

Cremorne Wharf Foreshore

We need a work site to connect the local combined sewer overflow (CSO), known as Lots Road Pumping Station, to the main tunnel of the proposed Thames Tunnel project. We are currently proposing to use the foreshore of the River Thames between Chelsea Creek and Cremorne Gardens for this construction work and to accommodate the permanent structures required to operate the tunnel.

At present, the combined sewer overflows along the River Thames discharge untreated sewage directly into the river. This occurs because London's mainly Victorian sewerage system, which was designed to transport both wastewater (sewage) and storm water (rainfall), is at or near capacity. Some CSOs discharge untreated sewage into the River Thames on average more than once a week and after only 2mm of rainfall. This situation is likely to become worse in the future, due to population growth and increased urbanisation.

The discharge of untreated sewage into the River Thames is harmful to the environment. It reduces river water quality, harms the aquatic life, causes unsightly litter and increases the risks to health for users of the River Thames.

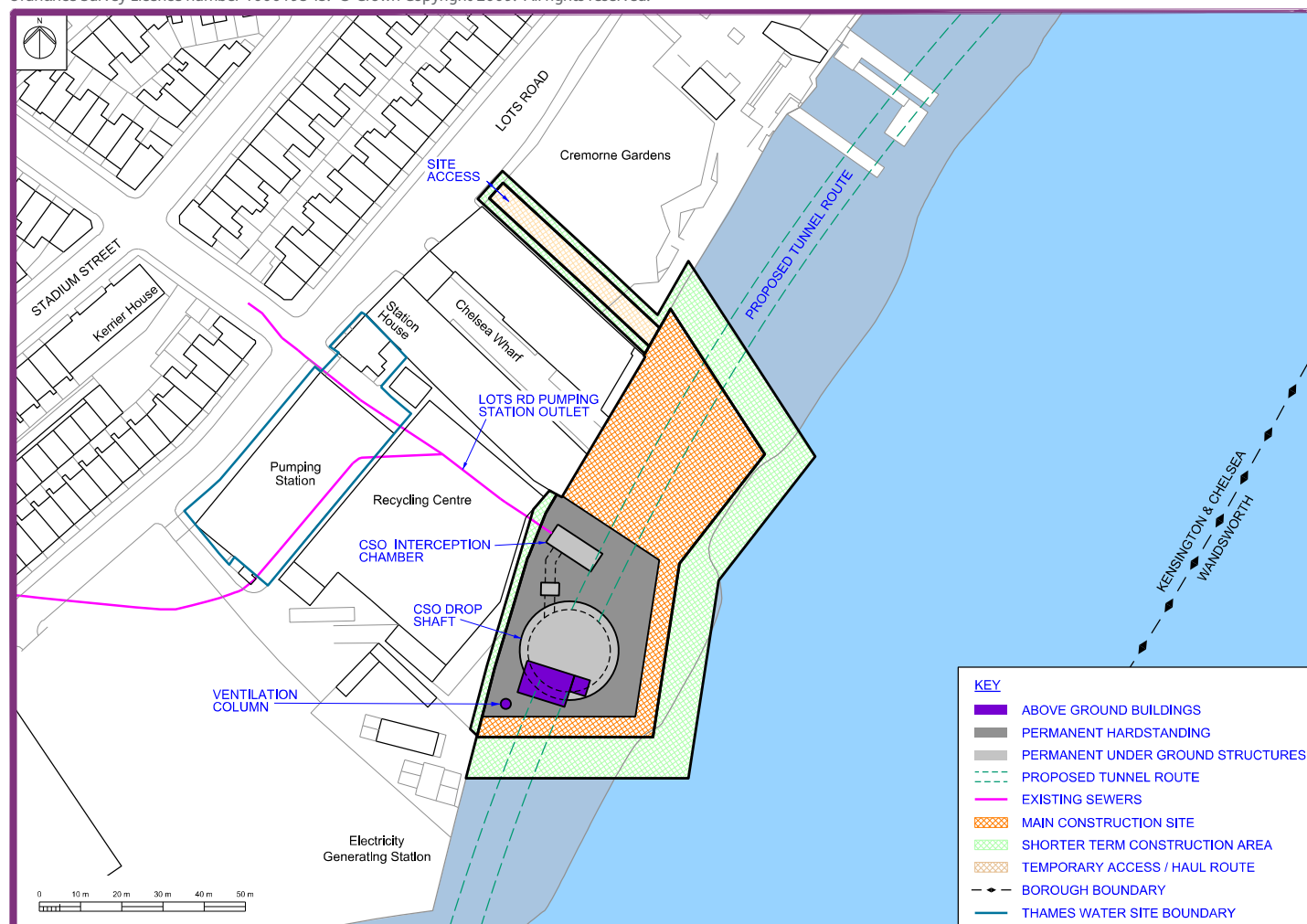
Starting in west London and broadly following the path of the River Thames through the centre of the capital, the Thames Tunnel would transfer the flows from the most polluting CSOs to Beckton Sewage Treatment Works in the east of the city.

