Figure 2: Comments and revisions to planning application ref. 2022/2916

DATE 21/03/2023

REF	OBJECTION / COMMENT	ORGANISATION	DATE	ADDRESSED	DATE	DOCUMENT REFERENCE		
1	More detail required on the navigational impact to the main channel operations alongside the surrounding riverside assets	Port of London Authority (PLA)	07-Sep-22	The Preliminary Navigational Risk Assessment has been revised to a full Navigational Risk Assessment; following receipt of PLA comments on the draft version, this is being revised for formal submission.	26-Jan-22	Navigational Risk Assessment	2038-BRL-02-XX-TN-C-0005	https://planning2.wandsworth.gov.uk/iam/IAMCache/5721998/5721998.pdf
2	Practicalities of how the light freight operations will be implemented.			The Light Freight Assessment highlights the design features which have been implemented to facilitate these operations, and how the pier will be operated at such that river bus services will successfully co-exist alongside the light freight movements.	18-Oct-22	Light Freight Assessment	2038-BRL-02-XX-TN-C-0001	https://planning2.wandsworth.gov.uk/IAM/IAMLink.aspx?docid=5674524
3	WFD assessment to be updated with more recent samples to allow for a more comprehensive assessment on the potential impacts on water quality.			Confirmed with the PLA that the WFD assessment submitted with the planning application is sufficient, and that obtainment and assessment of samples can be provided as part of the later submission for the river works license.	26-Oct-22	WFD Assessment	2038-BRL-01-XX-RP-C-2000	https://planning2.wandsworth.gov.uk/IAM/IAMLink.aspx?docid=5634896
4	Use of Putney Drawdock			Recreational craft will continue being able to operate from the Putney Drawdock (which will be reinstated on completion of the Tideway works) following installation of the pier, with the access somewhat sheltered by the pontoon from passing vessels.	26-Jan-22	Navigational Risk Assessment	2038-BRL-02-XX-TN-C-0005	https://planning2.wandsworth.gov.uk/iam/IAMCache/5721998/5721998.pdf
5	Further detail on why the proposed biodiversity improvements are as such, alongside a broad overview of the green technologies which have been considered, discounted and proceeded with.			Reasoning for the proposed biodiversity improvements and potential options for green technologies which could be implemented on the pier are addressed within the associated technical note.	18-Oct-22	Green Technologies & Biodiversity	2038-BRL-02-XX-TN-C-0002	https://planning2.wandsworth.gov.uk/IAM/IAMLink.aspx?docid=5674526
					08-Nov-22	Ecological Mitigations Assessment	2038-BRL-02-XX-TN -C-0004	https://planning2.wandsworth.gov.uk/iam/IAMCache/5722868/5722868.pdf
6	Assessment of archaeological significance needs addressing through :-	Historic England (HE)	07-Sep-22					
	(A) An enhanced archaeological desk based assessment including temporary drags, temporary platforms and dredging equipment and other forms of foreshore dredging:			A desk based Archaeology Assessment produced by Mills Whipp Projects shows that the subject site does not contain any Scheduled Ancient Monuments and does not lie within a Designated Archaeological Area. It does lie within the Putney Archaeological Priority Area (Tier II), however impact on any potentially significant archaeology from the pier or associated construction activities is considered to be low.	07-Nov-22	Desk Based Archaeology Assessment - Putney River Pier	DBA v1	https://planning2.wandsworth.gov.uk/iam/IAMCache/5709382/5709382.pdf
	(B) 100m foreshore site walkover (either direction) of proposed pier.			The 2016 Thames Tideway walkover survey of this part of the foreshore shows that the locations of the proposed piles and dredge pocket are in positions where no archaeological features are recorded, and all other archaeological and documentary evidence indicates that it is extremely unlikely that significant archaeological deposits are present within the site boundary. It is therefore suggested that the proposed development continue without archaeological constraint including further on-site survey.				
