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.

This information paper only describes our proposed amendments to the permanent design at Victoria Embankment Foreshore.

If you require more detailed information on our proposals, please see our Victoria 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 and site information

We are proposing to use the River Thames foreshore, south of Victoria Embankment (A3211) for a construction site and to accommodate permanent structures required to operate the main tunnel.

The site would be used to control the existing local combined sewer overflow (CSO), known as the Regent Street CSO, by connecting the northern Low Level Sewer No. 1 to the main tunnel. The location of the site is shown in Figure 1A.

What we are consulting on

Following feedback received at phase two consultation and ongoing engagement with various technical consultees, we propose to:

- revise the design of the permanent works
- revise the construction site layout and extent, as a result of the proposed revisions to the permanent works shape and extent, and to address navigation risk
- amend our proposals for the Tattershall Castle. We now propose to move the vessel back closer to its existing position once construction works are complete, to maintain the views along Horse Guards Avenue towards the river. We are also looking at an option to remove the Hispaniola and relocate the Tattershall Castle in the Hispaniola’s place.

We are seeking your views on all these issues.
Figure 1A: Site location plan
Section 2: Construction

Site layout and construction phases

Figures 2A-2C show how the site might be laid out during the construction phases if we proceed with the proposed changes. These phases are described in the original site information paper. The site layout has changed to reflect the change in the position of the shaft and other structures. Barges used during the construction phase are shown moored parallel to the tidal stream rather than perpendicular to it, and the worksite has been shaped to improve navigation of river traffic from Embankment Pier.

The site layouts are indicative only. The contractor may arrange the site in a different way, depending on construction methods, provided that any environmental effects are appropriately managed and that the main construction activities are undertaken within the red line shown in Figure 1A.

The key issues identified during construction that are set out in Table 2.4 of our original paper are still relevant to the modified site layout.
Figure 2A: Illustrative phase one construction plan

- Maximum extent of construction site for this construction phase
- Site hoarding / traffic barrier
- Cofferdam
- Local authority boundary
- Traffic lane coned off for site access
- Site support/ welfare
- Site access
- Existing Thames Path
- Thames Path diversion

Initial closure of westbound carriageway (advance works only – diversion of underground utilities around works)

Westbound carriageway partly re-opened upon completion of works. Part closed for site access

Jack up barge servicing piling operations

Tattershall Castle to be relocated

Drop shaft

Barge

Interception structure

Proposed temporary location of relocated Tattershall Castle and mooring

Two-way traffic
**Figure 2B:** Illustrative phases two and three construction plan

- Maximum extent of construction site for this construction phase
- Site hoarding / traffic barrier
- Cofferdam
- Local authority boundary
- Site support/ welfare
- Evacuated material storage and processing
- Maintenance workshop and storage
- Construction support
- Internal site road
- Traffic lane coned off for site access
- Site access
- Existing Thames Path
- Thames Path diversion
Figure 2C: Illustrative phase four construction plan

- Maximum extent of construction site for this construction phase
- Site hoarding / traffic barrier
- Cofferdam
- Local authority boundary
- Site support/ welfare
- Evacuated material storage and processing
- Maintenance workshop and storage
- Traffic lane coned off for site access
- Site access
- Existing Thames Path
- Thames Path diversion

Proposed temporary location of relocated Tattershall Castle and mooring
Option for contractor to transport materials using barges

CITY OF WESTMINSTER

LAMBETH
Section 3: Future use

We are asking for your comments on a proposed new design for the permanent structure that will need to remain at Victoria Embankment Foreshore, when the construction works are complete.

Following feedback at phase two consultation and ongoing engagement with stakeholders we have progressed the design for the permanent use and appearance of the structures at Victoria Embankment Foreshore. The design of the permanent proposals will still follow our scheme-wide design principles. The functional elements, which are required for the operation of the main tunnel remain as they were at phase two consultation and include:

- underground structures such as a CSO drop shaft, various chambers and an overflow weir which will need ground level access covers
- two main ventilation columns (between 4m and 8m high)
- a further small diameter ventilation column (also up to 6m high)
- vehicle access for maintenance
- electrical and control kiosk.

Figures 3A - 3G show the current site and provide illustrations of our design proposals.
**Figure 3A:** Photo of the site from Jubilee Bridge – before the works

**Figure 3B:** Photo of the site from Jubilee Bridge – after the works
**Figure 3C:** Photo of the site along the Embankment – before the works

**Figure 3D:** Photo of the site along the Embankment – after the works
Figure 3E: Artist’s impression of the site along the Embankment – after the works are completed
Figure 3F: Aerial view of the completed works from the north east
Figure 3G: Layout of the site once construction works are complete
**Table 3A:** This table sets out the site-specific issues that have influenced our new permanent design proposals and how we have addressed them in our proposed new design.

