

The Planning Inspectorate
Temple Quay House
2 The Square
Bristol
BS1 6PN

29th November 2013

Your Ref: WW010001
My Ref: 10018135

Dear Sir/Madam,

As the MP for Putney, Roehampton & Southfields and an Interested Party in the Thames Tideway Tunnel project, I wanted to take this opportunity to emphasise the views of Putney residents in light of the proposals submitted by Thames Water and the recent Issue Specific and Open Floor Hearings which have taken place over the last 3 weeks.

The river is a significant feature of Putney life, home to many rowing and sailing clubs, a popular river tow path and home to many successful riverfront restaurants, businesses and homes. It is also the start of the University Boat Race and the birthplace of the Putney Debates.

Sewage pollution has a significant impact along the Putney stretch of the River Thames with 820,000 tonnes of untreated sewage being pumped along a well utilised stretch of the river. This issue needs to be tackled and I believe that the Thames Tideway Tunnel offers the most feasible long term solution to deal with the 39 million tonnes of sewage which are flushed into the river each year.

During the consultation period I worked hard with local residents and Thames Water facilitating public meetings and setting up a working group to ensure that the Thames Tunnel project is delivered in a way that enhances the quality of the river environment whilst causing as little disruption as possible to our environment, the local community and residents' quality of life.

It is clear that there have been significant changes to the proposals that were first put forward by Thames Water to reduce the impact on local sites and the community, in particular the decision to relocate the main drive shaft from Barn Elms to Carnwath Road. Putney residents remain engaged in the development of the project and rightly still have some concerns with regards to the impact of the Thames Tunnel on Barn Elms, Putney Bridge Foreshore, West Putney CSO and King George's Park sites.

Barn Elms

The initial proposal to site the main tunnel drive shaft and a combined sewer overflow (CSO) at Barn Elms School Sports Centre was of huge concern to local residents and users of the sports ground. Hundreds of residents attended the public meetings I arranged to share their concerns about the detrimental impact of the Phase 1 proposals on this popular site.

The decision taken by Thames Water to relocate the main drive shaft to Carnwath Road in Phase 2 of the consultation process was a huge relief to me and local residents, and the revised proposal was

significantly better than the initial plan when the main drive shaft was proposed for Barn Elms. The loss of such a valued greenfield community space during the extensive construction period and once construction is complete is completely unacceptable and disproportionate to the benefits it would bring. The impact on local residents and local transport networks would also have been severe and would have put immense strain on the local community and surrounding roads due to the weight restrictions on barges using this stretch of the river. Also, the disruption of Metropolitan Open Land, a site of Special Scientific Interest and the Thames Footpath which runs through the proposed Barn Elms construction site, is not justifiable in relation to the end result of the project. It is these points which I feel stress the need to protect this greenfield site and community asset from development.

West Putney Storm Relief CSO

The latest proposals for the interception to the West Putney Storm Relief CSO are less disruptive and the construction period is shorter than previous proposals. It is important to note however that these proposals will still have a significant impact on residents in Horne Way and surrounding properties and I urge Thames Water to continue to take this into consideration when agreeing the Code of Construction Practice, and throughout the construction stages. I would also like to reiterate residents request that the use of the river in transportation of materials and spoils is maximised throughout the construction process as the impact of significant construction vehicles on already congested surrounding roads would be severe.

Putney Bridge Foreshore CSO

There is significant concern regarding the impact of construction at this site in terms of noise and pollution as well as the physical impact the construction area will have. I would urge Thames Water to continue to work with local residents and businesses to ensure that the impact of the site is mitigated suitably and that any permanent structures are designed to a high standard and are in keeping with existing structures at the site. I would strongly urge Thames Water to work with residents when devising the Code of Construction Practise for this site to ensure continual engagement and long term suitability.

Residents are also concerned about the impact of construction at the Putney Bridge Foreshore sight on local main roads, in particular Putney High Street and Lower Richmond Road which are already under pressure. Significant increase of traffic on this stretch of road would impact on residents as well as commuters using local buses and trains. This stretch of the High Street is also already heavily polluted and serious consideration needs to be given to mitigate any further pollution in this area. I would urge Thames Water to regularly consult with Wandsworth Council on this issue throughout the construction process. Residents would like reassurance that river use will be maximised to reduce the impact on local road networks.

The design of the permanent hard standing area due to be constructed is square and has angled corners which would promote the collection of debris which would need significant and continuous maintenance. I would urge Thames Water to consider a more curved structure to prevent this easily reversible issue.

King George's Park CSO

The reception site for the Frogmore connection tunnel has been identified at King George's Park. Although the construction impact on the park at this site is minimal, residents remain concerned

about the noise and light pollution and physical impacts on the surrounding area during the two year construction period. I would ask Thames Water to continue to work with local residents to ensure that disruption to local residents as well as park users and wildlife is minimal and suitable mitigation measures are in place. I would also urge Thames Water to work proactively with residents when considering the permanent look and longer term use of the site during construction and in particular when agreeing the Code of Construction Practise for the site.

Conclusion

The Thames Tideway Tunnel, although tackling a significant local issue of river sewage, will have a significant and long-lasting impact on Putney and Putney residents. With this in mind, it is essential that Thames Water maintain an open and consistent dialogue with local residents, myself as MP, and Wandsworth Council, in order that we protect and best serve our local community and environment.

Yours sincerely,



Rt Hon Justine Greening MP
Putney, Roehampton & Southfields