7	Impact on rowers	Thames Regional Rowing Council (TRRC)	14-Sep-22	After seeking to re-engage with the wider rowing community, details were provided to TRRC of the impact of proposal on recreational navigation in the region. River bus operations would be moved further away from rowing crossing area which is generally the extent of day-to-day operations, and therefore beyond their jurisdiction. CGIs of the scheme show the extent of the pier on No 4 arch to be limited and acceptable, with there being sufficient line of sight both up and down river.	23-Dec-22	Rowing Design Statement	2038-BRL-02-XX-TN-C-0006 - Appendix A	https://planning2.wandsworth.gov.uk/IAM/IAMLink.aspx?docid=5700820
	Impact on rowing race operations			Further details provided of the impact of proposal on rowing events in the region. This included confirming river bus services will be coordinated with the rowing community, and services suspended as required during events to assist navigation. Further, the new pier could be operated as an additional access point for safety vessels for major rowing events. Feasibility of manouvering through No 4 arch was agreed, and when tides permit, rowing will be possible through No 5 arch and under the new pier brow (reinstating a practice that occurred prior to the Tideway Works).		TRRC Consultation Minutes	2038-BRL-02-XX-TN-C-0005_Draft - Appendix D.2	Not yet available
8	Insufficient assessment / mitigation for impact on Thames riverbed	Environment Agency (EA)	14-Sep-22	Quantitative assessment of the proposed ecological mitigations, and how these will compensate for the potential impacts of the scheme, provided in Ecological Mitigations technical note. Compensatory habitat comprised of a timber capping beam and fascia to be added to low-level retaining wall and bankseat pile.	08-Nov-22	Ecological Mitigations Assessment	2038-BRL-02-XX-TN -C-0004	https://planning2.wandsworth.gov.uk/iam/IAMCache/5722868/5722868.pdf
9	Desktop hydrodynamic and scour assessment to be revised to include:-							
	(A) Flow model showing direction and velocities around structure required			Based upon findings of the preliminary hydrodynamic and scour assessment, and the HR Wallingford report DEM8958-RT001 R01-00 submitted as part of planning case 2022/1290, the impacts on the structures in the region is expected to be limited. Following consultation with the Environment Agency, it was agreed that conditioning a numerical hydrodynamic model as part of planning permission would be acceptable.	31-Oct-22	Preliminary Hydrodynamics and Scour Assessment	2038-BRL-01-XX-RP-C-4000	https://planning2.wandsworth.gov.uk/IAM/IAMLink.aspx?docid=5631355 https://planning2.wandsworth.gov.uk/IAM/IAMLink.aspx?docid=5639986 https://planning2.wandsworth.gov.uk/IAM/IAMLink.aspx?docid=5631357 https://planning2.wandsworth.gov.uk/IAM/IAMLink.aspx?docid=5631358 https://planning2.wandsworth.gov.uk/IAM/IAMLink.aspx?docid=5631359
	(B) Cross sectional diagrams showing structure at low tide and how much space between riverbed and structures/boats required.			Cross-sections of the pier produced and subsequently provided to the EA during post-submission consultation. These show that implementing the pier would result in an overall increase in the river's cross-section, meaning velocities should remain similar to the existing and any mitigations required would be limited.	01-Nov-22	Navigational Risk Assessment	2038-BRL-02-XX-TN-C-0005	https://planning2.wandsworth.gov.uk/iam/IAMCache/5721998/5721998.pdf
10	Concerns around vessel wave wash and effects on the riverbed			Agreed during post-submission consultation that a wave wash monitoring and maintenance plan being conditioned as part of the planning permission would be acceptable.	31-Oct-22	N/A	N/A	N/A

11	Concerns around access to the proposed pier during future flood events being limited if the current flood defence crest line is maintained.			As is stated in the proposals Flood Risk Assessment, the entrance to the TTT PUTEF buildout ties into the highest local topographic level (circa 5.42mAOD) which sits just below the Environment Agency's statutory flood defence level (i.e. 5.54mAOD) at which the rest of the structure is built. Based on EA guidance for sea-level allowances, sustained overtop events at the connection between the TTT structure and landside is unlikely to occur until 2075; these levels mean that operations at the pier are not expected to be interrupted by high water events.	27-May-22	Flood Risk Assessment	2038-BRL-01-XX-RP-C-3000	https://planning2.wandsworth.gov.uk/iAM/IAMLink.aspx?docid=5648358
						Light Freight Assessment	2038-BRL-02-XX-TN-C-0001	https://planning2.wandsworth.gov.uk/iAM/IAMLink.aspx?docid=5674524
12	Site location considerations including current pier site	London Borough of Wandsworth (LBW)	07-Sep-22	As described in the Design and Access Statement, and later expanded upon in the Options Appraisal, four local site locations have been considered:- - Adapting the existing Putney Pier - Upstream of the existing Putney Pier, - Downstream of Putney Bridge at Putney Wharf; and lastly - Using the Thames Tideway Buildout. Technical obstructions to each of the other options has meant that the use of the TTT structure is the only feasible choice.	09-Jan-23	Design and Access Statement	2038-BRL-01-XX-RP-C-1000	https://planning2.wandsworth.gov.uk/iAM/IAMLink.aspx?docid=5631332 https://planning2.wandsworth.gov.uk/iAM/IAMLink.aspx?docid=5631338
						Options Appraisal	2038-BRL-02-XX-TN-C-0006	https://planning2.wandsworth.gov.uk/iAM/IAMLink.aspx?docid=5700820
