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 phase two consultation proposals at Putney Bridge Foreshore, which has now been renamed Putney Embankment Foreshore.

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

For a copy 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

At phase two consultation we proposed to use the foreshore of the River Thames, to the west of Putney Bridge on the south side of the river, to connect the local combined sewer overflow (CSO) to the Thames Tunnel.

We are proposing to modify the location and layout of the temporary works and our permanent design, taking account of comments received during phase two consultation. The key proposed changes are:

- We propose to relocate the permanent hardstanding area approximately 30m to the west, in response to comments on the permanent design of the works and its relationship with the public slipway.

- The configuration of the temporary replacement slipway has been changed to respond to comments. We are now proposing that it will be a prefabricated steel structure and assembled on site.

- A new construction traffic route will be used to access the temporary slipway site. The route will be westwards along Lower Richmond Road, turning right into Glendarvon Street and right onto the Embankment. Vehicles will exit from the Embankment via Thames Place and onto Lower Richmond Road.

- As the size of the temporary construction site would be extended to the west (due to relocation or our permanent hardstanding), we also now need to temporarily move an existing houseboat during the construction period.
Figure 1A: Site location plan (phase two consultation)
Figure 1B: Site location plan (targeted consultation)
Section 2: Construction

Construction activities

The construction activities required to connect the Putney Bridge CSO to the Thames Tunnel are described in the phase two consultation site information paper.

Figures 2A - 2D show how the sites could be laid out during the construction phases if we proceed with the proposed changes. These construction phases are set out in the phase two consultation site information paper.

These layouts have been informed by:

- the size of the infrastructure proposed
- the construction methods required
- the need for maintenance during operation
- the location of neighbouring buildings and structures.

The site layouts are indicative only, and 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 1B.
Figure 2A: Illustrative advance works construction plan

- Temporary slipway constructed from prefabricated steel and assembled on site
- Lower Richmond Road
- Glendarvon Street
- Embankment
- WANDSWORTH
- Land based site support and construction support
- Crane
- Circular support piles
- Opportunity for materials deliveries by barge
- Jack up barge servicing temp slipway pile installations
- Floating working platform
- Floating working platform with crane
- Opportunity for materials deliveries by barge
- Circular support piles
- Temporary slipway constructed from prefabricated steel and assembled on site
- Maximum extent of construction site for this construction phase
- Site hoarding
- Local authority boundary
- Site support/welfare
- Working area
- Traffic lane coned off for site access
- Site access
- Existing Thames Path
- Thames Path diversion
- Tree
Figure 2B: Illustrative phase one construction plan

- Maximum extent of construction site for this construction phase
- Site hoarding
- Cofferdam
- Local authority boundary
- Site support/ welfare
- Site access
- Existing Thames Path
- Thames Path diversion
Figure 2C: Illustrative phases two and three construction plan

- Possible location for relocated houseboat
- Existing houseboat potentially relocated during part of construction period
- Option for contractor to transport materials using barges
- 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
Figure 2D: Illustrative phase four construction plan

- Possible location for relocated houseboat
- Existing houseboat potentially relocated during part of construction period
- Option for contractor to transport materials using barges
- Crane
- Drop shaft
- Construction of electrical and control kiosk upon Waterman’s Green
- Existing stairway to Waterman’s Green
- Maximum extent of construction site for this construction phase
- Evacuated material storage and processing
- Site hoarding
- Construction support
- Cofferdam
- Internal site road
- Local authority boundary
- Site access
- Existing Thames Path
- Site support/welfare
- Thames Path diversion
As a result of our proposed new location for the permanent works and amendments to the temporary slipway, the following aspects of our original plans have changed:

**Putney Embankment Foreshore**

- As we are now proposing to move the permanent works by 30m and extend the size of the construction site, it is also likely we will need to move an existing houseboat moored on Putney Pier during the construction period.
- Pedestrian access across Waterman’s Green will be temporarily restricted during the latter phases of construction. This will facilitate the construction of the electrical and control kiosk and the associated ducting to Lower Richmond Road. It is proposed to maintain emergency egress from the vaults at the eastern end of Waterman’s Green by temporarily utilising the existing stairway adjacent to the disused public convenience.

**Putney Embankment Temporary Slipway**

- We propose to amend the configuration of the temporary slipway. It would be a prefabricated steel structure, assembled on site. This minimises the size of worksite required to construct and ultimately remove the temporary slipway. It also reduces the duration associated with its construction.
- Even though the extent of construction would be reduced for the temporary slipway, it may be necessary to suspend six to eight boats from their existing moorings opposite the site. This would be during construction and removal of the temporary slipway. We are also investigating the possibility of temporarily relocating these moorings, in discussion with the Port of London (PLA), London Borough of Wandsworth and the mooring occupiers.
- A new traffic route would be used to access the temporary slipway site. Details of the new route are shown in Figure 2E.
- We may need to suspend some on-street parking bays on the Embankment carriageway and Glendarvon Street during the construction and removal of the temporary slipway.
Figure 2E: Proposed access route to the site from the nearest major road
Section 3: Future use

This section describes the site after the completion of the construction work, i.e. when the main tunnel is in use – the ‘operational phase’.

Design

Since phase two consultation we have further developed the design for the permanent appearance of the structures that need to remain at Putney Embankment Foreshore. The design of the permanent proposals follows our scheme-wide design principles and takes into account comments made during phase two consultation, and ongoing engagement with the London Borough of Wandsworth and other stakeholders.

