

Statutory Consultation

22 January - 4 March 2024



Welcome to the River Thames Scheme statutory consultation

About this consultation

As part of the Development Consent Order (DCO) process, we are consulting with communities, land interests and stakeholders affected by, or with an interest in, our plans for the River Thames Scheme.

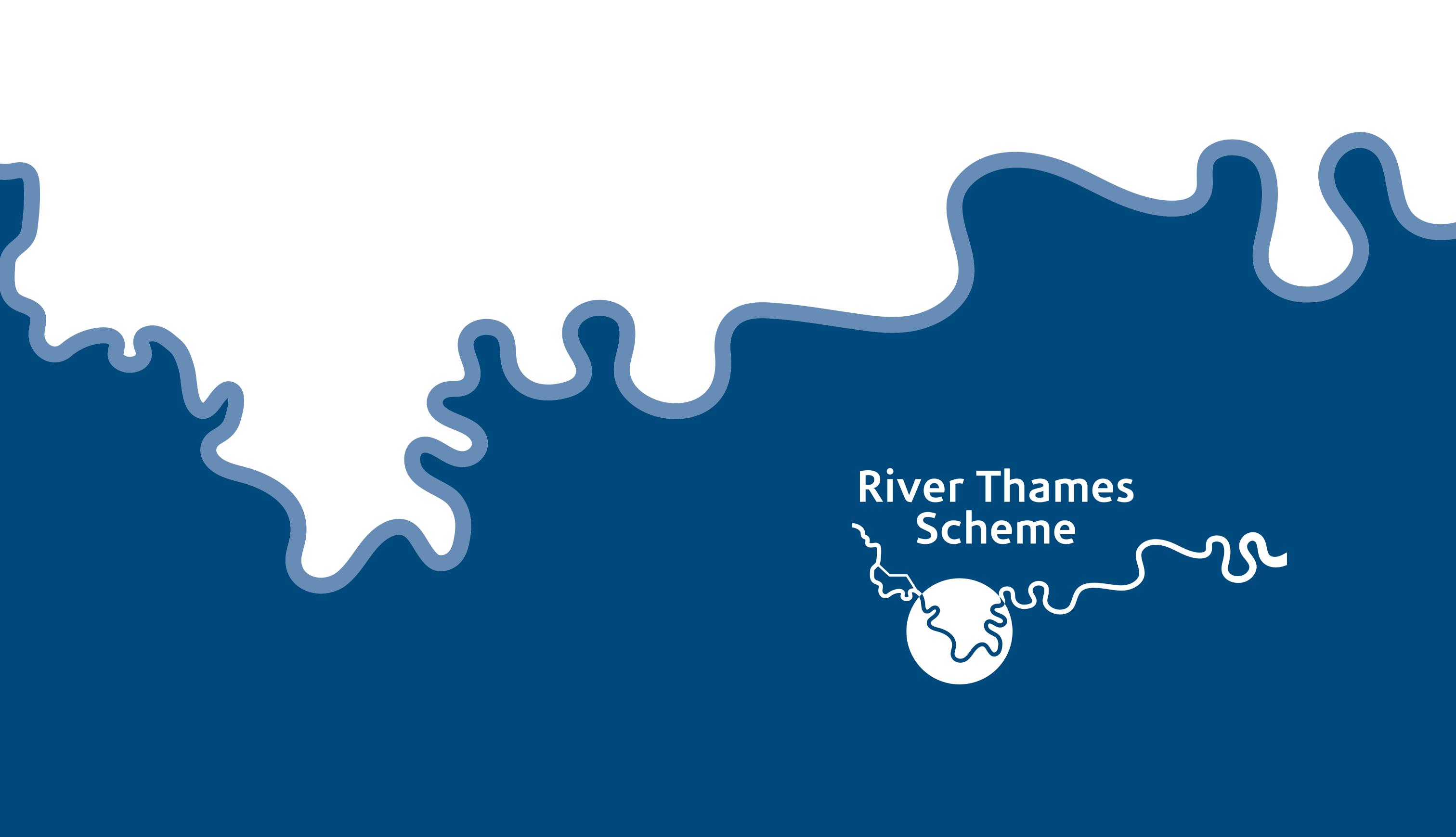
Our approach to this consultation has been developed with the relevant local authorities and is set out in our Statement of Community Consultation (SoCC), which is available on our website.

Following our consultation in 2022, the scheme's design has significantly advanced, shaped by feedback from our engagement with local communities, stakeholders, and ongoing assessments. We're now at an important stage: seeking your views on the updated design. Your input is essential to refine our proposals, and we welcome your opinions and suggestions.

Tell us what you think about

- The scheme in detail
- Ferris Meadow Lake
- Downstream measures
- Development of landscape green and infrastructure design
- Active travel route
- Landscape and habitat networks
- Materials management principles
- Construction principles
- Environmental effects

Have a look round our event and ask our team any questions you may have. Then take part in our consultation feedback form to help make the River Thames Scheme as good as it can be.



OUR VISION

"The River Thames Scheme will reduce flood risk to people living and working near the Thames, enhance the resilience of nationally important infrastructure, contribute to a vibrant local economy and maximise the social and environmental value of the river"

OUR GOALS

A landscape-based approach to creating a healthier, more sustainable, and more resilient community.

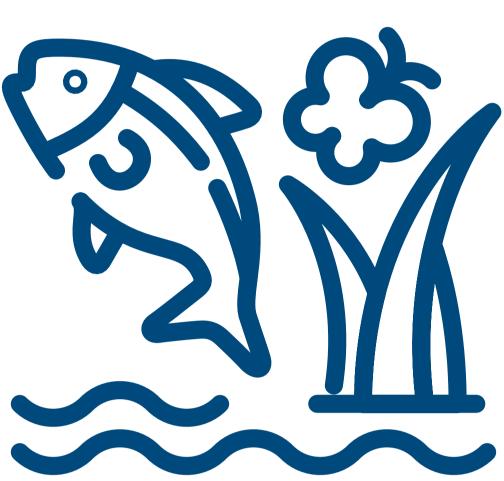
We will:



Reduce the risk of flooding for dwellings, businesses and infrastructure.



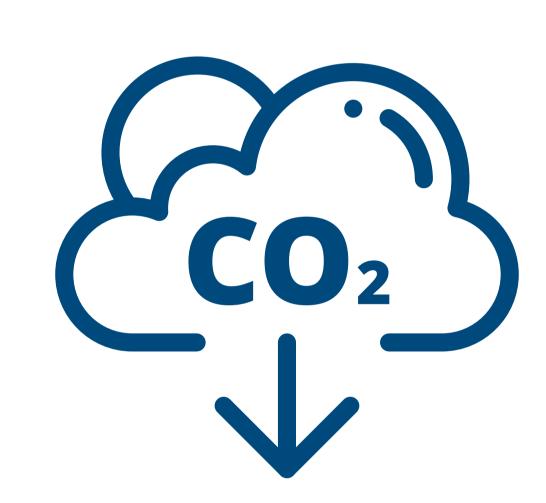
Improve access to quality green open spaces, connection with wildlife and more sustainable travel network.



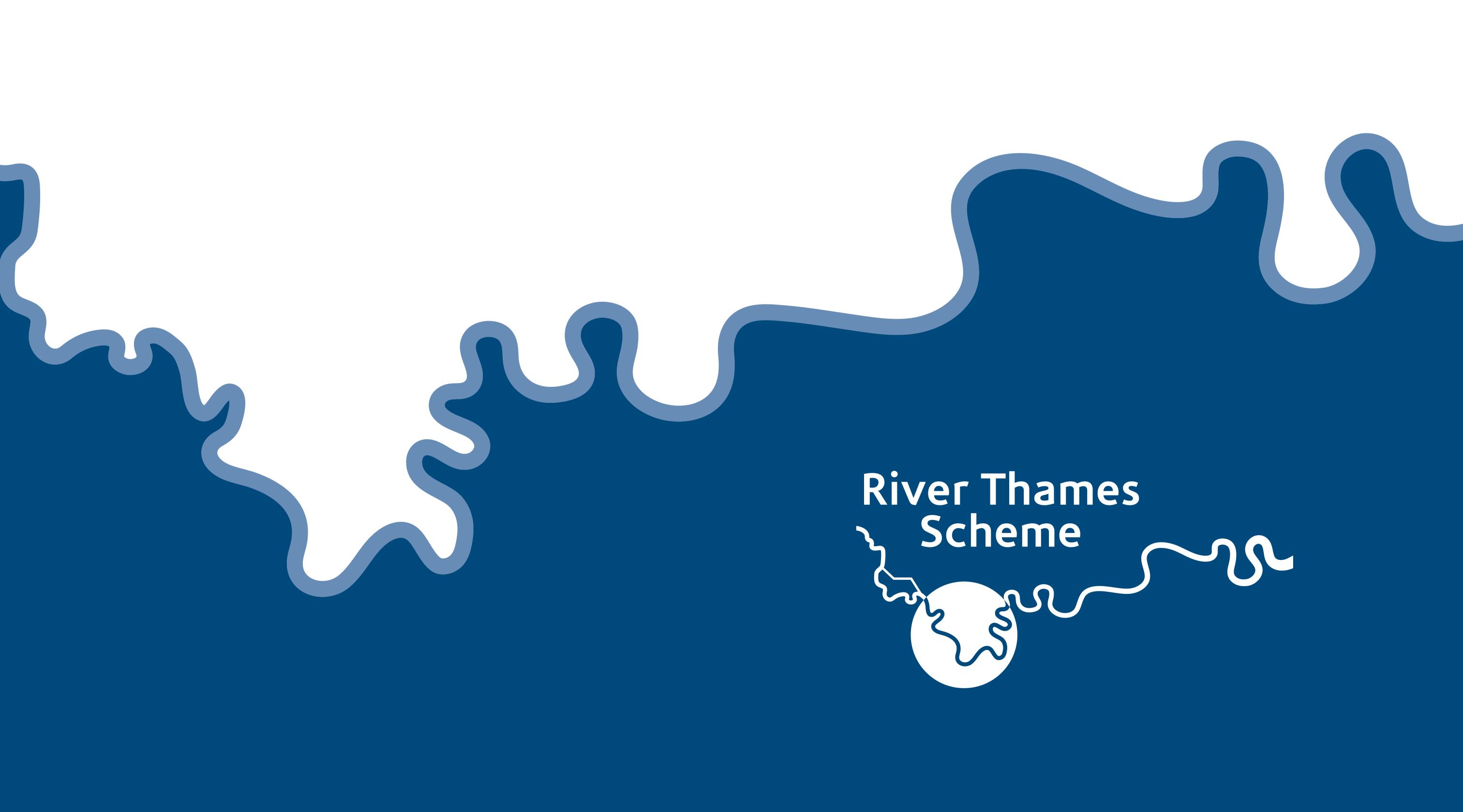
Create a network of high quality habitat and achieve biodiversity gain.



Facilitate sustainable and inclusive economic growth.



Enable delivery and design that contribute to EA, SCC and Partner climate goals relating to carbon use.

