We are considering making some changes to our plans in response to comments received during our second phase of consultation, which ended on 10 February 2012.

Feedback has been received from the occupants of Vauxhall Cross, the details of which cannot be made public because they encompass security issues. The issues raised mainly relate to the means of achieving the construction rather than the fundamental content of the construction works itself. As a result of this feedback we are consulting on an alternative access arrangement and are seeking views on a construction access route from Albert Embankment via a temporary road between Tintagel House and Camelford House. All other aspects of our proposals for this site would remain as set out in our phase two consultation materials.

This information paper only describes the alternative construction access proposal at Albert Embankment Foreshore.

If you require more detailed information on our proposals, please see our Albert Embankment Foreshore site information paper (Autumn 2011).

For a copy of the site information paper and our Report on phase two consultation visit www.thamestunnelconsultation.co.uk or call 0800 0721 086.
Section 1: Introduction

We are still proposing to use the foreshore of the River Thames adjacent to Albert Embankment (A3036) for this construction work and to accommodate permanent structures required to operate the main tunnel.

This site would be used to connect the existing local combined sewer overflows (CSOs), known as the Clapham Storm Relief CSO and Brixton Storm Relief CSO to the main tunnel shown on Figure 1A.

What we are consulting on

We are proposing a revised design for our construction works, taking account of comments received during phase two consultation. The key proposed alternative we are considering is the access route for construction vehicles between Camelford House and Tintagel House.
Figure 1A: Site location plan
Section 2: Construction

Construction transport and access

During phase two consultation, we proposed that construction traffic would access the site from Albert Embankment via a temporary road parallel to Lack’s Dock. The alternative access route would allow construction traffic to access the site from Albert Embankment via a temporary road between Tintagel House and Camelford House.

We would construct a temporary new vehicle access road with a dropped kerb off Albert Embankment, to allow construction vehicles to leave the highway. This would be reinstated to the existing layout following construction. The construction access would be segregated from the car parks of Camelford House and Tintagel House by fencing or hoarding. We would break through the existing river wall parapet to modify the existing ramp down to the basement car park of Camelford House. The basement would remain accessible but would be maintained by a one-way access controlled by traffic signals. Access to the basement would be reinstated to the existing arrangements following construction.

Figures 2A – 2C show how the site might be laid out during the construction phases, which are set out in Table 2.1 of the original site information paper.
Figure 2A: Illustrative phase one construction plan

- Maximum extent of construction site for this construction phase
- Site access
- Site hoarding
- Cofferdam
- Local authority boundary
- Site support/welfare
- Internal site road
- Existing Thames Path
- Thames Path diversion

CITY OF WESTMINSTER

Thames Path diversion

Vauxhall Bridge

Barge

Barge

Peninsula Heights

Tintagel House

Camelford House

Lack’s Dock

Albert Embankment

MI6/SIS

LAMBETH
Figure 2B: Illustrative phases two and three construction plan

- Maximum extent of construction site for this construction phase
- Site hoarding
- Cofferdam
- Local authority boundary
- Site support/welfare
- Evacuated material storage and processing
- Maintenance workshop and storage
- Construction support
- Internal site road
- Site access
- Existing Thames Path
- Thames Path diversion
Option for contractor to transport materials using barges

Thames Path diversion

CITY OF WESTMINSTER

Figure 2C: Illustrative phase four construction plan

- Maximum extent of construction site for this construction phase
- Site hoarding
- Cofferdam
- Local authority boundary
- Site support/welfare
- Evacuated material storage and processing
- Maintenance workshop and storage
- Internal site road
- Site access
- Existing Thames Path
- Thames Path diversion
Construction traffic would access the site by heading north along Albert Embankment (A3036) and turning left into the new entrance between Tintagel House and Camelford House. Vehicles would exit the site by turning left onto Albert Embankment from the same entrance.

We would still need occasional access for construction plant (such as cranes, excavators and piling rigs) along Lack’s Dock servicing the worksite under Vauxhall Bridge, however all materials and other deliveries for both parts of the site would potentially use the new entrance between Camelford House and Tintagel House. These access arrangements are shown on Figure 2D.

The permanent access to the site would remain the same as our proposals at phase two consultation, which is via Lack’s Dock.

Moving the access away from the Lack’s Dock building would remove the need to provide an off site security screening of facility for vehicles as indicated at phase two consultation.

The Thames Path would be diverted as our phase two consultation proposals.
Figure 2D: Proposed alternative access route to the site from the nearest major road

- Draft limit of land to be acquired or used
- Local authority boundary
- Transport for London (TfL) road network
- Internal site road
Targeted consultation: Albert Embankment

June 2012

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It is very important that you understand this information. If you need further information in another language, Braille, large print or audio format, please contact us on 0800 0721 086.

For further information or to comment on these changes visit our website:
www.thamestunnelconsultation.co.uk