During consultation we heard concerns that the foreshore structure projected above, and in front of, the sloping historic slipway. We believe the proposed new position of the permanent hardstanding avoids the potential for visual and operational conflicts. Our proposal to move the structure closer to the University Boat Race starting line means that it could be used as public space during the annual race, and for other key river events.

Our permanent works will still need to incorporate functional elements required for the operation of the tunnel. These include:

- underground structures with ground level access covers including: a CSO drop shaft with an internal diameter of approximately six metres, connection tunnel to the main tunnel, connection culvert, interception chamber, valve chamber and a passive filter chamber
- a main ventilation column near the shaft
- a small diameter ventilation column to the interception chamber attached to or immediately adjacent to Putney Bridge
- maintenance vehicle access
- a reduced size electrical and control kiosk on Waterman’s Green and secondary kiosk on the foreshore structure.

Table 3.1 sets out the site-specific issues that have influenced our permanent design proposals and how we have addressed them.
### Table 3.1: Key issues relating to site operation

<table>
<thead>
<tr>
<th>Issue</th>
<th>Our response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Effect on the setting of the Grade II listed Putney Bridge</td>
<td>Since phase two consultation the proposed foreshore structure has been moved further west to increase the distance from Putney Bridge, and to remove the level difference and juxtaposition between the existing public drawdock and the proposed hardstanding area.</td>
</tr>
<tr>
<td>Effect on existing public drawdock (slipway)</td>
<td>The existing public drawdock would be retained in its current location, form and width. It will also be protected during the construction period. Since phase two consultation, the proposed hardstanding has been moved further west to minimise the effect on the existing public drawdock.</td>
</tr>
<tr>
<td>Effects on Waterman’s Green</td>
<td>The electrical and control kiosk is proposed to be located adjacent to, and west of, the disused toilet block. It would be narrower than previously proposed and designed to blend with the current stone walls and disused toilet block. This would reduce its visual effect and avoid damage to significant trees, except an adjacent holly tree, which will need to be removed. The reduction in size of the kiosk will require a secondary kiosk to be located upon the permanent foreshore structure.</td>
</tr>
</tbody>
</table>
| Effects of design of permanent foreshore structure           | Our proposals for the permanent layout and design of the site provide a potential new public space along the foreshore, which would enhance the area’s use and appearance. The shape and layout has been developed to be a bold marker at the beginning of Putney Embankment. Though modern in design, it will incorporate high quality materials, street furniture and surfacing appropriate to its historic setting. The open space would generally be available for public use but would also be used for occasional maintenance access.  

A feature will be made of the University Boat Race stone – the starting point for the annual event. It will be linked to the new structure with a metal line inlay in the pavement, which will also run down the river wall. Other elements on the structure are composed around this line. As proposed at phase two consultation, the ventilation column will be located on the foreshore structure.  

The shape and configuration of this hardstanding area has been designed to reflect its setting and having regard to discussions with Design Council CABE, Greater London Authority, PLA, English Heritage, the London Borough of Wandsworth, river users and other key local stakeholders. |
### Effects on river navigation and hydraulics

We are in discussion with the PLA and other key stakeholders to develop a layout that has a minimal effect on river navigation.

Also, it is likely that the construction of the permanent foreshore structure will require the temporary relocation of one residential houseboat currently moored at Putney Pier.

### Loss of foreshore habitat and effects on ecology

Ecological surveys of the River Thames and foreshore are being undertaken to identify possible effects, and design measures would be incorporated where required.

Construction of the tunnel would also deliver river-wide improvements to local water quality, which would result in positive effects on river ecology, including habitat improvements and reduced fish kills.

### Design of the temporary slipway

The use of prefabricated steel for the design of the temporary slipway means no cofferdam would be required. This will reduce the size of the construction area and reduce its duration to approximately two to three months. A similar construction period would be needed to remove the temporary slipway once our main works are complete. Since there is no cofferdam area, delivery vehicles would park on the Embankment carriageway while unloading. During unloading, vehicles would be surrounded by physical, removable barriers to provide a safe working area.

It may be necessary to suspend a number of moorings that are located adjacent to our construction site boundary to facilitate the safe construction and removal of the temporary slipway.

A modified construction access route will be needed via Lower Richmond Road, Glendarvon Street and the Embankment. Vehicles would exit the site via the Embankment, Thames Place and Lower Richmond Road.

---

Figures 3A-3D show the new site proposals and provide illustrations of how the finished site could look.
Figure 3A: Photo of the site before the works
Figure 3B: Artist’s impression of the site after the works
Figure 3C: Aerial view of the completed works
Lower Richmond Road
Interception chamber below bridge arch to capture existing CSO
Ventilation column
New cobbles to match existing
Granite paving
New Putney Bridge CSO outlet
Electrical and control kiosk incorporating biodiverse roof and stone cladding to match existing wall
Ventilation column
New riverwall with vertical fenders
Metal strip inlay marking start line for University Boat Race
New cobbles to match existing
Existing stone cobbles to be protected or removed during construction, stored and reinstated
Existing bollards to be refurbished and relocated
Removable bollards for access for maintenance vehicles
Bicycle stands relocated along footpath

Figure 3D: Layout of site once construction works complete
Targeted consultation: Putney Embankment Foreshore

June 2012
110-ED-PNC-00000-000774

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