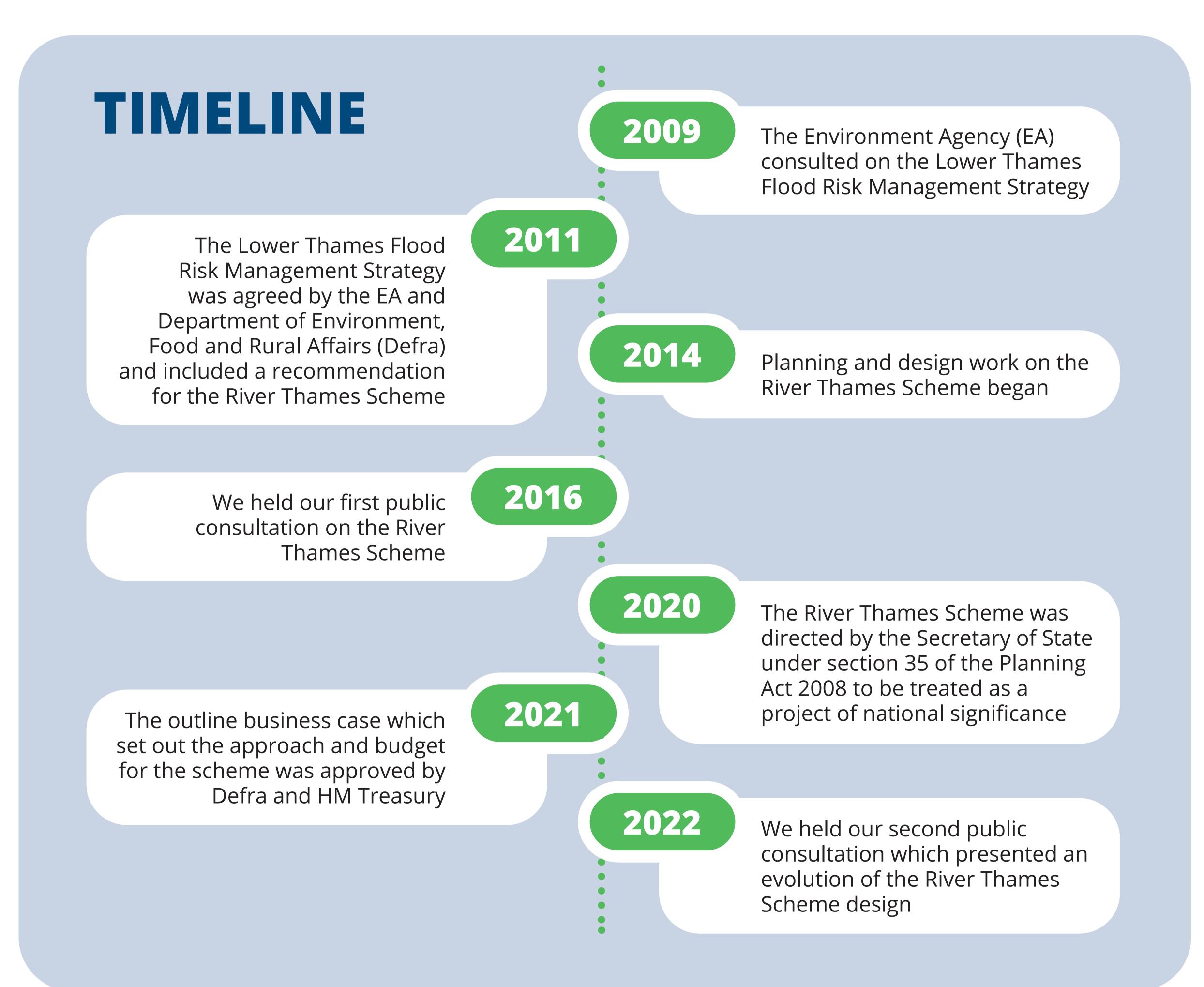


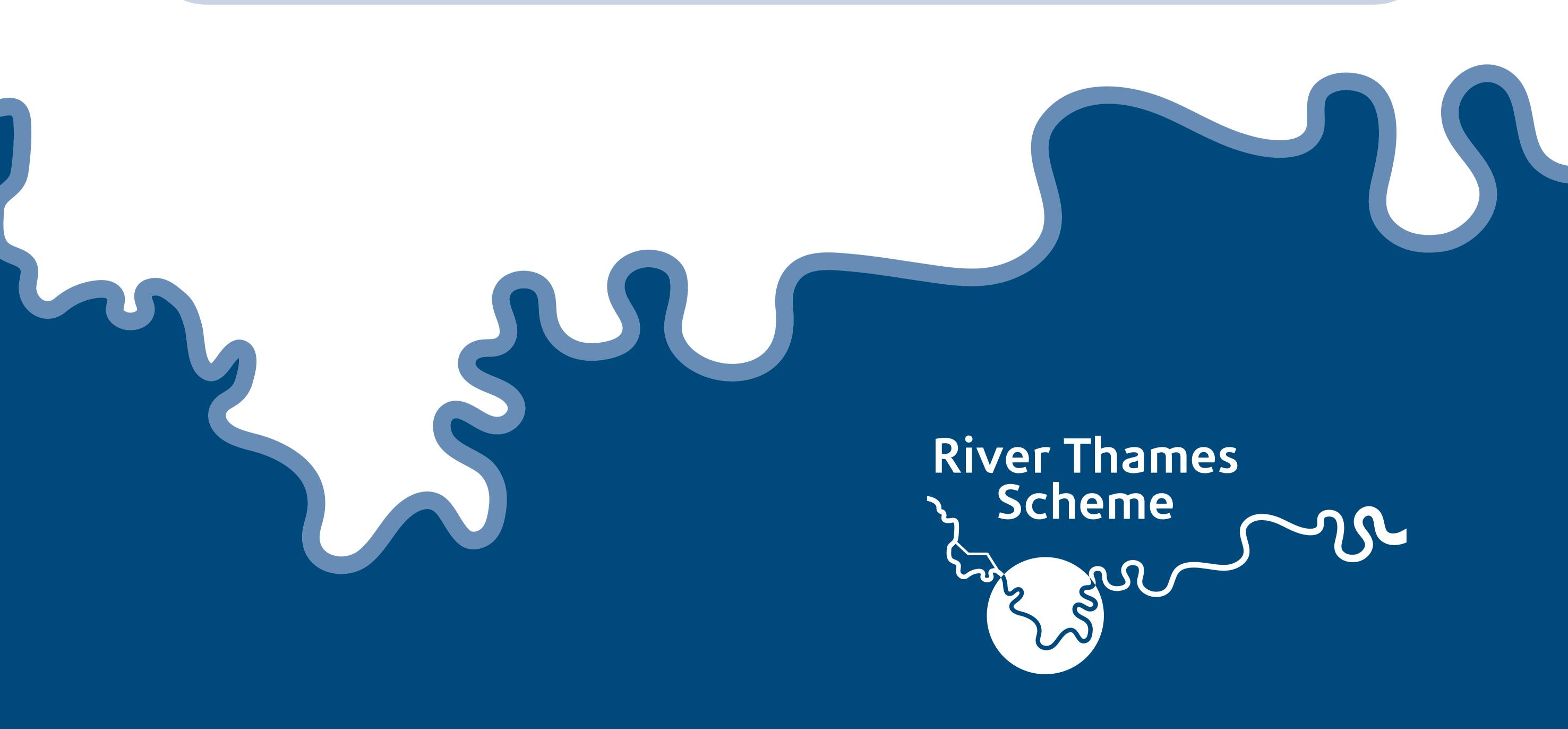
What's happened since the last consultation?

Since the 2022 consultation, we have been continuing our work to develop a scheme that provides the best balance of economic, environmental, community, technical and landowner considerations.

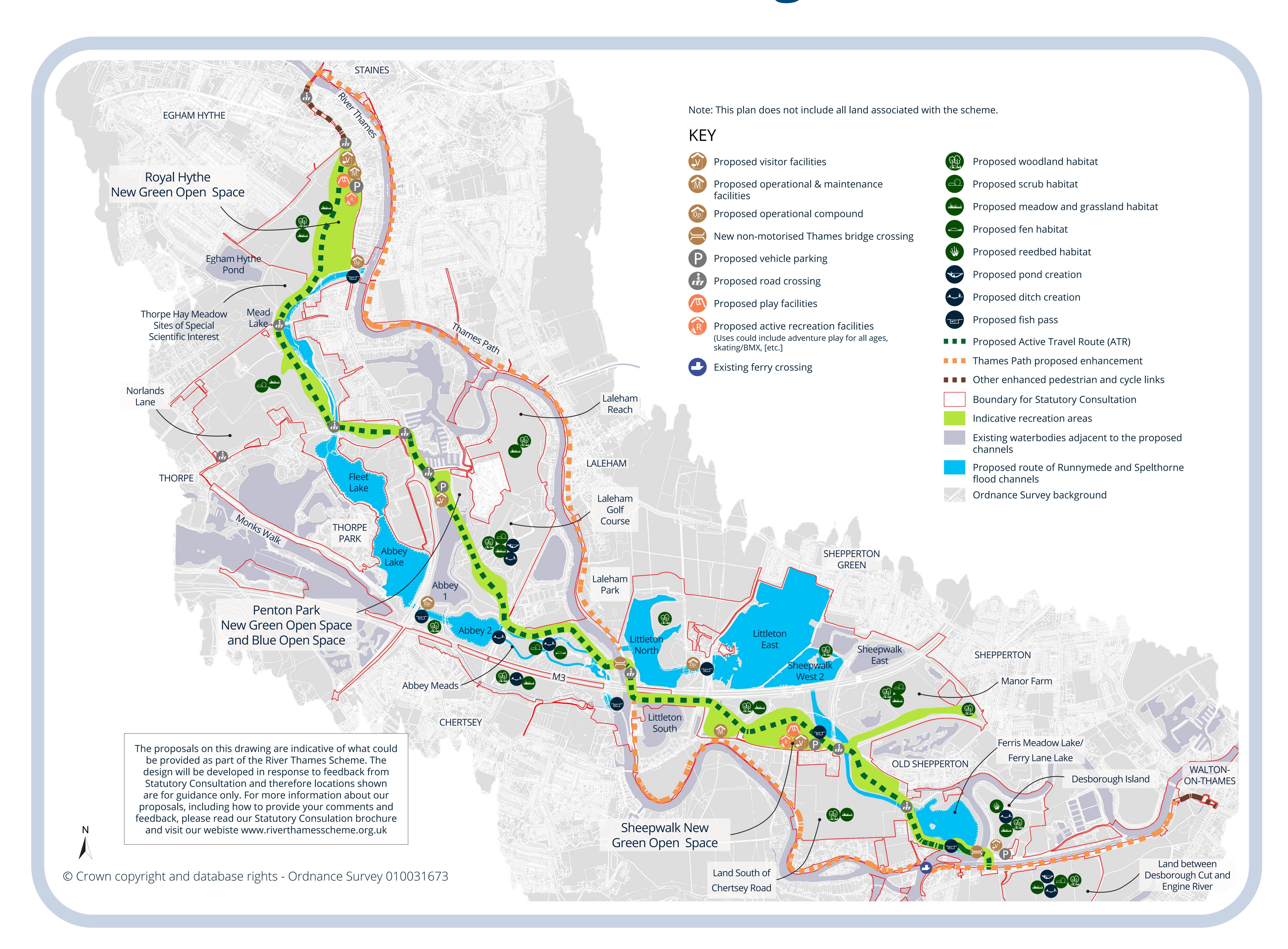
To date we have;

- Amended the alignment of the Spelthorne Channel at Sheepwalk of which more information can be found in the Preliminary Environmental Information Report (PEIR).
- Continued to develop our Landscape and Green Infrastructure design including considering additional recreational activities and active travel. Further information on this can be found in Chapter 6 of the brochure for statutory consultation.
- Taken opportunities to create habitats for wildlife, with the aim of achieving improved biodiversity and nature recovery. A key element of this development has been the incorporation of priority areas of habitat development into the scheme design.
- Engaged with landowners along the route on the developing design in relation to their property.
- Assessed the type of ground in the area and what that means for construction, operation and maintenance of the scheme.