13	Potential for negative impact on surrounding heritage assets and the local listed view from Putney Bridge to be addressed.		05-Jul-21	The pier sits within the Putney Embankment Conservation Area, and its sensitive design (for example, the inclusion of the shelter within the ramping) is assessed to positively contribute to this.	05-May-22	Heritage Statement	2022-05-05 - Putney Bridge Pier - Heritage Statement	https://planning2.wandsworth.gov.uk/iam/IAMCache/5721989/5721989.pdf
14	Potential for ecological damage to be highlighted, and associated mitigation and compensation measures to be suggested.			An Ecology and Biodiversity Plan has been provided within original submission. This has then been later supplemented by the aforementioned Biodiversity and Green Technologies Assessment, as well as the Ecological Mitigations Assessment.	08-Nov-22	Ecology and Biodiversity Plan	THA002-001-01	https://planning2.wandsworth.gov.uk/iAM/IAMLink.aspx?docid=5634897
						Green Technologies & Biodiversity	2038-BRL-02-XX-TN-C-0002	https://planning2.wandsworth.gov.uk/iAM/IAMLink.aspx?docid=5674526
						Ecological Mitigations Assessment	2038-BRL-02-XX-TN -C-0004	https://planning2.wandsworth.gov.uk/iam/IAMCache/5722868/5722868.pdf
15	Scheduled, regular maintenance site visits topside of the PUTEF buildout will be required approximately every three to six months with heavy plant and equipment needed for this. Level access for maintenance vehicles will be provided from the embankment at the eastern end of the structure and shall be secured by removable bollards. The nature of the facility requires the ability to access it with a vehicle unrestricted on a 24 hour basis. The proposed access to the pier off the new foreshore is located directly in front of this vehicular access maintenance point. There is therefore concern that there would likely be insufficient space available to provide a safe pedestrian route, whilst retaining unrestricted vehicular access.	Thames Water (TW)	24-Aug-22	It is understood and accepted that there are various on-going access maintenance requirements for Thames Water which will need to be facilitated; alongside these scheduled works, it is also appreciated that the nature of the facility means that a small maintenance vehicles may need to access the buildout at any time in an emergency. Within the design of the pier, these have already been addressed as far as practicable via the position of the fixed bridge landing point, and the allowance for a temporary access via the Putney drawdock. Further, UBTC is fully aware of the necessity to create and formalise shared protocols to manage pedestrian access to the river bus service in conjunction with the on-going TW maintenance requirements of the PUTEF buildout throughout the structure's design life.	10-Mar-23	UBTC Statement on access interface	N/A	https://planning2.wandsworth.gov.uk/iAM/IAMLink.aspx?docid=5730094
	Maintenance of the foreshore structure itself (riprap, timber cladding, granite, flap valves etc.) will also be required - this will require access from the foreshore with vehicular access (e.g. excavator / telehandler) via the Putney Drawdock. There is concern that the design interface of the proposed bankseat will interfere with this access regime (i.e. whether there is sufficient clearance from the bankseat to the slipway or sufficient air draft between the foreshore level and underside of the fixed bridge / canting brow).			As shown in the Navigational Risk Assessment (ref. 2038-BRL-02-XX-TN-C-0005, Fig 4.12) there is in excess of 3m headroom between the foreshore and the underside of the proposed canting brow at low tides - this is sufficient for the passage of telehandlers or smaller tracked excavators to pass Marine plant may also be required to facilitate some aspects of these works. The deployment of barges alongside the buildout that would dry out on the scour protection is not proposed since it would risk damage to both the barge and the scour protection. However, a jack-up barge may be required to support a crane or other large items of plant. The attached drawing 2038-BRL-02-XX-SK-C-0003 shows that there is sufficient space to position a 400t deck capacity jack-up and associated support barge should they be required	10-Mar-23	2038-BRL-02-XX-SK-C-0003	Riverside Access Sketch	https://planning2.wandsworth.gov.uk/iAM/IAMLink.aspx?docid=5730091
						2038-BRL-02-XX-RP-C-0005	Navigational Risk Assessment	https://planning2.wandsworth.gov.uk/iam/IAMCache/5721998/5721998.pdf
16	At low tide storm sewage could be discharging onto that apron at a level higher than the pontoon. There is therefore concern regarding the health, comfort and aesthetic perspective of waiting for a Clipper whilst storm sewage is discharging openly only adjacently.			UBTC understand the impact the CSO may have, however it should be noted that the berthing position at the new pier being proposed will be located no closer to the CSO compared to the existing pier, and the impact on its use will be comparable in nature. Further, the new pier's higher freeboard will mean the public is further away from the water surface than on the existing pier. Should Thames Water consider it necessary, the aforementioned protocols will also address an agreed response for how operations are undertaken during periods of overflow discharge (both scheduled and unscheduled) to mitigate any health or public comfort risks. If TW decides that there needs to be an exclusion zone imposed around the outfall during discharge events, then UBTC will comply with that requirement. In the past UBTC have temporarily halted their services to Embankment Pier when heavy CSO discharge created a local health hazard - this option therefore shall therefore also be considered.	01-Mar-23	UBTC Statement on CSO	N/A	https://planning2.wandsworth.gov.uk/iAM/IAMLink.aspx?docid=5730093
					10-Mar-23	UBTC Statement on access interface	N/A	https://planning2.wandsworth.gov.uk/iAM/IAMLink.aspx?docid=5730094