Application for Development Consent
Application Reference Number: WWO10001

Book of Plans
Doc Ref: 2.08
Putney Embankment Foreshore
APFP Regulations 2009: Regulation 5(2)(k), (o)

Hard copy available in
Box 61 Folder B
January 2013
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* Schedules of associated highway works are located in the Transport Assessment
Notes:
1. The alignment of the tunnels are illustrative within limits of deviation.
Notes:
1. All dimensions and levels are approximate.
2. Any discrepancy between the location of structures and the parameters marked on the drawings are due to the survey being carried out at a date different to that of the drawings and the topographic survey base, both of which have been used in the preparation of this drawing.

FOR INFORMATION

Document Information
Application for Development Consent
As existing
Site features plan
Book of plans - section 8
DCG-PP-35X-PUTEF-080002
January 2013

Thames Tideway Tunnel
Creating a Subway for London
Notes:
1. This plan does not show stopping up and diversions of limited duration (eg hoarding erection, minor utility diversions and minor highway works).
2. Only rights of way in or close to worksites are shown. The full extents of rights of way are not shown where they cease to be relevant to the project.


1. This plan does not show stopping up and diversions of limited duration (eg hoarding erection, minor utility diversions and minor highway works).

2. Only rights of way in or close to work areas are shown. The full extents of rights of way are not shown where they cease to be relevant to the project.

FOR APPROVAL

Grantee: Putney Embankment Foreshore
London Borough of Wandsworth

Document Information
Application for Development Consent
Access plan
Temporary slipway
Book of plans - section 8
DGS-PP-35X-PUTEF-080004
January 2013

Thames Tideway Tunnel
Creating a Cleaner River for London
Coordirates are to be Ordnance Survey Datum OSGB36. All levels are in metres and relate to the Tunnel Datum which is 100 metres below Ordnance Datum Newlyn.

Key:
- Limits of land to be acquired or used (LLAU)
- Trees to be pruned
- Structure to be removed and relocated or reinstated
- Below ground structures to be removed or infilled
- Below ground level structures

Notes:
1. Area of foreshore will require dredging prior to formation of temporary working area.
2. Formation of temporary working area not illustrated refer to construction phasing and layout drawings.
3. Minor items to be removed (e.g. barriers, bollards 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.

FOR APPROVAL

London Borough of Wandsworth
Putney Embankment Foreshore

Application for Development Consent
Demolition and site clearance
Sheet 1 of 3
Block of plans - section B
DCG PP-355-RUT/EEF-08/0005
January 2013

Thames Tideway Tunnel
Creating a unique solution for Thames
Notes:

1. Area of foreshore will require dredging prior to formation of temporary working area.
2. Formation of temporary working area not illustrated; refer to construction phasing layout drawings.
3. Minor items such as piling, barriers, bollards 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.
5. Modifications of bridge structure for location of vent column.
Boat slipway to be temporarily closed during construction and removal of temporary slipway.

Steel slipway maintained, although temporarily reduced in width, during operational phase of temporary slipway.

Steel decking of slipway to be located over existing footway. Localised modification required to footway, river wall and street furniture to enable slipway construction. Installation of support piles through existing footway to provide deck support.

Localised sections of existing slipway to be removed to enable installation of circular support piling for slipway decking.

Non residential moorings to be suspended for part of the construction and decommission period for the temporary slipway.

Mean low water
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 structures and the parameters marked on the drawings are due to differences between the Ordnance Survey base and topographical survey base, both of which have been used to produce the drawings.
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. Two electrical and control kiosks are required. One local kiosk situated upon the new permanent hardstanding area and one situated upon Waterman’s Green against the listed retaining wall.
**Notes continued:**

4. Putney Bridge is a listed structure. The construction of the interception chamber beneath the arch of the bridge will require a permanent physical connection between the chamber and the bridge. Once constructed, the standpipe will be isolated and will change the profile of the bridge arch when viewed in elevation.

5. Two ventilation and control boxes are required. One local box situated upon the New chamber and the bridge. Once constructed, the standpipe will be isolated and will change the profile of the bridge arch when viewed in elevation.

6. Potential location for ventilation column either on footpath or attached to bridge parapet wall.
Existing boat slipway maintained although temporarily reduced in width

Transitional site structures
Temporary slipway location. Constructed from prefabricated steel, with non-slip steel decking supported on piles. See note 4.

Temporary mooring facility to enable vessels to be moored

Mean low water

Navigational requirements including timber pile fenders and mooring requirements not illustrated.

Mooring facility to enable vessels to be moored

Transition between level platform and start of slipway.