Development of the Landscape & Green Infrastructure Design

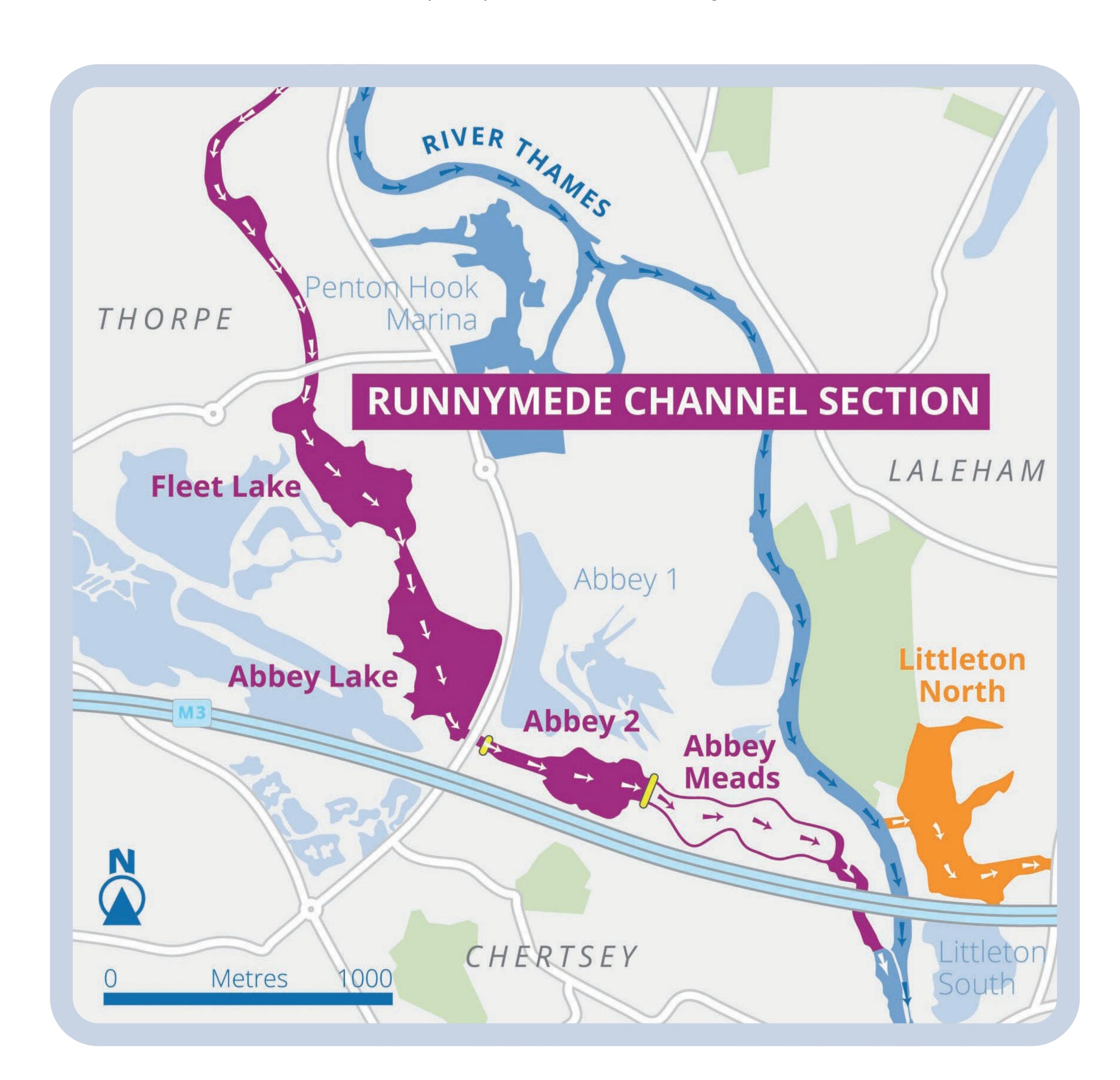




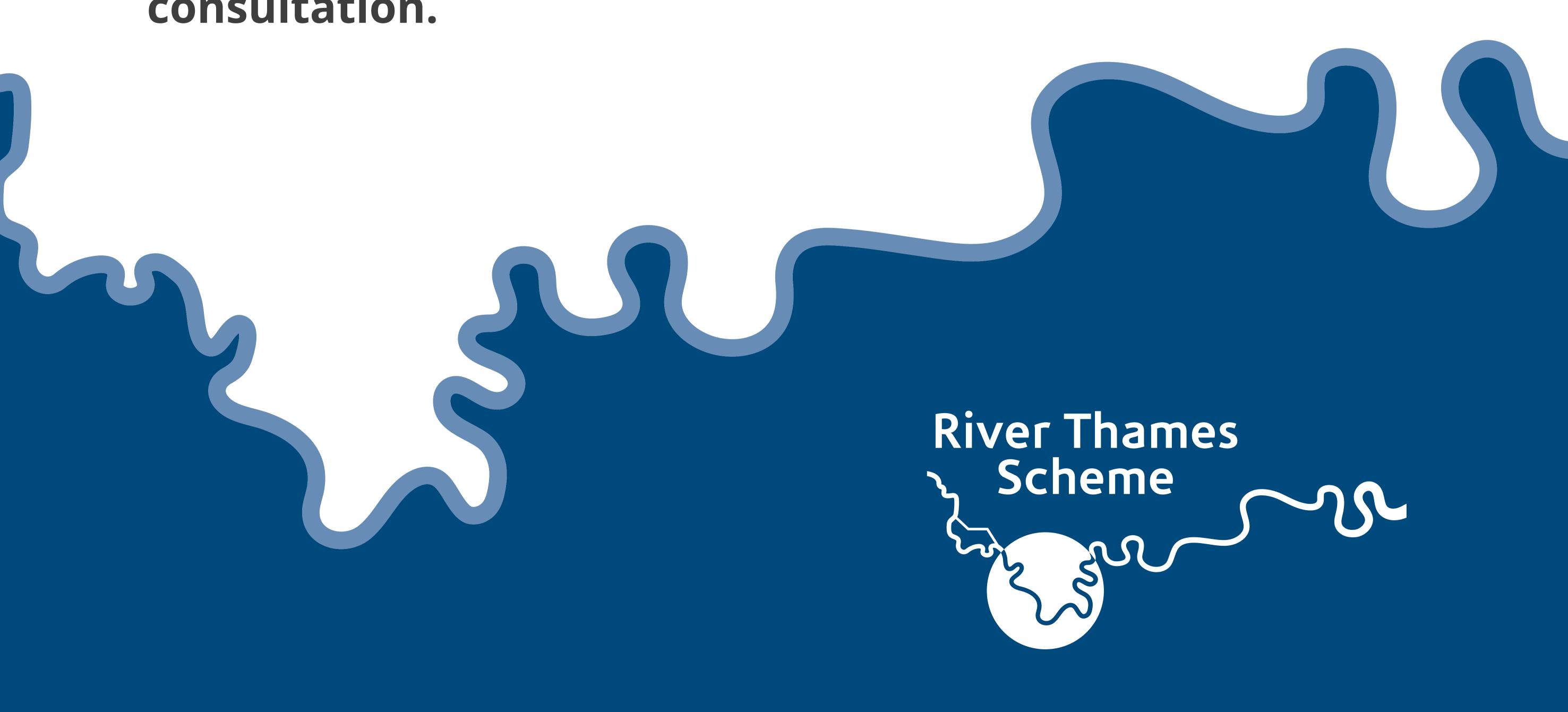
The Runnymede Channel Section

The Runnymede channel section is nearly 3 miles (4.8 km) long and will run from Egham Hythe to Chertsey.

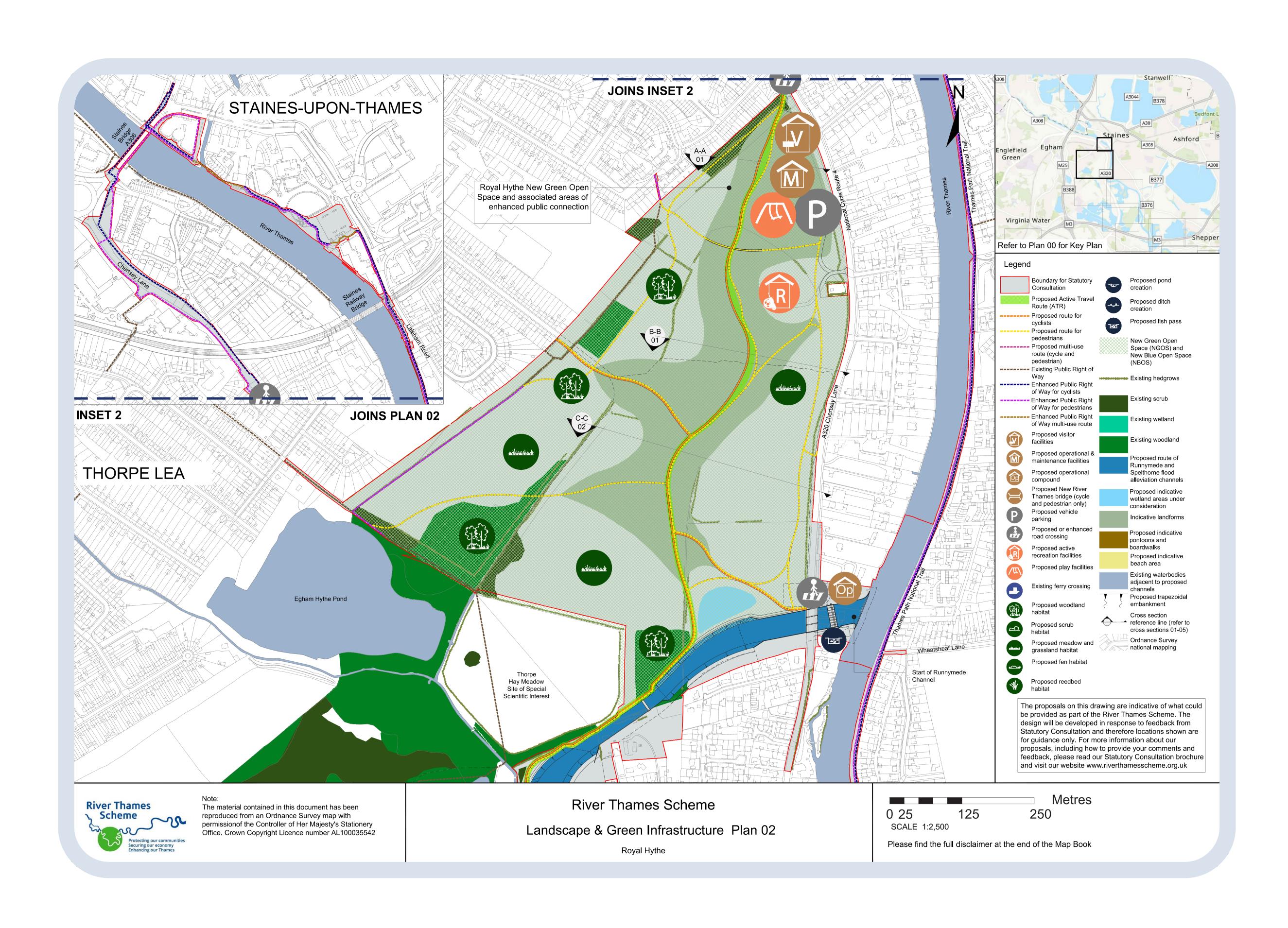
- The Runnymede channel section will begin to the north of Ferry Avenue starting from an intake structure that will include a water level control gate on the west side of the River Thames (the right-hand side facing downstream).
- The Royal Hythe new green open space is proposed to the north of the channel at Egham Hythe.
- The scheme proposes the Norlands Lane woodland area of habitat along the west of the channel where it passes through the lake south of Green Lane, the lake south of Norlands Lane 1 and Fleet Lake.
- A new blue open space, known as Penton Park, is being considered to the north of Abbey 1 Lake.
- A new wet meadow is proposed at Abbey Meads.



More information on the Runnymede Channel section can be found in Chapter 7 of the brochure for statutory consultation.