The need for construction sites

We need a significant number of sites in order to construct the Thames Tunnel project. Large 'shaft sites' are required at certain points along the route to allow the construction of the main tunnel. Smaller 'CSO sites' are also required near each of the most polluting CSOs, to connect them to the main tunnel.

We have carried out a detailed site selection process, to identify suitable sites for the construction of the main tunnel and connection of the CSOs. For more information, see our project information paper *Construction Sites*.

This has enabled us to identify our preferred sites along the route required for the construction and operation of the main tunnel and the connection of each of the CSOs.



Preferred site at Cremorne Wharf Foreshore – showing use during construction

How we chose this preferred site

Due to the layout of the existing sewerage system and the densely developed area surrounding Lots Road Pumping Station, we identified only one possible work site to connect the CSO to the main tunnel. The preferred site is located on the foreshore between Chelsea Creek and Cremorne Gardens. We assessed the site for its suitability by taking into account engineering, planning, environment, property and community considerations.

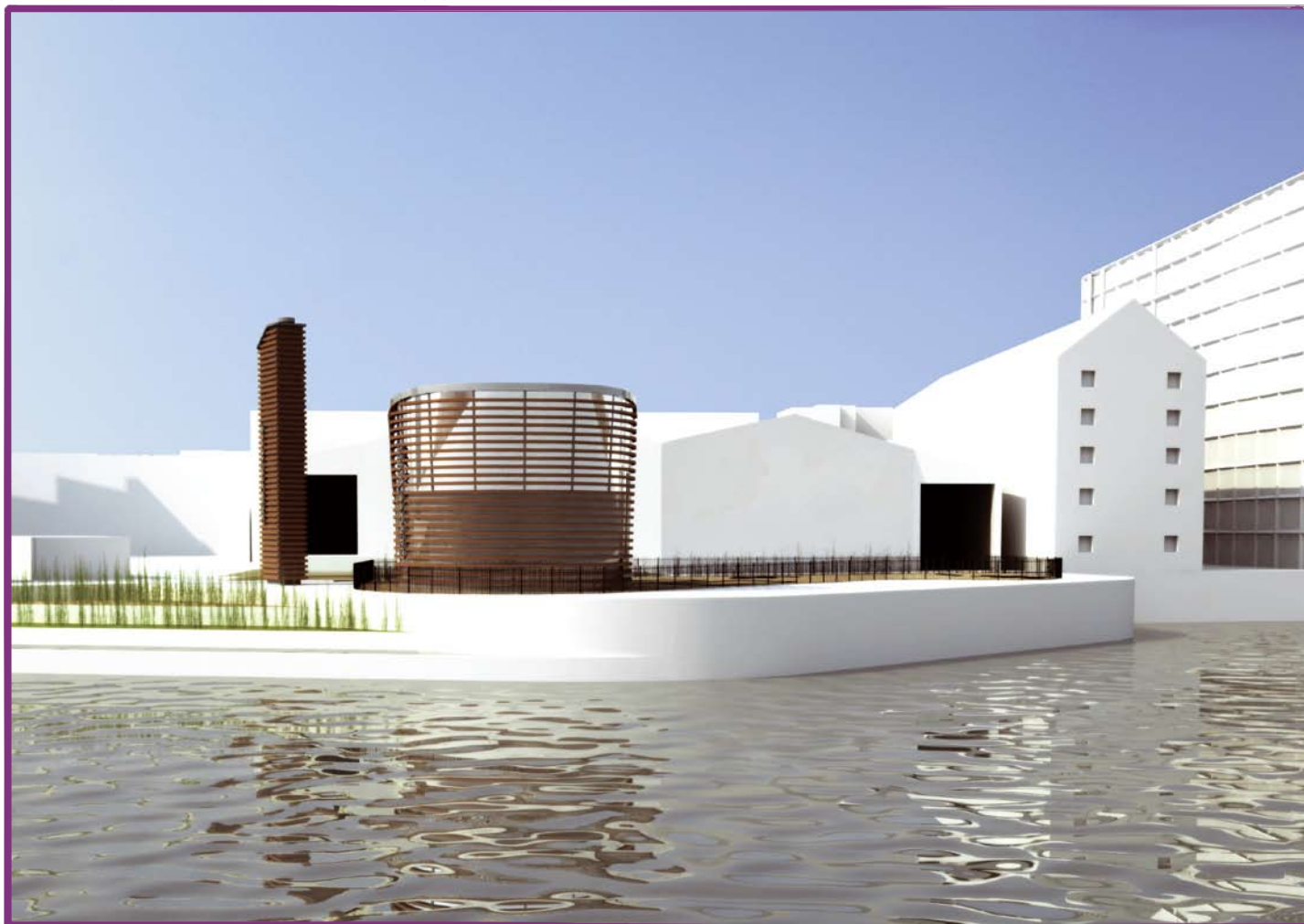
Our preferred site:

Cremorne Wharf Foreshore

This site is our preferred location for the connection of the CSO as we have not been able to identify any more suitable sites nearby. The site is adjacent to a council waste transfer facility and close to the Chelsea Wharf multi-storey residential development and Cremorne Gardens.

Given the close distance between the proposed work site, the adjacent residential properties and Cremorne Gardens, mitigation measures would be required to minimise the impact of any works at this location. The need to take into account the relationship with the nearby safeguarded Cremorne Wharf would also need to be addressed within the proposal.

While the foreshore provides the potential for a reasonably unrestricted site in terms of shape and size, we have worked to keep the site size to a minimum to reduce any potential impacts on the river and its users.



Cremorne Wharf Foreshore – illustrative visualisation of completed project

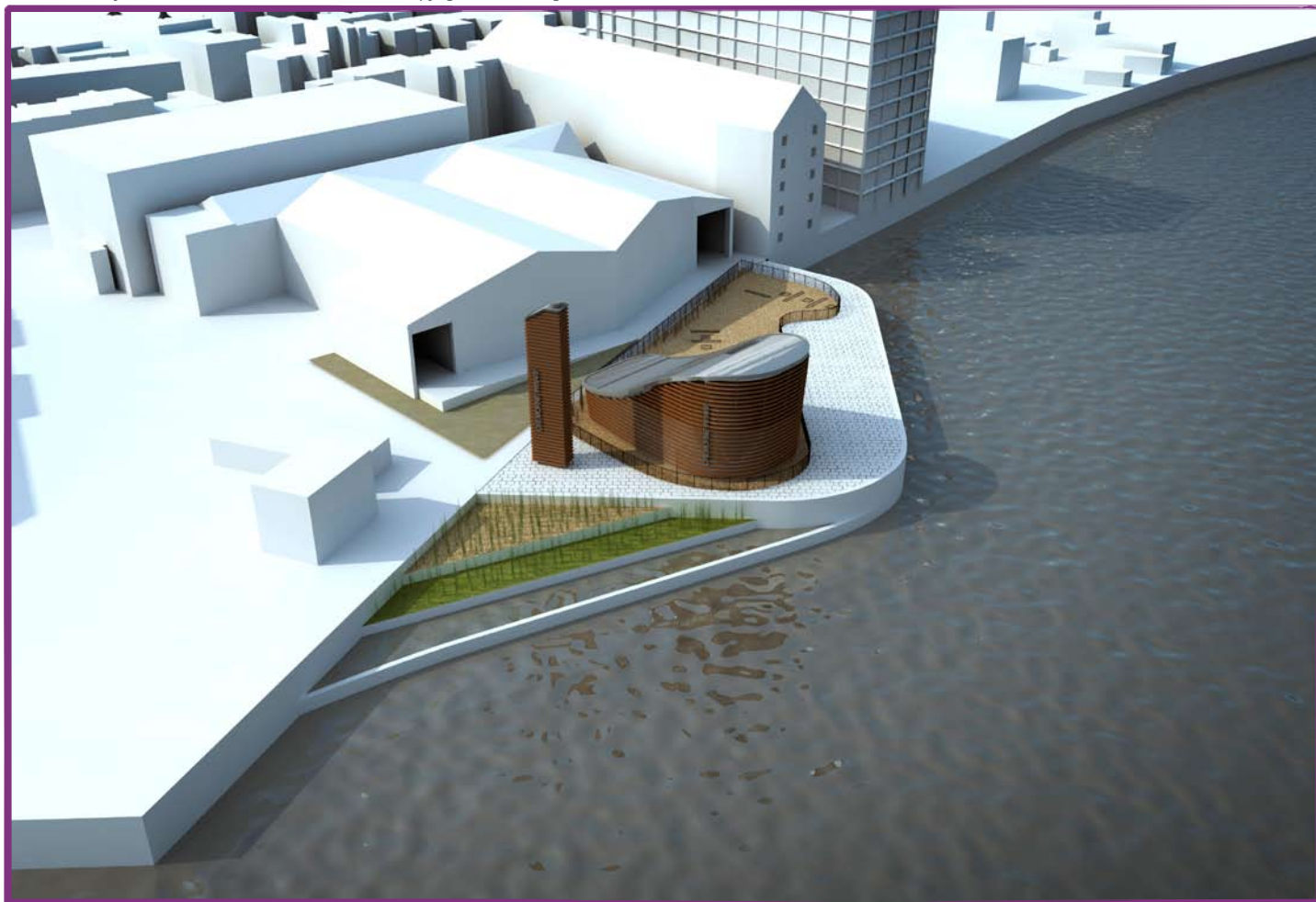
Use of the preferred site during construction

We would need to use this location as a construction site for approximately three and a half years. It would then be vacated as much as possible but a smaller area kept secure for subsequent equipment installation. The plan on the previous page shows how we propose to use the site to connect the CSO to the tunnel. It also shows the amount of space we think we would need to carry out the construction works but as the design of the Thames Tunnel develops further this could change.

As the site would be located in the foreshore we would need to construct a temporary cofferdam around it to protect the works from the river.

Specific measures may be necessary to reduce the environmental effects of construction and we would welcome your views on the issues we should consider when developing our proposals. We will be presenting our more detailed proposals in our second round of consultation before the submission of planning applications.

We propose that construction traffic would enter and leave the site from Lots Road, using a temporary access road which would be constructed along the western edge of Cremorne Gardens. However, we will continue to look for viable alternatives.



Cremorne Wharf Foreshore – illustrative visualisation of completed project

Permanent use of the site

We are likely to require some above-ground structures after the construction work has finished. In order to accommodate these structures, we propose to extend the existing river wall to create a new area of hard-standing. The arrangement of the site would allow the safeguarded wharf to be reinstated.

We would need a ventilation column (approximately 15m high and 3m diameter) and a building (approximately 10m high, 12m wide and 20m long) to provide ventilation and filtering of the air in the tunnel.

We would leave the area around these structures as hard-standing to allow access for maintenance vehicles. The construction access through Cremorne Gardens would be returned to its existing condition as parkland. Permanent access would be via the existing waste transfer facility alongside the existing Thames Water Pumping Station.

Above is an example of how the site could look after construction has finished. As part of our public consultation we would like to know your views on the permanent look and use of the site.