Circular steel support piles to be augered through foreshore

Existing level (shown in metres above tunnel datum)

Proposed level (shown in metres above tunnel datum)

Limits of land to be acquired or used (LLAU)

1. All dimensions and levels are approximate.
2. Any discrepancy between the location of structures and the parameters marked on the drawings are due to differences between the Ordnance Survey base and topographical survey base, both of which have been used in the preparation of this drawing.
3. This drawing shows permanent site structures and soft works are shown on the Proposed landscape plan and/ or Proposed site features plan.
4. This slipway is to be provided as a temporary replacement for the slipway at Putney Embankment foreshore site. It is proposed that this temporary slipway be removed once work at the Putney Embankment foreshore site is complete.

Key:

- Existing Level (shown in metres above tunnel datum)
- Proposed level (shown in metres above tunnel datum)
- Limits of land to be acquired or used (LLAU)
- Ordnance Survey Datum

Notes:

Datum Newlyn.

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

Tape measure tolerances are shown on the Proposed landscape plan and/or Proposed site features plan.

The Constitutional Club

Tidal Gauges

London Borough of Wandsworth

Putney Embankment Foreshore

Application for Development Consent

Temporary slipway bypass

Book of plans - section 8

DCG-PP-35X-RUTEF-09012
January 2013

INDICATIVE

Scale 1:200 at A1
1:400 if reproduced at A3

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Location: Putney Embankment, London

**Application for Development Consent**

**Key:**
- Limits of land to be acquired or used
- Zone within which permanent above ground structures would be located
- Zone within which required landscaping would be located
- Maximum extent of foreshore structure
- Zone within which permanent above ground structures would be located
- Existing levels (shown in metres above tunnel datum)
- Proposed levels (shown in metres above tunnel datum)
- Listed buildings/structures
- Approximate position of CSO outlet
- Existing trees within surveyed area
- Existing structures (trunk sizes vary)
- Proposed cobbles to match existing
d- Existing listed bollards relocated
- Proposed flush strip LED ground lighting
- Existing drop down bollards
- Proposed flush strip LED ground lighting
- Existing stone cobbles to be protected or removed during construction and reinstated
- Existing timber balustrades
- Existing roadway

**Notes:**
1. All dimensions and levels are approximate.
2. Any discrepancy between the location of structures and the parameters marked on the drawings are due to differences between the Ordnance Survey base and the topographic survey base, both of which have been used in the preparation of this drawing.
3. The above ground structures in the "save for the layout of above ground structures which is illustrative" statement are those listed in Table 1 on the Site layout of above ground structures which is indicative.
4. Access covers not shown on this drawing. Refer to the Permanent works layout for an indication of the extent of access covers required.

**Landscape plan:**
- Granite Plank paving 200mm wide varying in length
- Proposed cobbles to match existing
- Existing listed bollards relocated
- Proposed drop down/ removable bollards
- Proposed flush strip LED ground lighting

**Scale:**
- 1:400 if reproduced at A3
- Scale 1:200 at A1

**Sheet layout:**
- Sheet 1
- Sheet 2

**Client:**
- London Borough of Wandsworth

**Document Information:**
- Proposal landscape plan sheet 1 of 2

**Application for Development Consent**
- Book of plans - section 8
- ODC-P-33X-PUTEF-080013
- January 2013
Location

Datum Newlyn.

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Application for Development Consent

Notes:
1. All dimensions and levels are approximate.
2. Any discrepancy between the location of structures and the parameters marked on the drawings are due to differences between the Ordnance Survey base and the topographic survey base, both of which have been used in the preparation of this drawing.
3. The above ground structures in the plans for the proposed development were derived from the Ordnance Survey data. The location statement are those listed in Table 1 on the site works parameter plan.
4. Access covers not shown on this drawing. Refer to the Permanent works layout for an indication of the extent of access covers required.

Sheet layout

For continuation see drawing sheet 1

White Lion Hotel

Richmond Mansions

Kenilworth Court

Putney Bridge

Grade II listed Church

St. Mary's Church

Ventilation column 6m high

Existing emergency access to vaults to be maintained

Interception chamber below bridge arch to capture existing CSO outlet

Retaining wall

Stone cobbles to be protected or removed during construction and reinstated

Timber fenders reinstated

Electrical and control kiosk to align with the existing adjacent stair height and wall. Make to have planted brown roof and stone clad to match existing wall. Existing ventilation to have planted brown roof and stone clad to existing adjacent stair height and wall. Kiosk Electrical and control kiosk to align with the existing adjacent stair height and wall. Make to have planted brown roof and stone clad to