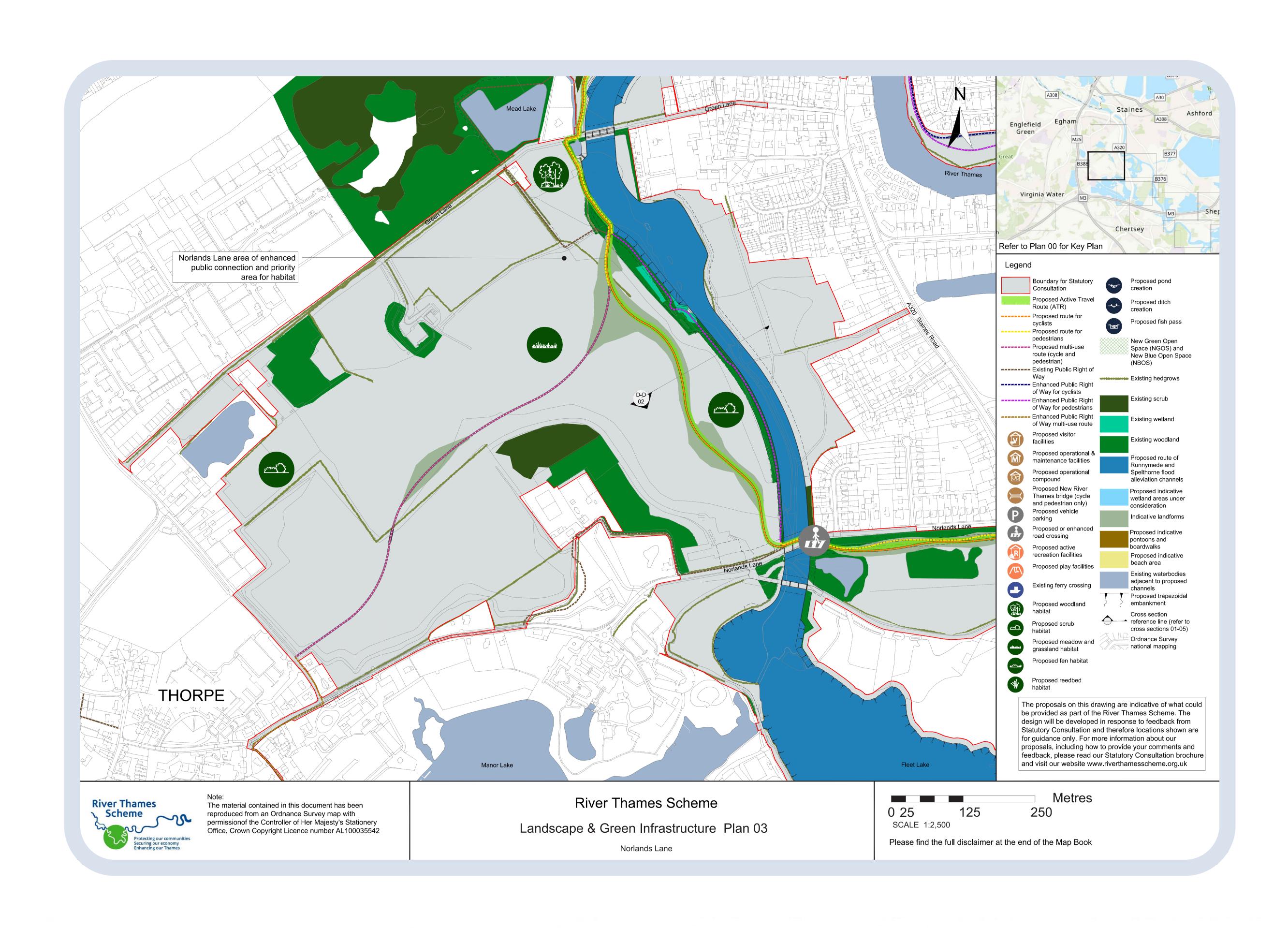


Royal Hythe

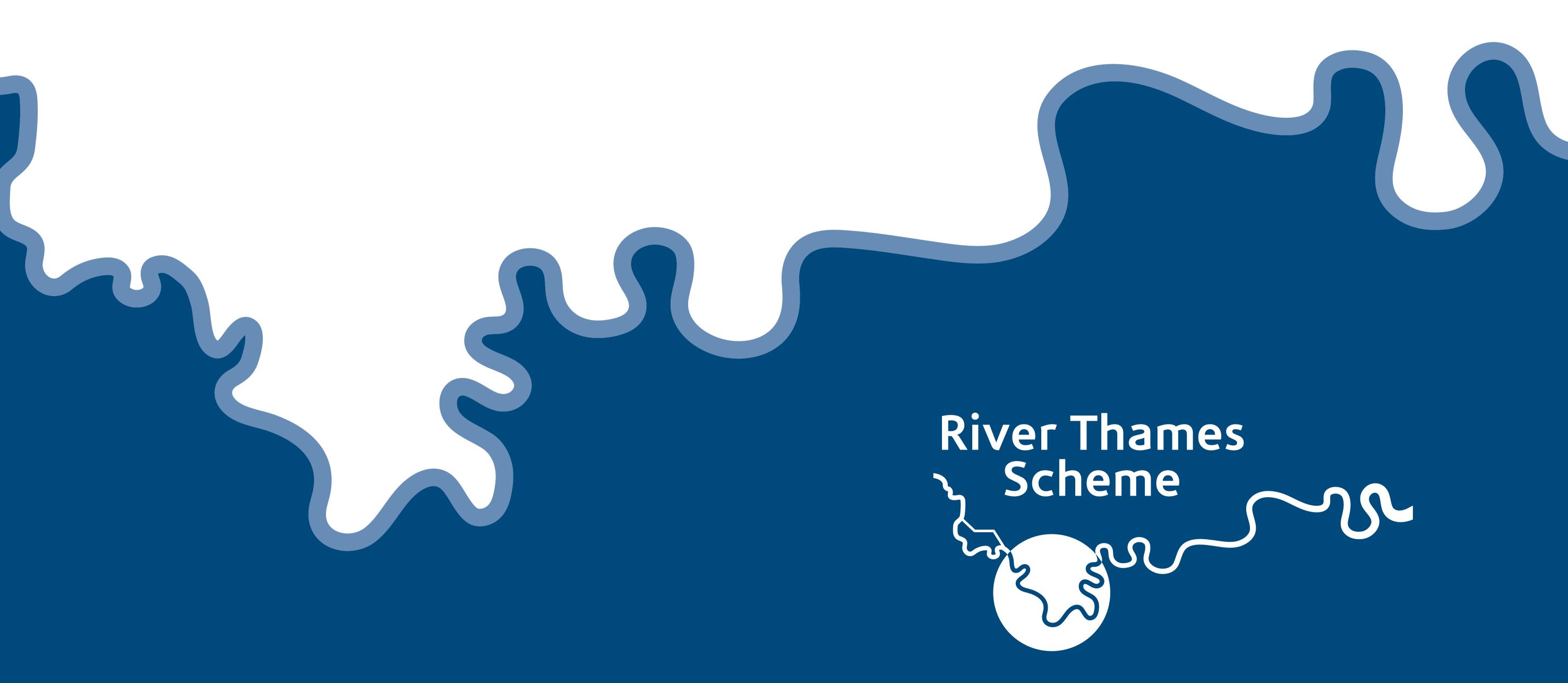




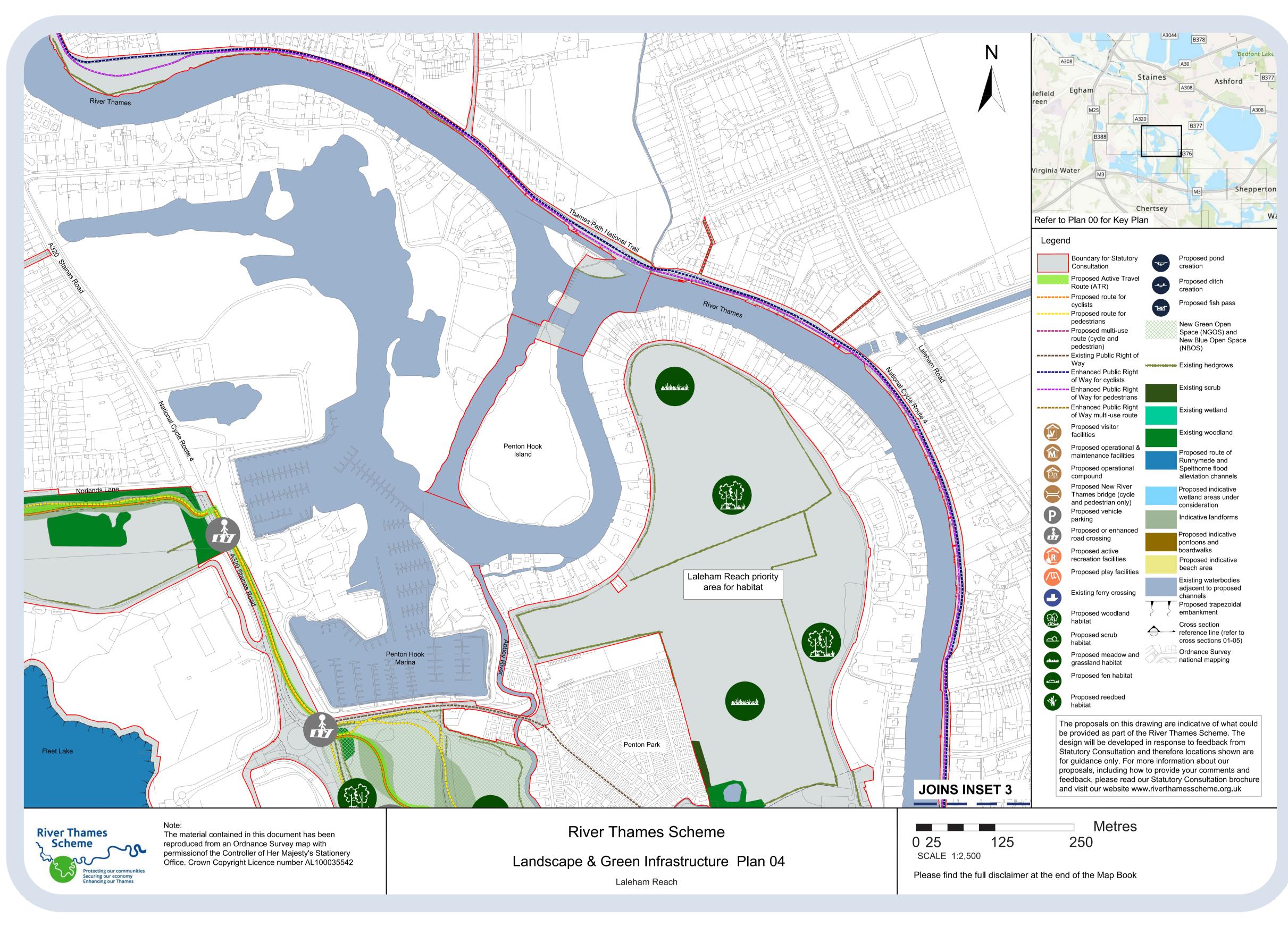
Norlands Lane

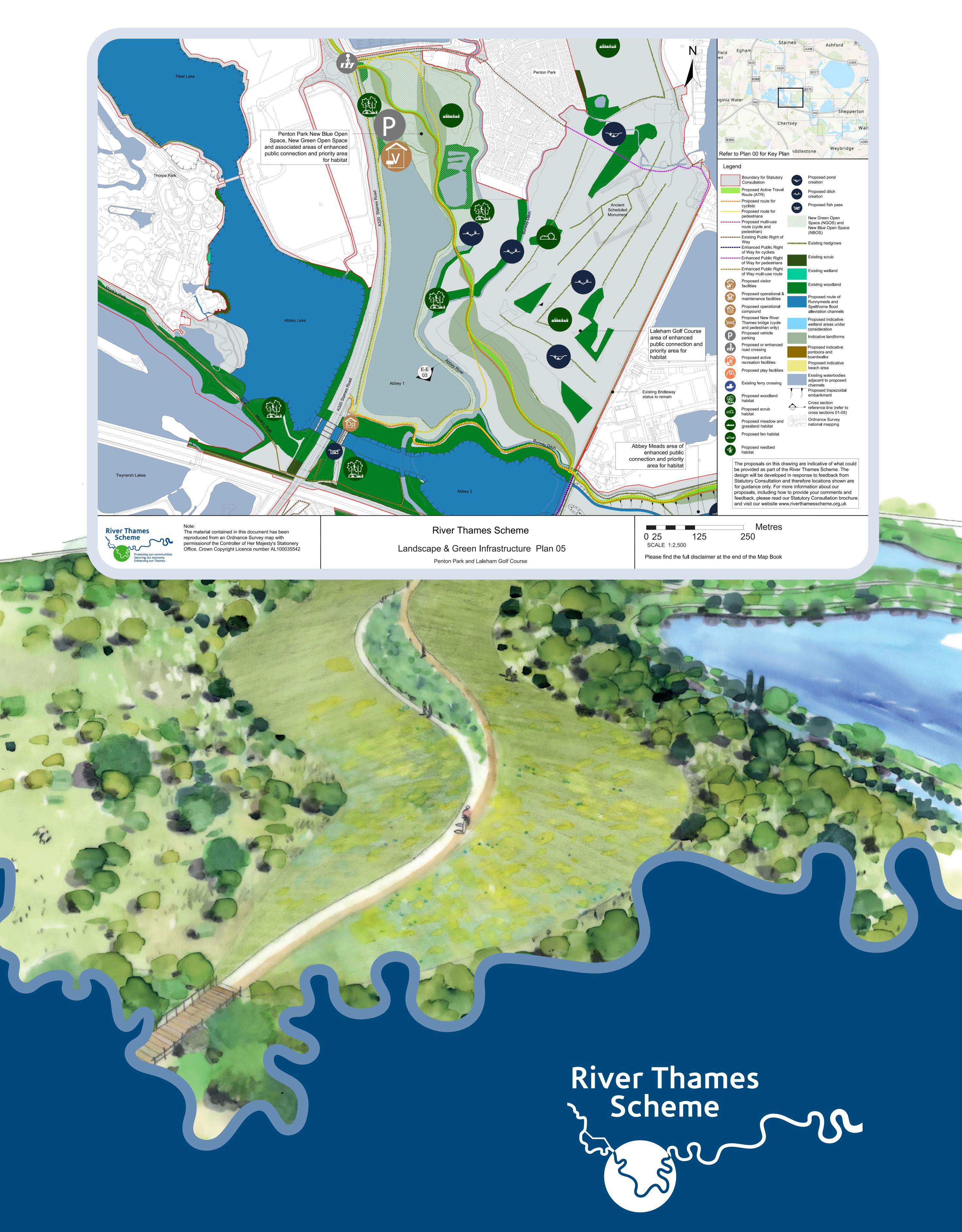




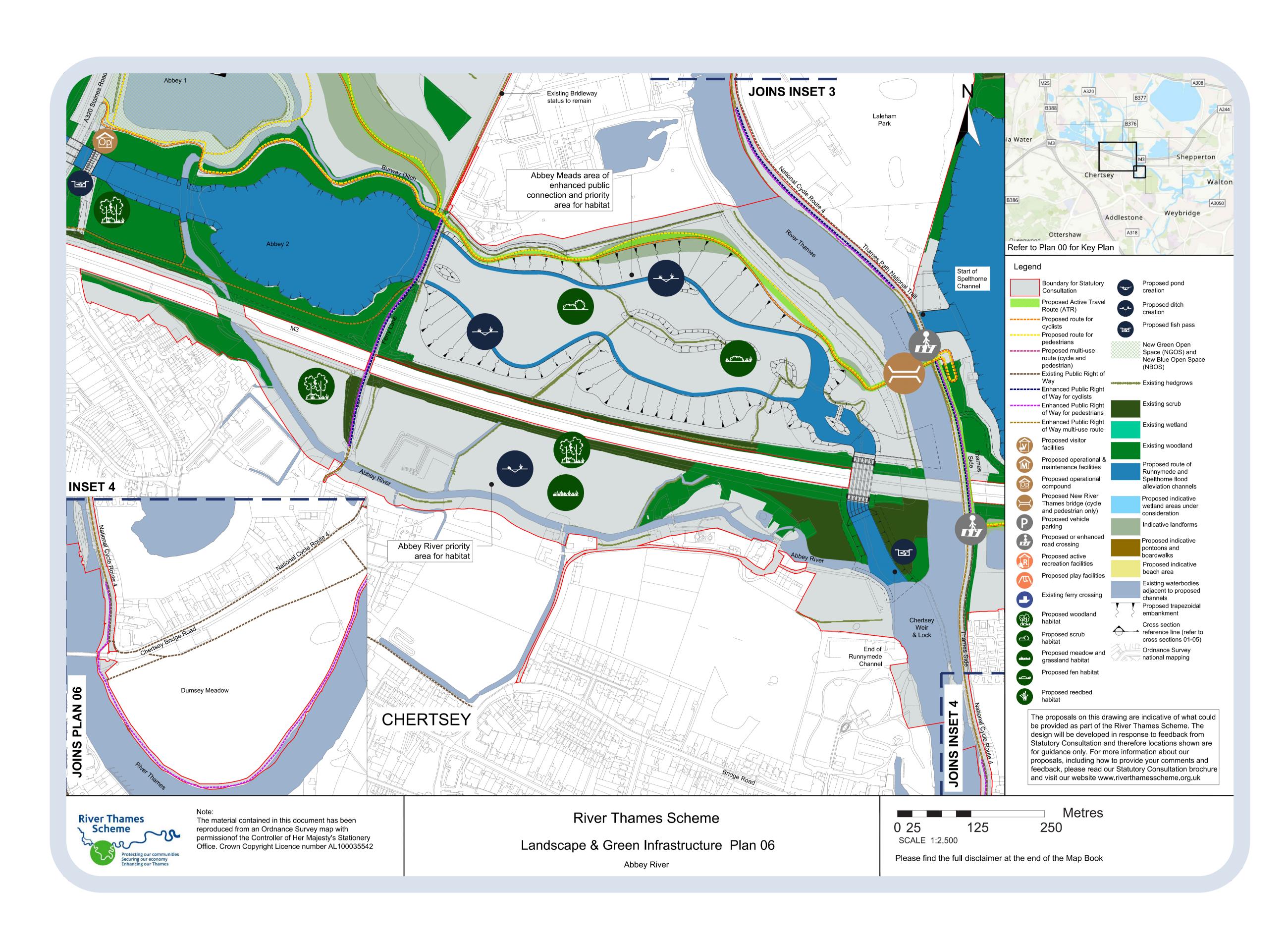


