to be used
- A detailed plan of the dredge area and depth
- Details of the timing of dredging works - planned (i.e. non-emergency) dredging work to avoid the period June-August

Reason: To prevent detrimental impact on ecology. Maintenance or capital dredging operations can have direct impacts on hydro-morphological characteristics and ecological status through removal of benthic habitats, altering flow regimes, smothering effects, release of contaminants bound up in sediments into the water column, and impacts on migratory fish.

42 Prior to commencement of any works on site, a suitable protocol for the protection of legally protected species present on site, or identified during construction, shall be submitted to and approved in writing by the Local Planning Authority. This must include: a) works relating to tree management or removal undertaken outside the annual bird nesting season (March - July) unless otherwise agreed in writing; and b) appropriate protocols to respond to any findings of active bird's nests or bat roosts on any buildings, walls or other structures affected by the development. Should any active nests or roosts be found, appropriate advice and remedial action must be sought and undertaken in full to prevent disturbance of nests, roosts or feeding sites, or to mitigate for any avoidable disturbance.

Reason: To ensure suitable protection to protected wildlife.

Contamination

43 Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- 1) A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site.
- 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- 3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason: For the protection of controlled waters.

44 If during construction contamination not previously identified is found to be present at the site, works at the site of the contamination will cease (unless otherwise agreed in writing with the Local Planning Authority) until the developer has submitted, and obtained written approval from the Local Planning Authority for a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved by the Local Planning Authority.

Reason: There is always the potential for unexpected contamination to be identified during development groundworks. We should be consulted should any contamination be identified that could present an unacceptable risk to Controlled Waters.

45 Prior to the first public opening of the bridge, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the approved remediation strategy shall be submitted to and approved in writing by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, if appropriate, and for the reporting of this to the local planning authority. Any long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To confirm that any works associated with the mitigation of contamination at the site is suitably completed.

Additional Condition - Management

46 No development works shall commence until such time as an 'Illegal Trading, Antisocial Behaviour, Crowd Control and General Enforcement Management Plan' has been submitted to and approved in writing by the Local Planning Authority. The Plan shall be inclusive of evidence about the skills and resources necessary for the management arrangements and the establishment of a high degree of cooperation and mutual understanding with other providers on the South Bank. The details approved in the Illegal Trading, Antisocial Behaviour, Crowd Control and General Enforcement Management Plan shall thereafter be fully reflected in the Operations Management Plan and the Operations and Maintenance Business Plan to be worked up and provided pursuant to condition 3 (the S106 Planning Agreement) of this planning permission.

Reason: To ensure early consideration and appropriate resourcing and coordination of important aspects of the on-going management and maintenance of the bridge.

[Note: The details submitted pursuant to this condition will be referred to Lambeth's Planning Applications Committee for a resolution]

INFORMATIVES

1 This decision letter does not convey an approval or consent which may be required under any enactment, by-law, order or regulation, other than Section 57 of the Town and Country Planning Act 1990.

2 You are advised that this consent is without prejudice to any rights which may be enjoyed by any tenants/occupiers of the premises.

3 Your attention is drawn to the provisions of the Building Regulations, and related legislation which must be complied with to the satisfaction of the Council's Building Control Officer.

4 Your attention is drawn to Sections 4 and 7 of the Chronically Sick and Disabled Persons Act 1970 and the Code of Practice for Access for the Disabled to Buildings (B.S. 5810:1979) regarding the provision of means of access, parking facilities and sanitary conveniences for the needs of persons visiting, using or employed at the building or premises who are disabled.

5 You are advised of the necessity to consult the Council's Streetcare team within the Public Protection Division with regard to the provision of refuse storage and collection facilities.

6 You are advised that this permission does not authorise the display of advertisements at the premises and separate consent may be required from the Local Planning Authority under the Town and Country Planning (Control of Advertisements) Regulations 1992.

7 As soon as building work starts on the development, you must contact the Street Naming and Numbering Officer if you need to do the following:

- name a new street
- name a new or existing building
- apply new street numbers to a new or existing building

This will ensure that any changes are agreed with Lambeth Council before use, in accordance with the London Buildings Acts (Amendment) Act 1939 and the Local Government Act 1985. Although it is not essential, we also advise you to contact the Street Naming and Numbering Officer before applying new names or numbers to internal flats or units. Contact details are listed below.

Street Naming and Numbering Officer

e-mail: streetnn@lambeth.gov.uk
tel: 020 7926 2283
fax: 020 7926 9104

8 Written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs.

9 The Garden Bridge Trust project team are requested to establish and maintain ongoing dialogue with the Thames Tideway Tunnel project team from pre-construction through to commissioning of the Garden Bridge. This should include a Memorandum of Understanding between the parties, to set out agreed working processes and sharing of information.

10 Prior to the commencement of construction, The Garden Bridge Trust project team should enter into an Asset Protection Agreement with Thames Water Utilities Ltd, or the Infrastructure Provider if in place, which should include provisions to ensure that the development does not compromise the construction, operation or maintenance of the Thames Tideway Tunnel.

11 The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

12 Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

13 Where possible, the lighting columns on the south landing podium should be reduced and their design requires a bespoke approach. Where possible CCTV fixtures should be reduced in number. Their concealment and integration also requires a bespoke approach.

14 The podium handrail should be changed from timber to bronze.

15 It is advised that the metal screen should not be standard mesh but should contain design interest.

16 As per the requirements of Thames Water, the monitoring and mitigation of scour should include, but not be limited to:

- i. Bathymetric Survey at intervals and over a reach to be agreed are to commence no less than one year in advance of construction and to extend throughout construction and for at least 6 months following the removal of all associated in-river construction works
- ii. Proposals for the monitoring of scour and accretion using the bathymetric survey results and any other monitoring methods that are deemed necessary by the statutory consultees, including the use of trigger levels.
- iii. The approach to mitigation in the event of scour and accretion reaching agreed trigger levels
- iv. The approach to any mitigation that require the placement or removal of any

materials from the river bed.

17 The Crime Prevention Design Advisor advises that there should be a monitored CCTV surveillance system that provides real time & post event images capable of being used for Criminal Justice Purposes and it may be appropriate for the images to be viewable real time at either Westminster or Lambeth council CCTV control rooms. Identification quality images are recommended at both entrance decks and at any other points designated as vulnerable.

18 The security lighting at the entrance decks, and along the bridge including the footpaths and the viewing stations should provide good levels of uniformity and meet the standards defined in BS 5489 -1;2013.

19 The construction of the bridge should allow for additional security measures such as dusting for lighting and CCTV cameras if they are found to be necessary in subsequent reviews.

20 The Garden Bridge like a Park should be closed and gated once there are no capable guardians employed.

21 Lambeth Officers are not convinced by the brownish tone of the concrete finish for the South landing, as has been previously suggested. The existing colour palette of material found on the South Bank is pale grey, mid grey and cream. Pursuant to condition 21, Officers will work with the applicant to further explore this aspect of the design.