<table>
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<tr>
<th>Issue</th>
<th>Our response</th>
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<tr>
<td>The effect on the historic setting of the site, including views along the River Thames to the Palace of Westminster</td>
<td>We have rearranged how our structures intercept the northern Low Level Sewer No.1 in order to reduce our overall footprint in the river, and to reduce the apparent bulk of the structure in views towards the Palace of Westminster. The proposed design has been split into two parts. Both structures would still be designed as new areas of public realm that will complement their historic setting in different ways. 1 A rectangular structure along the existing listed embankment wall, which will house the various chambers required to direct the flow from the northern Low Level Sewer No.1 into the CSO drop shaft. This will permanently affect a longer length of the listed embankment wall compared with our design presented at phase two consultation but will extend out less into the river. This will better respect the strong linear character of the river wall and reduce the apparent bulk of the foreshore structure. It has been designed to reflect the existing 19th century elements of the wall, which extend into the river at intervals along its length including the RAF memorial/Whitehall Steps and Cleopatra’s Needle. Stone piers would be used to mark where the embankment walls end. 2 The CSO drop shaft would form a separate ‘island’ structure in the river. This ‘island’ would be connected to the rectangular structure against the river wall by a connection culvert buried beneath the river bed. Two access bridges would allow for public and maintenance access. The surface of the shaft would create a modern and unique island viewing platform, from where views of the iconic structures of the UNESCO world heritage site and Southbank can be enjoyed. The revised design will clearly distinguish the structure as a new feature, with a modern purpose and function related to the river. The visualisations show a concept for the design of the site. We will continue to work with our stakeholders to develop the designs for the site, within the footprint illustrated. In line with the scheme-wide ventilation strategy, the ventilation columns are thinner and shorter than those proposed at phase one consultation and would be located on the rectangular embankment structure.</td>
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<td>Issue</td>
<td>Our response</td>
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<tr>
<td>Preserving the existing design of the Grade II listed embankment</td>
<td>The linear interception structure has been designed to include specific elements evocative of the historic pattern of the wall:</td>
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<td>(by Sir Joseph Bazalgette)</td>
<td>• The break in the wall will be marked clearly with stone pillars defining the end of the existing parapet and a gap between the new and listed structure on the river facing side will clearly define the new intervention.</td>
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<td>• The inclusion of a feature wall to the back of the pavement references the monumental structures found on the Victorian steamer piers (like the nearby Bazalgette memorial).</td>
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<td>• Two sturgeon lamp standards will be reinstated on the new structure and the festoon lighting will extend to these. It will break around the feature wall in a manner consistent with the way it terminates around other projecting features, such as Cleopatra’s Needle and the RAF memorial (Whitehall Stairs).</td>
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<td></td>
<td>The separation of the shaft from the wall means that it would be visually distinct from the original structure. The top of the shaft would form an island in the River Thames and would be used as a publicly accessible viewing platform and possible open-air performance space. With the shaft disconnected from the embankment, the footprint of the new design is much reduced.</td>
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### Issue

<table>
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<tr>
<th>Relocation of the Tattershall Castle</th>
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<tr>
<td><strong>Our response</strong></td>
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<tr>
<td>At phase two consultation we proposed to permanently relocate the Tattershall Castle to the south of the site. We have revised our proposals, and we now propose to move the vessel south of our site during construction and then move her back north, as close as possible to her existing location once the construction works are complete. This minimises the permanent effects on views along Horse Guards Avenue towards the river and means that we can reinstate the City Cruises mooring south of the site. Although this is our preferred option, we are also considering an alternative option to remove the Hispaniola and to relocate the Tattershall Castle in the Hispaniola’s place. This would reduce the visual clutter within the views from Hungerford Bridge towards the Westminster World Heritage Site but would directly affect two businesses rather than one. The relocation of the Tattershall Castle would be subject to further consultation with the owners, Westminster City Council and the Port of London Authority in order to obtain the necessary licences and consents, which are outside the remit of the Development Consent Order. The new temporary and permanent moorings including the access brows, bank seats, gangways and means of access will be designed to respect the existing listed river wall, regardless of the option that is selected. We are seeking your views on both of the options described above</td>
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<th>Effects on river navigation and hydraulics</th>
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<td><strong>Our response</strong></td>
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<td>We are undertaking additional fluvial modelling to understand the effect that the structure will have on river flows and how this differs from our proposals at phase two consultation. The permanent structure extends no further into the river than the existing Tattershall Castle, to minimise any effect on navigation. We are preparing a navigational risk assessment in consultation with the PLA, which will include consideration of vessels navigating to and from Embankment Pier, as well as other river users.</td>
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<th>Effect on central London activities (for example, tourism and transport)</th>
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<td><strong>Our response</strong></td>
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<td>The overall design would create a new accessible area of public space away from the traffic of Victoria Embankment, for people to enjoy the River Thames and views towards the Palace of Westminster.</td>
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<tr>
<td>Issue</td>
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<td>Loss of foreshore habitat and effects on ecology</td>
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<td>Ongoing maintenance</td>
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Targeted consultation: Victoria Embankment Foreshore

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