Penton Park / Laleham Golf Course & Laleham Reach





Abbey Meads & Abbey River

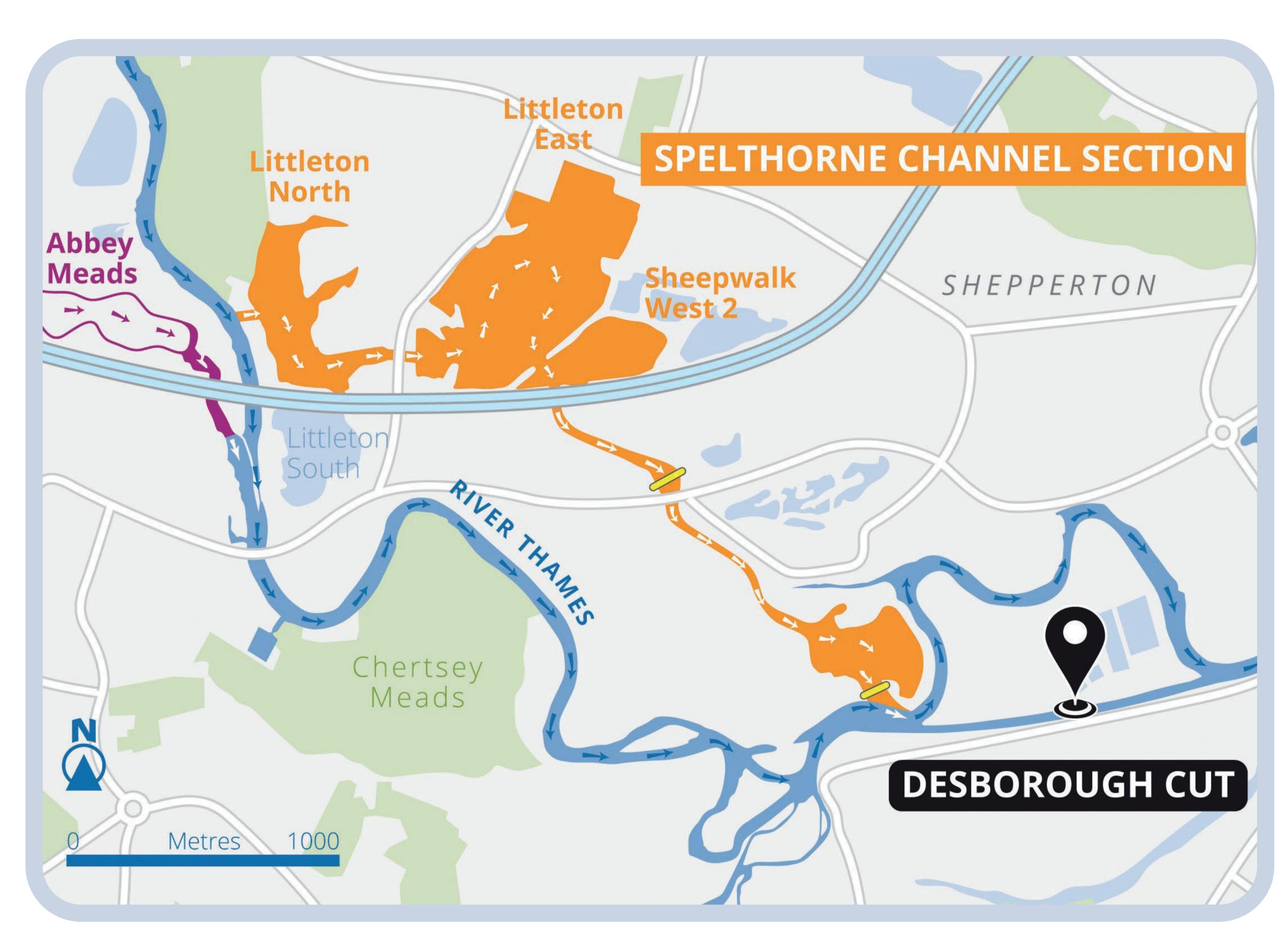




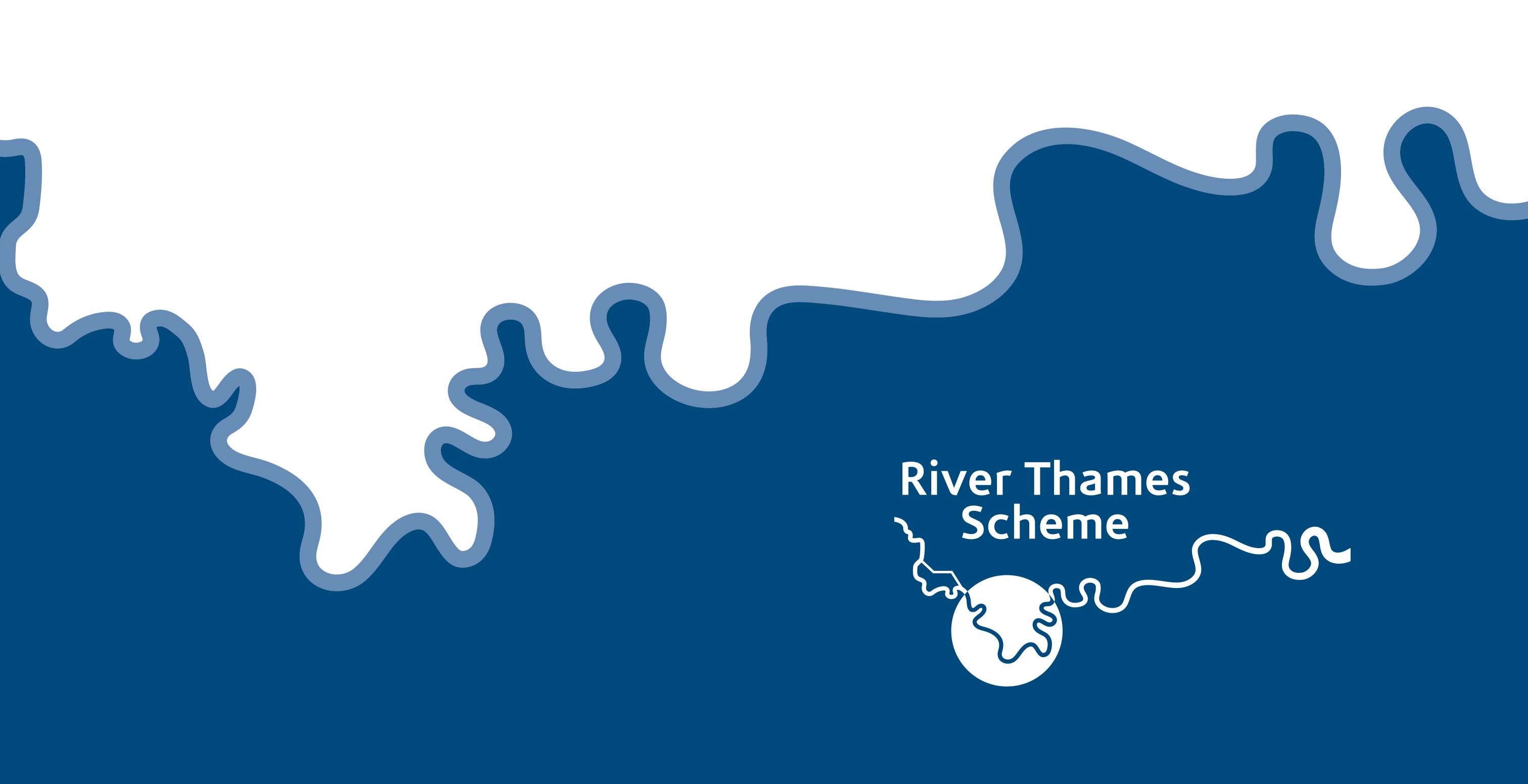
The Spelthorne channel section

The Spelthorne channel section is almost 2 miles (3.2 km long) and runs from Laleham to Weybridge.

