Possible realignment of existing kerb. See note 1

Creation of temporary site access will require removal of boundary fence. See note 1

Existing bus stop to be relocated. See note 2

Removal of hardstanding and foundations, to be removed or reinstated

Possible modifications to kerb alignment & northern section of York Gardens to enable set up of construction site

Possible modifications to kerb alignment & northern section of York Gardens to enable set up of construction site

Temporary removal of 3m high site southern & eastern trips boundary wall to be reinstated.

Additional modifications to kerb alignment & northern section of York Gardens to enable set up of construction site

Temporary removal of 3m high site southern & eastern trips boundary wall to be reinstated.

Note 1:

Construction access off York Road: Formation of associated vehicle crossover and realignment of kerb are temporary. Vehicle crossovers to be removed and existing kerb alignment to be reinstated upon completion.

Note 2:

Existing bus stop may be relocated for the duration of the works. The exact location for the bus stop relocation if required is currently being agreed with TfL.

Note 3:

Minor items to be removed (e.g. barriers, bollards etc.) are not shown.

Note 4:

Removal of rockery and clearance such as removal of hardstanding and foundations, clipping of hedges and clearance of minor vegetation not shown.

FOR APPROVAL

Location

Falconbrook Pumping Station
London Borough of Wandsworth

Document Information

Section 48 publicity
Demolition and site clearance
Sheet 1 of 2
Book of plans – section 10

SFL-WWTF-DPLPS-000106
July 2012
Area for potential bus stop relocation.
See note 2
Site clearance of the entire area illustrated will not be required. Tunnel site clearance will be required to enable construction of bus stop.

Notes:
1. Construction access off York Road. Formation of associated vehicle crossover and realignment of kerbs are temporary. Vehicle crossovers to be removed and resting kerb alignment to be reinstated upon completion.
2. The existing bus stop may be relocated for the duration of the works. The exact location for the bus stop relocation if required is currently being agreed with TfL.
3. Minor items to be removed (e.g. bollards, barriers etc.) are not shown.
4. General activities of site clearance such as removal of hardstanding and foundations, stripping of topsoil and clearance of minor vegetation not shown.
Table 1

<table>
<thead>
<tr>
<th>Above ground permanent structure</th>
<th>Maximum height above finished ground level (Minimum heights are in brackets where applicable)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valve chamber</td>
<td>2.0m</td>
</tr>
<tr>
<td>Ventilation column(s) serving the shaft</td>
<td>8.0m (4.0m)</td>
</tr>
<tr>
<td>Ventilation column(s) serving the interception chamber</td>
<td>6.0m</td>
</tr>
<tr>
<td>Ventilation structure(s)</td>
<td>3.0m</td>
</tr>
</tbody>
</table>

**Notes:**

1. The Site Works Parameter Key Plan identifies each zone independently.
2. The zone within which the shaft would be located would include all permanent works including shaft walls providing appropriate allowances for under-reaming. Shaft construction temporary works may be located within or outside this zone provided they are located within the limits of land to be acquired or used.

**Key:**
- Limits of land to be acquired or used (LLAU)
- Zone within which all permanent site structures would be located
- Zone within which the shaft would be located
- Zone within which permanent above ground structures would be located (those listed in Table 1)
- Limits of permanent access

**Notes:**

1. The Site Works Parameter Key Plan identifies each zone independently.
2. The zone within which the shaft would be located would include all permanent works including shaft walls providing appropriate allowances for under-reaming. Shaft construction temporary works may be located within or outside this zone provided they are located within the limits of land to be acquired or used.
Zone within which Work No. 10a would be located

Zone within which Work No. 10b would be located

Zone within which the interception chamber and ventilation column(s) serving the shaft and ventilation column(s) serving the interception chamber may be located

Zone within which the shaft walls (including appropriate allowances for tunnelling tolerances and under-reaming. Shaft construction temporary works may be located within or outside this zone provided they are located within the Limits of land to be acquired or used)

The zone within which permanent above ground structures would be located

Notes:

1. The Site Works Parameter Key Plan identifies each zone independently.
2. The zone within which the shaft would be located would include all permanent works including shaft walls (including appropriate allowances for tunnelling tolerances and under-reaming. Shaft construction temporary works may be located within or outside this zone provided they are located within the Limits of land to be acquired or used)

Limits of land to be acquired or used (LLAU)

Zone within which all permanent site structures would be located

Zone within which the shaft would be located

Zone within which permanent above ground structures would be located (those listed in Table 1)

Zone within which required landscaping would be located

Limits of permanent access

Key:

Datum Newlyn.