VIDE O:

This drawing

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Putney Embankment Foreshore
London Borough of Wandsworth

Document Information

Application for Development Consent

Proposed Landscape plans sheet 2 of 2

Book of plans - section 8

DCC-PP-235-RUFEF-080014
January 2013

INDICATIVE

Save for layout of above ground structures which is illustrative

Sheet 1

Sheet 2

Scale 1:200 at A1
1:400 if reproduced at A3

10m

0

10m

This drawing

Key:

Limits of land to be acquired or used (LUA)
Zone within which permanent above ground structures would be located
Existing levels
Existing trees within surveyed area
(Listed buildings/structures)
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Notes:
1. All dimensions and levels are approximate.
2. The purpose of this section is to show the scale of the below ground infrastructure to be provided.
Sheet 1 of 2

Location

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

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

For continuation see sheet 1

Sheet layout

ILLUSTRATIVE

Location
Putney Embankment Foreshore
London Borough of Wandsworth

Application for Development Consent
Section AA
Sheet 2 of 2
Block of plans - section 8
DCD-PP-PTE-TUF-00216
January 2013

Thames Tideway Tunnel
Creating a 'New Old' for West London

Mean Tide Level 101.07m ATD
Mean High Water Springs 104.02m ATD
2011 Flood Defence Level 105.54m ATD
Mean Low Water Springs 98.12m ATD

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

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.

Section BB

2011 Flood Defence Level 105.54m ATD
Mean High Water Springs 104.62m ATD
Mean Tide Level 101.07m ATD
Mean Low Water Springs 98.12m ATD

Mean Tide Level 101.07m ATD

Plateau access up to permanent foreshore structure
Balustrade set back from perimeter of permanent foreshore structure to facilitate lay-by mooring
Vertical timber fenders

Level of foreshore shown notionally

CSO drop shaft

Connection tunnel

Section cut through restaurant

Section cut through residential building
As existing River elevation

Ventilation column 6m

Interception chamber under bridge with smooth concrete finish

Electrical and control kiosk with planted brown roof and stone finish to match existing wall

Proposed River elevation

2011 Flood Defence Level 105.34m ATD
Mean High Water Springs 104.92m ATD
Mean Tide Level 101.07m ATD
Mean Low Water Springs 98.12m ATD

2011 Flood Defence Level 105.54m ATD
Mean High Water Springs 104.02m ATD
Mean Tide Level 101.07m ATD
Mean Low Water Springs 98.12m ATD

Notes:
1. All dimensions and levels are approximate.
As existing River elevation

- Electrical and control kiosk with a planted brown roof
- Stone finish to match existing wall
- Vertical timber fenders
- Horizontal timber cladding
- Recycled Putney Bridge CSO outlets
- Signature ventilation column 4m minimum to 6m maximum high

Proposed River elevation

- Fairfaced concrete or stone cladding
- Local electrical and control kiosk
- Metal marking strip feature to align with the boat race stone
- Horizontal timber cladding
- Slipsway / draw dock
- Timber cladding
- Horizontal fenders
- CSO outlets
- Vertical fenders
- Signature ventilation column 4m minimum to 6m maximum high
- Switch markings

Notes:
1. All dimensions and levels are approximate.
**Notes:**

1. All dimensions and levels are approximate.
As existing East elevation

Electrical and control kiosk with a planted brown roof. Height and stone finish to match existing

Horizontal timber cladding against fenders

Ventilation column 4m minimum to 8m maximum high

Vertical timber fenders to front face

 Proposed East elevation

2011 Flood Defence Level: 105.54m ATD
Mean High Water Springs: 104.63m ATD
Mean Tide Level: 101.07m ATD
Mean Low Water Springs: 98.12m ATD

London Borough of Wandsworth
Putney Embankment Foreshore

Application for Development Consent
As existing and proposed
East elevation
Book of plans - section 8
DCD-PP-55X-PUTEF-080021
January 2013

ILLUSTRATIVE

Notes:
1. All dimensions and levels are approximate.
2. House boats omitted for clarity
As existing South elevation

- University lock new store
- 5 no. listed bollards
- Slipway/draw dock
- Lower Richmond Road

Proposed South elevation

- Bench seating
- Foreshore structure
- 5 no. listed bollards spaced along bicycle parking

Notes:
1. All dimensions and levels are approximate.
As existing West elevation (at foreshore structure location),

Proposed foreshore structure West elevation

Notes:
1. All dimensions and levels are approximate.
As Existing: Waterman's Green wall elevation showing extent of loss

As Existing: Waterman's Green side elevation

As Existing: Waterman's Green plan showing extent of loss
Location

Document Information

Datum Newlyn.