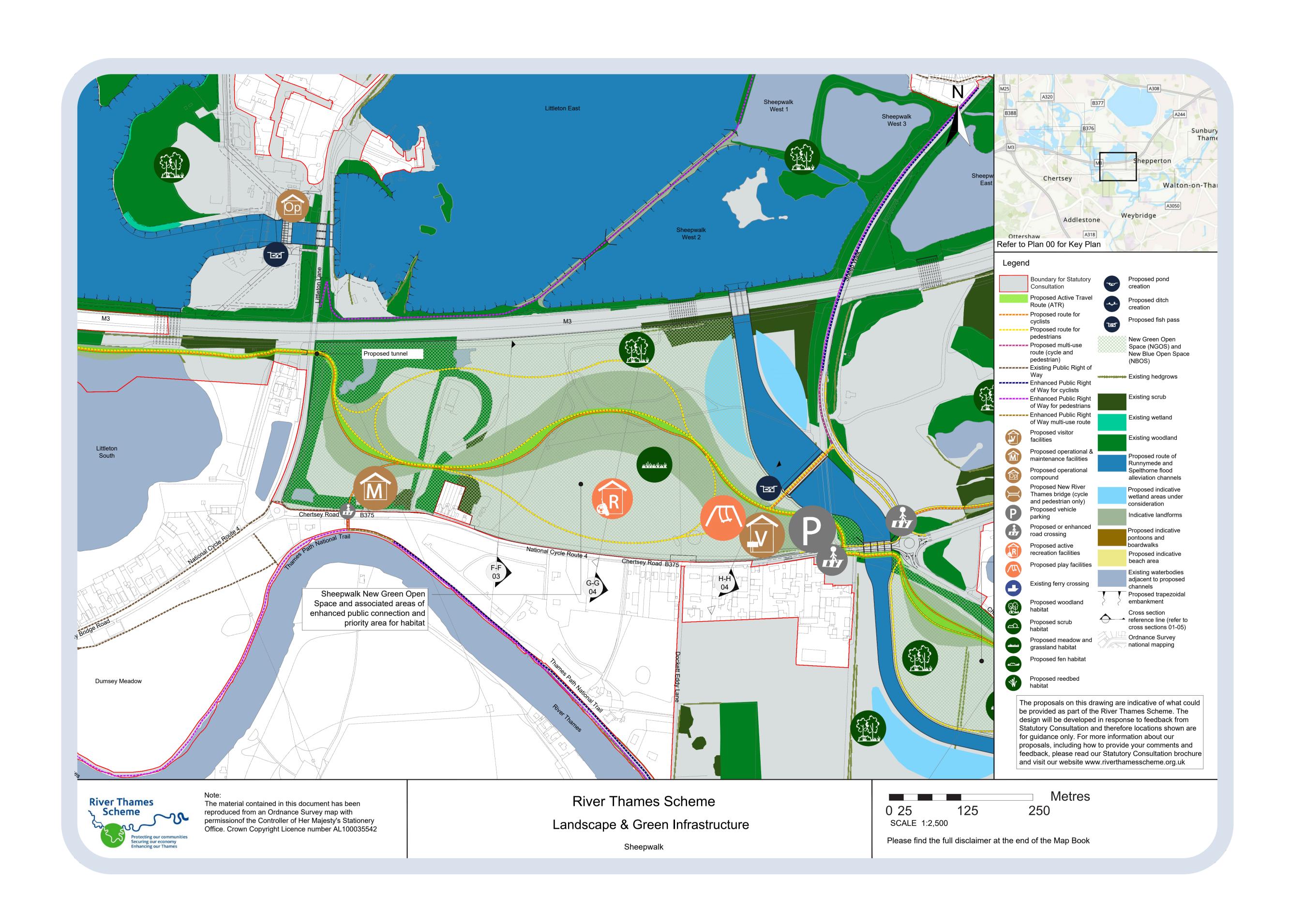
- A flood embankment will be created between Littleton North Lake and the Shepperton Industrial Estate.
- To maximise the provision of green open space and habitat creation, as well as upgrades to pathways and road junctions, a section of approximately 600 metres of the Spelthorne channel section at Sheepwalk has been realigned from the proposals at non-statutory consultation
- The scheme proposes for a new area of habitat to be created to the north of the Shepperton industrial estate.
- A new underbridge will be created under the M3.
- Wetland areas and further areas of habitat creation are also proposed adjacent to the channel south of the M3.



More information on the Spelthorne Channel section can be found in Chapter 7 of the brochure for statutory consultation.