Tunnel Datum which is 100 metres below Ordnance OSGB36. All levels are in metres and relate to the Tunnel Datum which is 100 metres below Ordnance Datum Newlyn.

Scale 1:500 at A1

1:1000 if reproduced at A3

FOR INFORMATION

Location

Falconbrook Pumping Station
London Borough of Wandsworth

Document Information

Section 48 publicity

Site works parameter key plan

Book of plans - section 10

S48-PP-10X-FALPS-000109

July 2012

Thames Water Utilities Ltd 2008

Keyplan:

Survey licence number 100019345

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This drawing shows permanent site structures only. Landscaping hard works and soft works are shown on the Proposed landscape plan and/or proposed site features plan.

1. All dimensions and levels are approximate.
2. Any discrepancies between the location of site structures and the parameters marked on the drawings are due to differences between the Ordnance Survey base and topographical survey base, each of which has been used in the preparation of this drawing.
3. This drawing shows permanent site structures only. Landscaping hard works and soft works are shown on the Proposed landscape plan and/or proposed site features plan.
4. Proposed hardstanding area replaces existing purchaser hardstanding.
5. Existing boundary wall to be reinstated.

Notes:

Key:
- Limits of land to be acquired or used (LLAU)
- Limits of permanent access
- Proposed access cover
- Proposed level (shown in metres above ground)
- Zone within which all permanent site structures would be located
- Zone within which the shaft would be located
- Zone within which permanent above ground structures would be located
- Limits of permanent access

Datum Newlyn.

Tunnel Datum which is 100 metres below Ordnance Survey Datum. All levels are in metres and relate to the York Gardens

London Borough of Wandsworth

Design and positioning of gated access subject to development.

1. Existing boundary wall to be reinstated - see note 5.
2. Limits of permanent access.
3. Limits of permanent access to development.
4. Proposed hardstanding area replaces existing purchaser hardstanding.
5. Existing boundary wall to be reinstated - see note 5.

York Gardens

Existing pumping station

Survey licence number 100019345

July 2012

Thames Water Utilities Ltd 2008

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Notes:
1. All dimensions and levels are approximate.
2. The purpose of this section is to illustrate the scale of the below ground infrastructure to be provided.

Location:
Falcondow Pumping Station
London Borough of Wandsworth

Document Information
Section 48 publicity
Section AA

Book of plans - section 10
S66-P9-FALPS-000112
July 2012
As existing South elevation

Proposed South elevation
Falconbridge Pumping Station
London Borough of Wandsworth

Construction phases - phase 1
Site setup, shaft construction & tunnelling

Notes:
1. These construction phasing plans have been prepared to illustrate possible site layouts for
   the principle construction phases. Contractors may choose to lay stages out differently during
   construction depending on their preferred construction methods subject to any constraints on
   access imposed through the planning or approval process.

2. Traffic management plans for construction phases of the work would be submitted to the
   appropriate authority for approval. Where appropriate, online traffic management arrangements
   are shown.

3. All the materials for the construction of the works
   would be agreed with the relevant utility company.

4. Additional noise mitigation including noise
   surveys may be required but is not shown on this drawing.

ILLUSTRATIVE

Thames Water Utilities Ltd 2008

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Key:
- Limits of land to be acquired or used (LLAU)
- Hoarding
- Maximum extent of working area
- Route of temporary diversion of right of way
- Site access
- Access/haul route
- Existing sewers

Notes:
1. These construction phasing plans have been prepared to illustrate possible site layouts for
   the principle construction phases. Contractors may choose to lay stages out differently during
   construction depending on their preferred construction methods subject to any constraints on
   access imposed through the planning or approval process.

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   appropriate authority for approval. Where appropriate, online traffic management arrangements
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ILLUSTRATIVE

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