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

Notes:
1. All dimensions and levels are approximate.

Handrail fixed on to kiosk

Granite cladding

Concealed maintenance access door to match kiosk cladding. Flush to wall when closed.

Granite finish to match proposed foreshore ground finish.

Handrail fixed on to kiosk

Granite cladding

Foreshore wall

Timber handrail

when closed

Kiosk cladding. Flush to wall

Granite finish to match proposed foreshore ground finish.

Balustrade

Area for interpretive material or artwork

Planted brown roof

Mainwater downpipe

Thames Water Utilities Ltd 2008

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Line of bridge above
Stone bridge abutment

As Existing Plan

Line of bridge above
Stone bridge abutment

As Existing Front Elevation

Line of bridge above
Stone bridge abutment

As Existing Section AA

Line of bridge above
Stone bridge abutment

Proposed Plan

Line of bridge above
Stone bridge abutment

Proposed Front Elevation

Line of bridge above
Stone bridge abutment

Proposed Section AA

Notes:
1. All dimensions and levels are approximate.
2. Drawing is based on as-constructed drawings and topographical survey and not on heritage survey.
Isometric

Section CC
Scale 1:50

Section DD
Scale 1:50

North elevation
Scale 1:50

South elevation
Scale 1:50

Notions:
1. All dimensions and levels are approximate.
As existing bollard location

Proposed bollard relocation

Keyplan

1. All dimensions and levels are approximate.
2. Any discrepancy between the location of structures and the parameters marked on the drawings is due to differences between the Ordnance Survey base and the topographic survey base, both of which have been used in the preparation of this drawing.
3. Drawing is based on as-constructed drawings and topographical survey and not on heritage survey.

Notes:
1. These construction phasing plans have been prepared to illustrate possible site layouts for the principal construction phases. Contractors may choose to lay sites out differently during construction depending on their preferred construction methods subject to any controls or limits imposed through the planning submission and approval process.

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

3. Utility supplies for the construction of the works would be agreed with the relevant utility company.

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

5. Existing flood defence levels to be maintained at all times.
Notes:

1. These construction phasing plans have been prepared to illustrate possible site layouts for the principal construction phases. Contractors may choose to lay sites out differently during construction depending on their preferred construction methods subject to any controls or layout imposed through the planning submission and approval process.

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

3. Utility supplies for the construction of the works would be agreed with the relevant utility company.

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

5. Existing flood defence levels to be maintained at all times.

Key:

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

Keyplan:

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Application for Development Consent

Construction phases - phase 2
Shell construction & tunnelling
Book of plans - section 8
DCO-PP-05X-PUTEF-080031
January 2013
ILUSTRATIVE

Notes:
1. These construction phasing plans have been prepared to illustrate possible site layouts for the principal construction phases. Contractors may choose to lay out differently during construction depending on their preferred construction methods subject to any controls on layout imposed through the planning submission and approval process.
2. Traffic management plans for construction phases of the works would be submitted to the appropriate authority for approval. Where appropriate, outline traffic management arrangements are shown.
3. Utility supplies for the construction of the works would be removed after works at Putney Embankment Foreshore site has finished.
4. Additional noise mitigation including noise barriers may be required but is not shown on this drawing.

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Location

Document Information

Application for Development Consent

Construction phase - Temporary slipway

Book of plans - section 8

DCG-PP-35X-PUTF-080034

January 2013
Highway layout during temporary slipway construction and disassembly

Keyplan:
- Existing
- On-street parking
- Bus stop / island
- Pedestrian crossing
- Cycle lane / advance stop line
- Revised
- Parking restrictions
- Suspension of slipway
- Suspension of on-street parking
- Temporary road layout (with associated traffic management)
- Site fencing
- Access gate
- Visibility splay - 2.4m x 43m (ssd adjust for bonnet length)
- Limit of land to be acquired or used (LLAU)
- See schedule of works

Standards:
- Design Manual for Roads and Bridges, Dft, 1992
- Traffic Signs Regulations & General Directions, Tso, 2002
- Designing for Deliveries, FTA, 1998
- Cycle Infrastructure Design LTN 2/08, DfT, 2008
- Design of Pedestrian Crossings LTN 2/95, DfT, 1995
- Guidance on the use of Tactile Paving Surfaces, DfT, 1998
- Accessible Bus Stop Design Guidance, TfL, 2013
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DCO-DT-000-ZZZZZ-020800