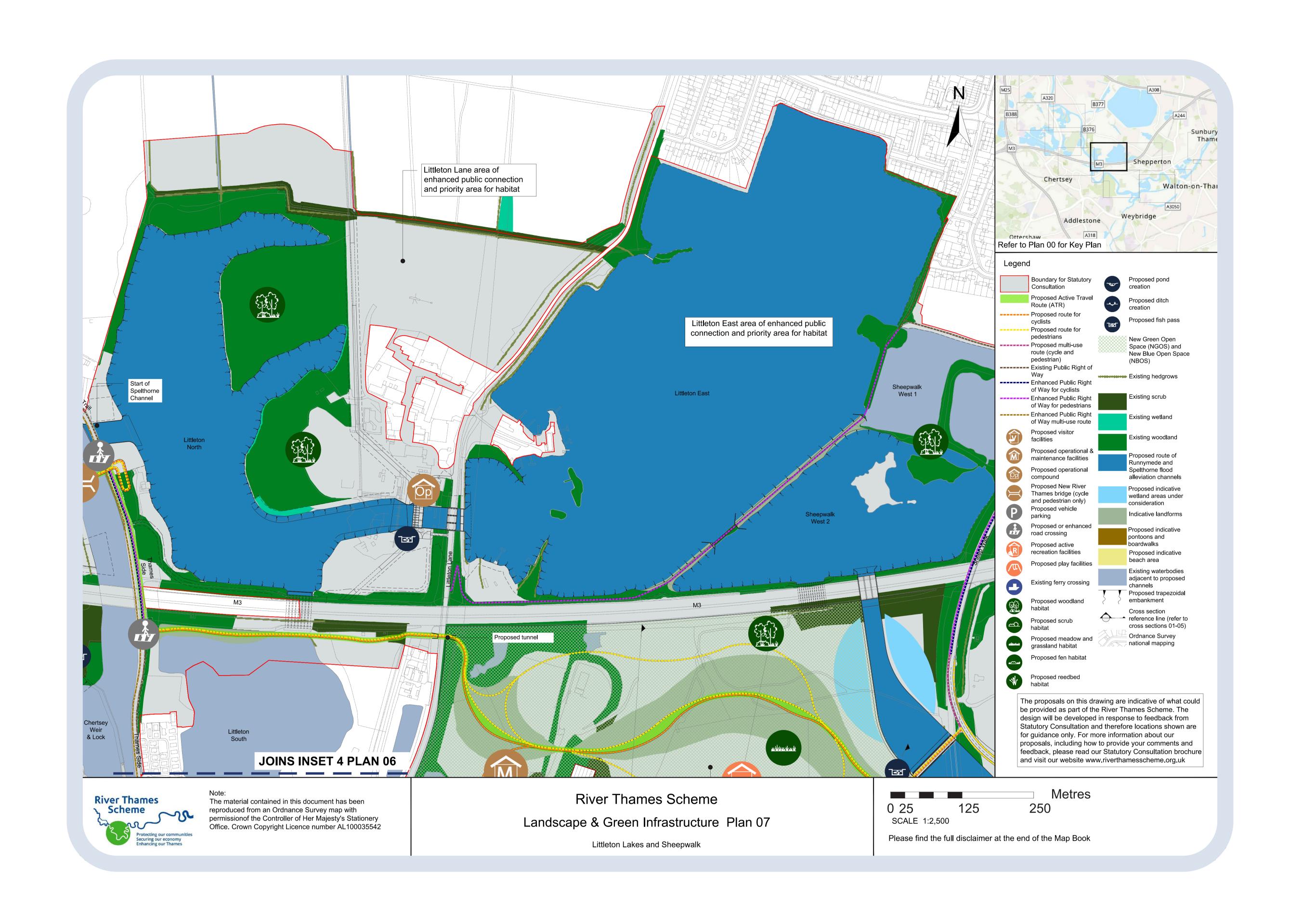


Sheepwalk



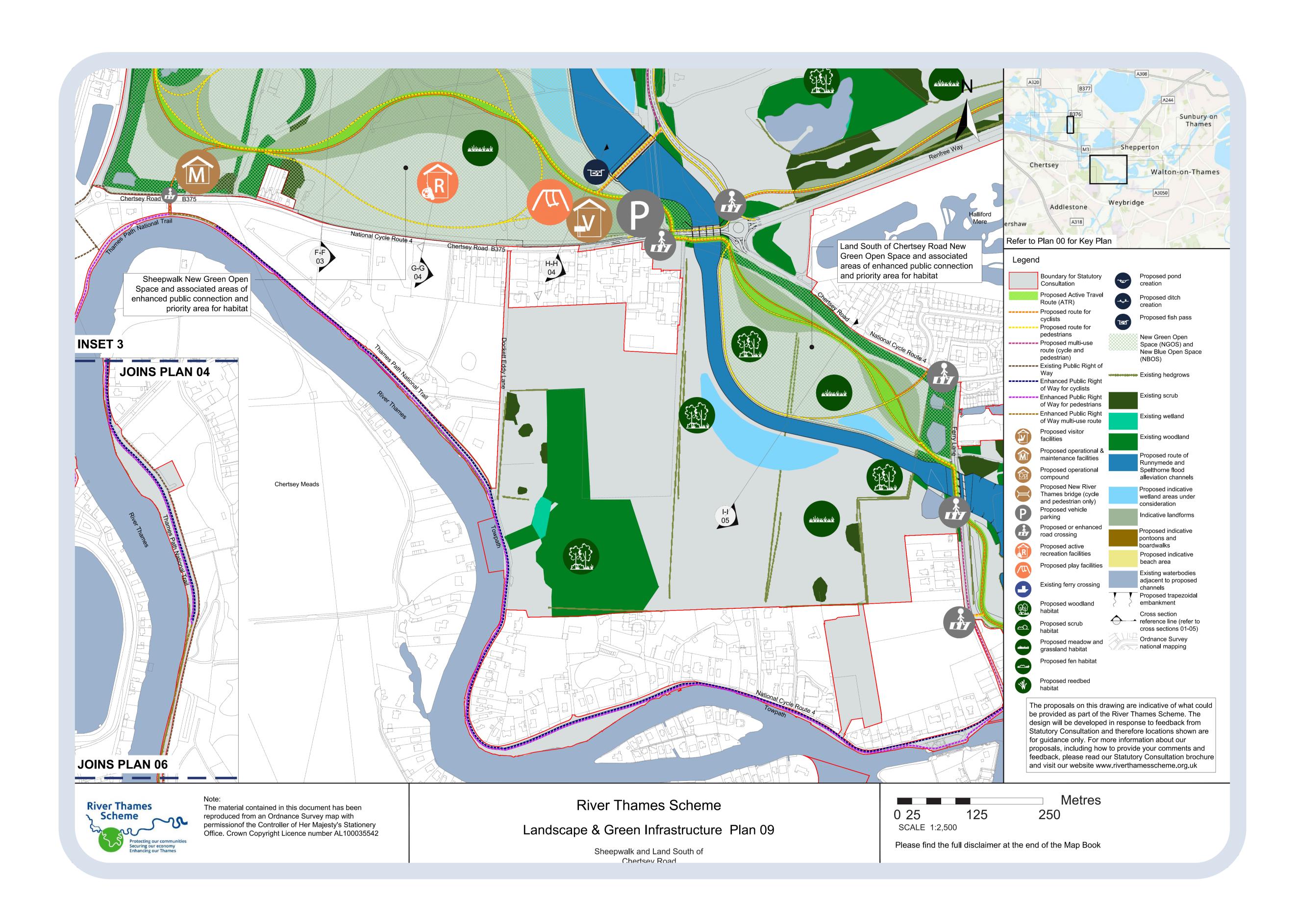


Littleton Lane, Littleton Lakes, Littleton South



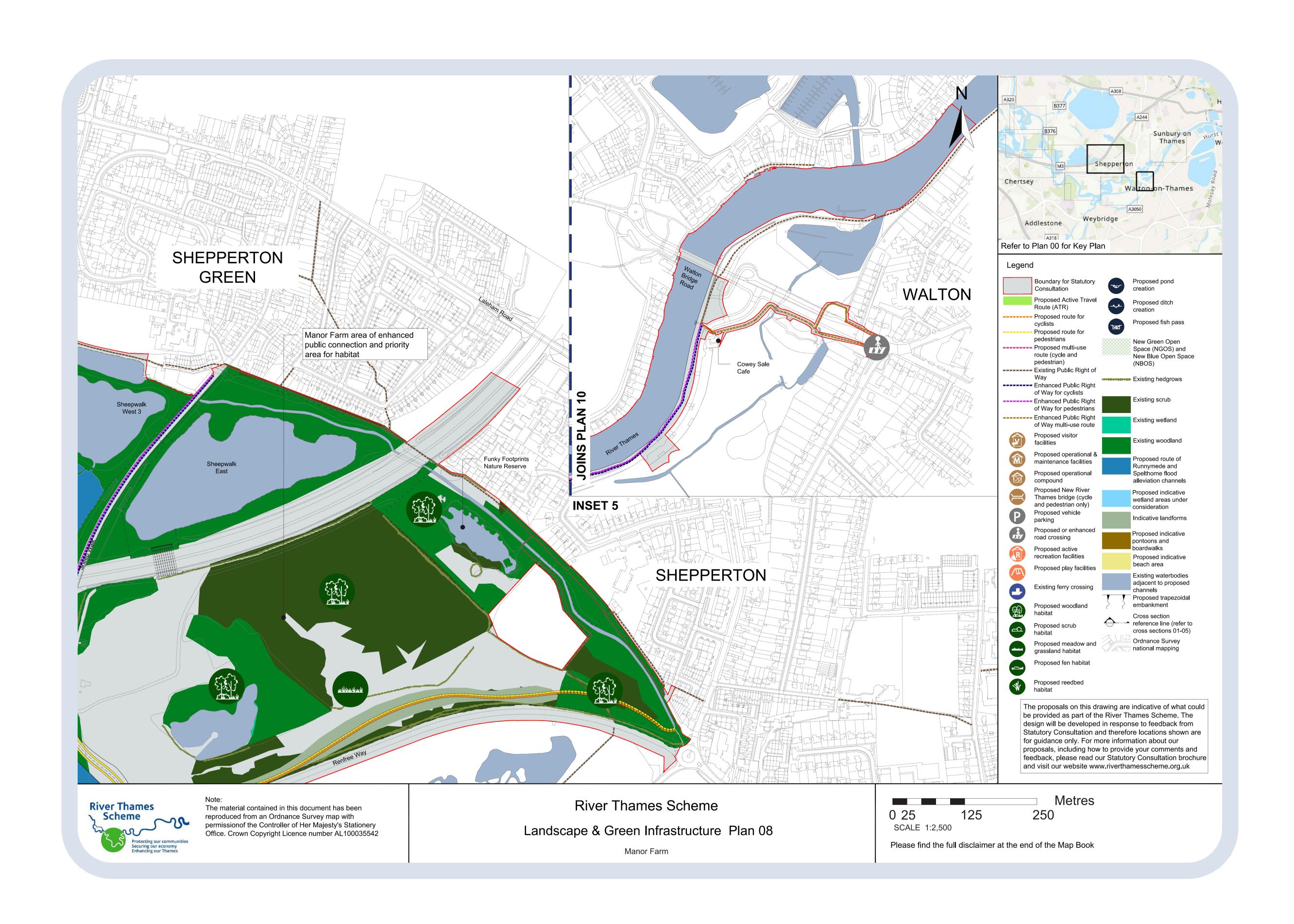


Land South of Chertsey Road



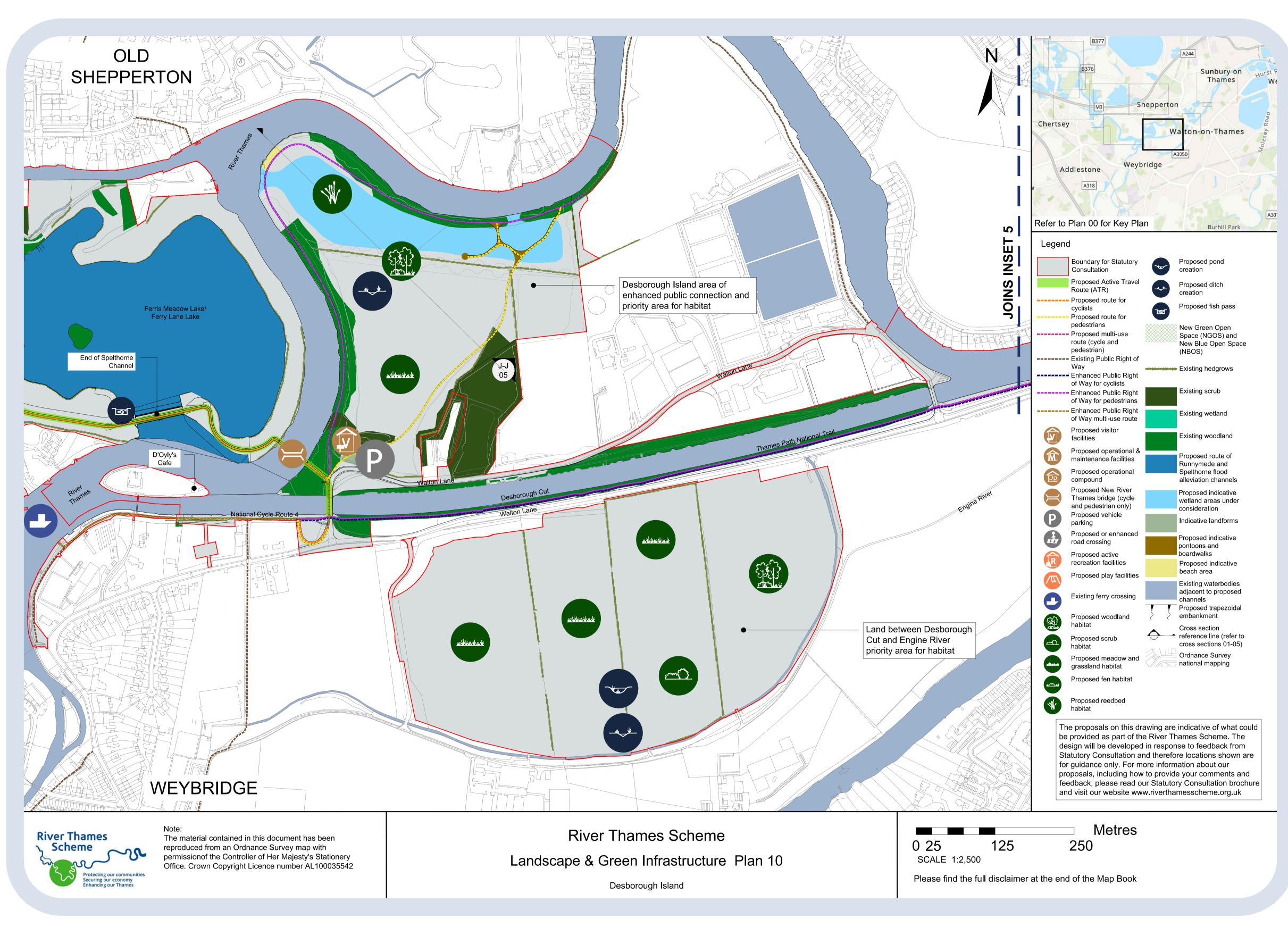


Manor Farm





Ferris Meadow Lake, Desborough Island & Land Between Desborough Cut and Engine Road

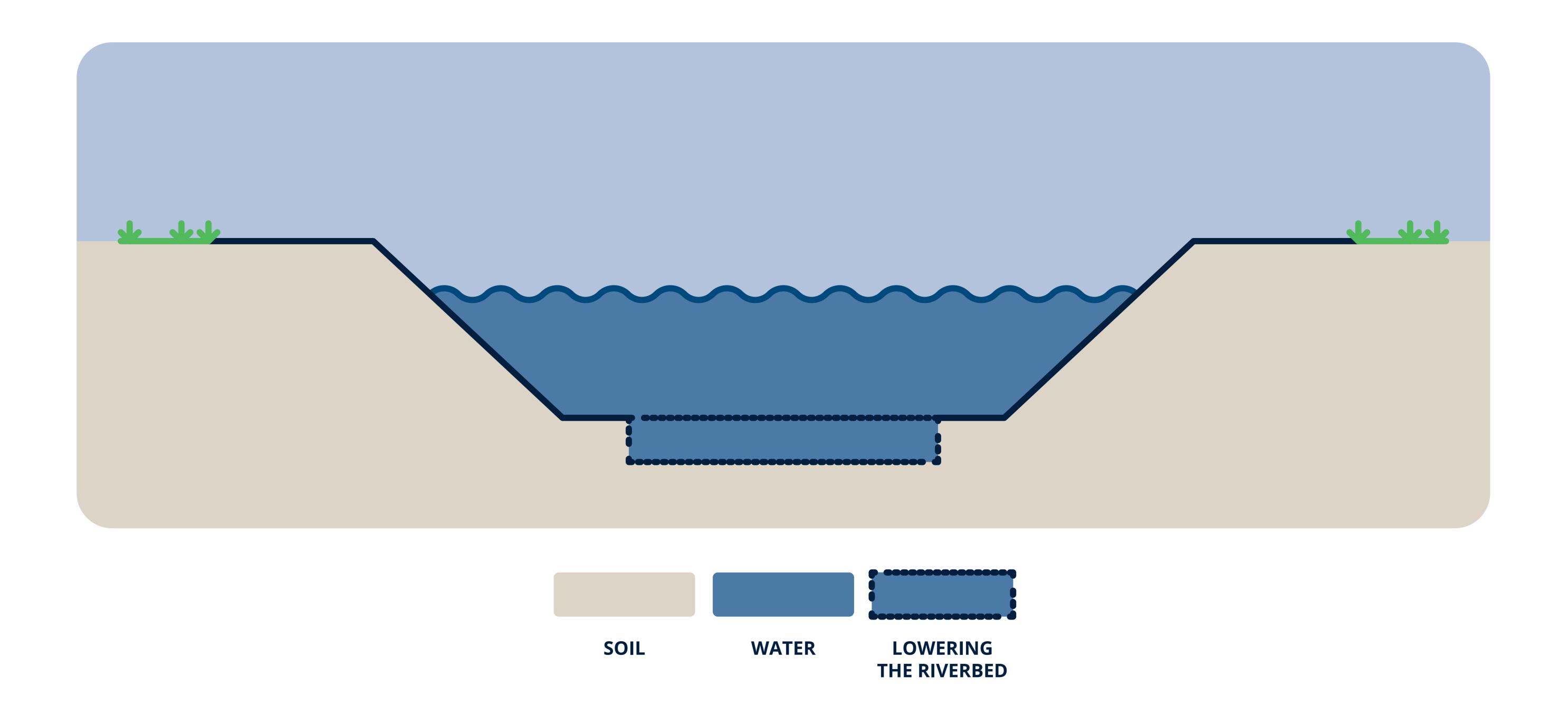




Downstream measures

Bed Lowering downstream of Desborough Cut

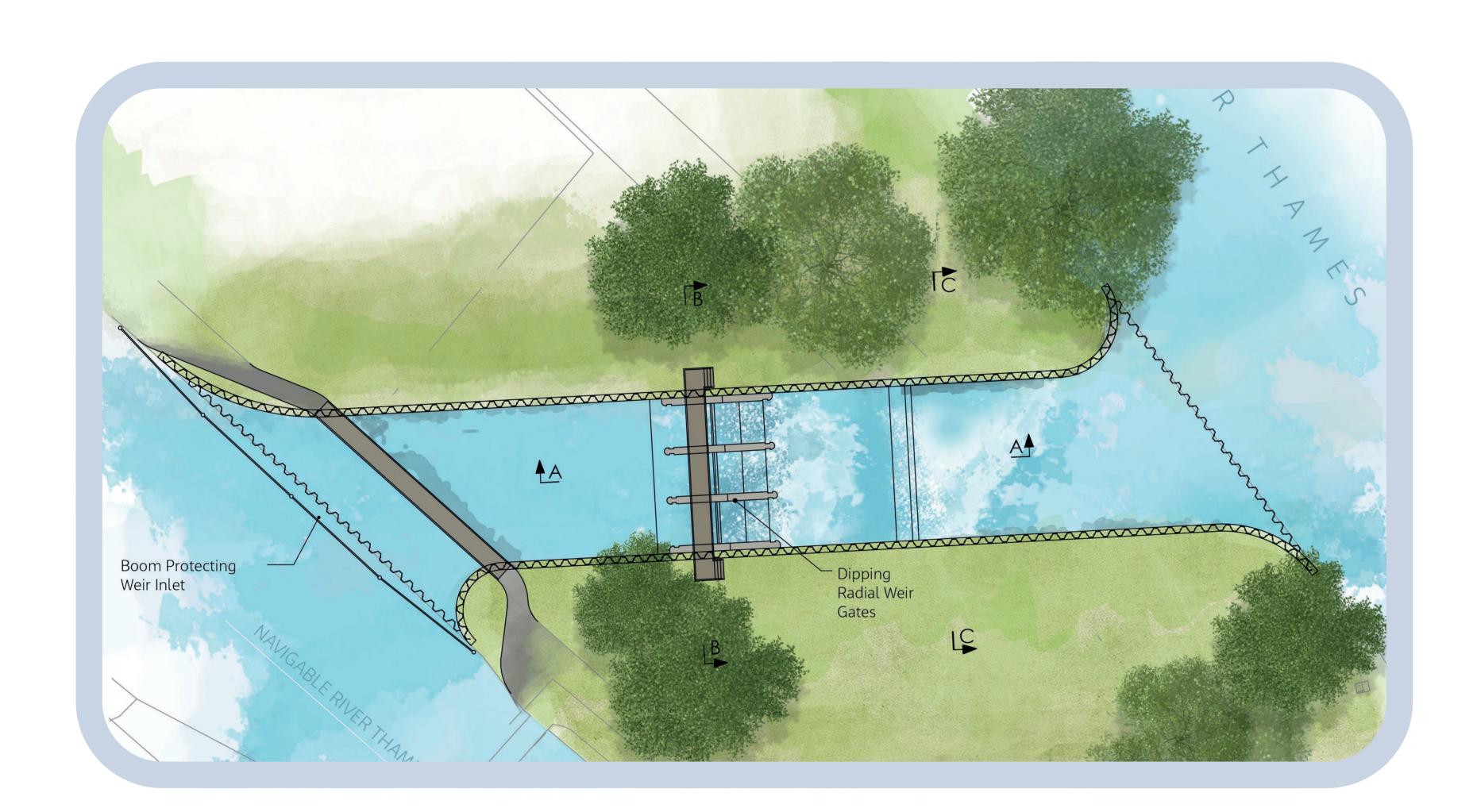
To improve channel capacity, we are proposing to lower the riverbed within a stretch of the River Thames, around 1km in length, from the downstream end of Desborough Cut to just downstream of Walton Marina.

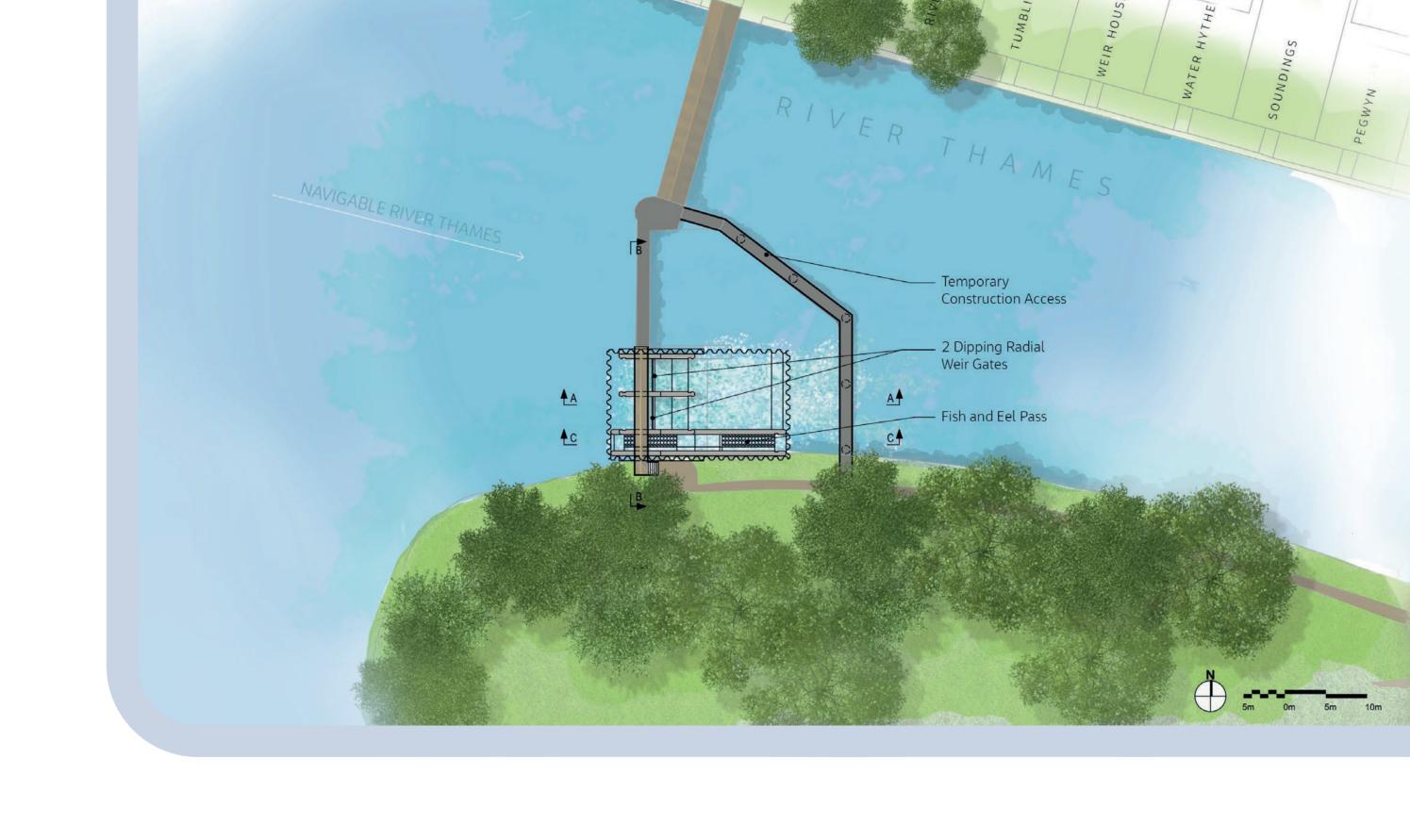


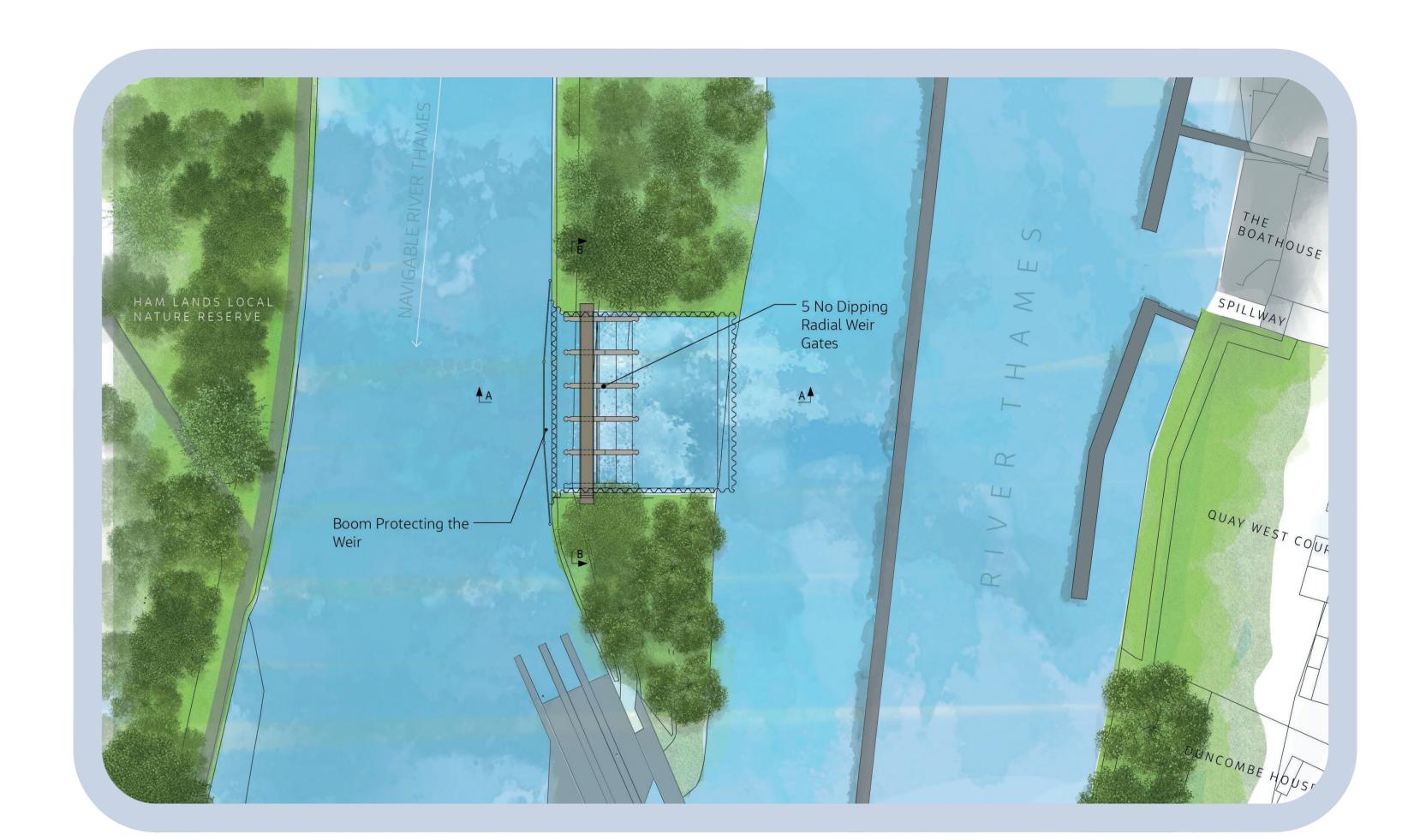
Additional weir gates

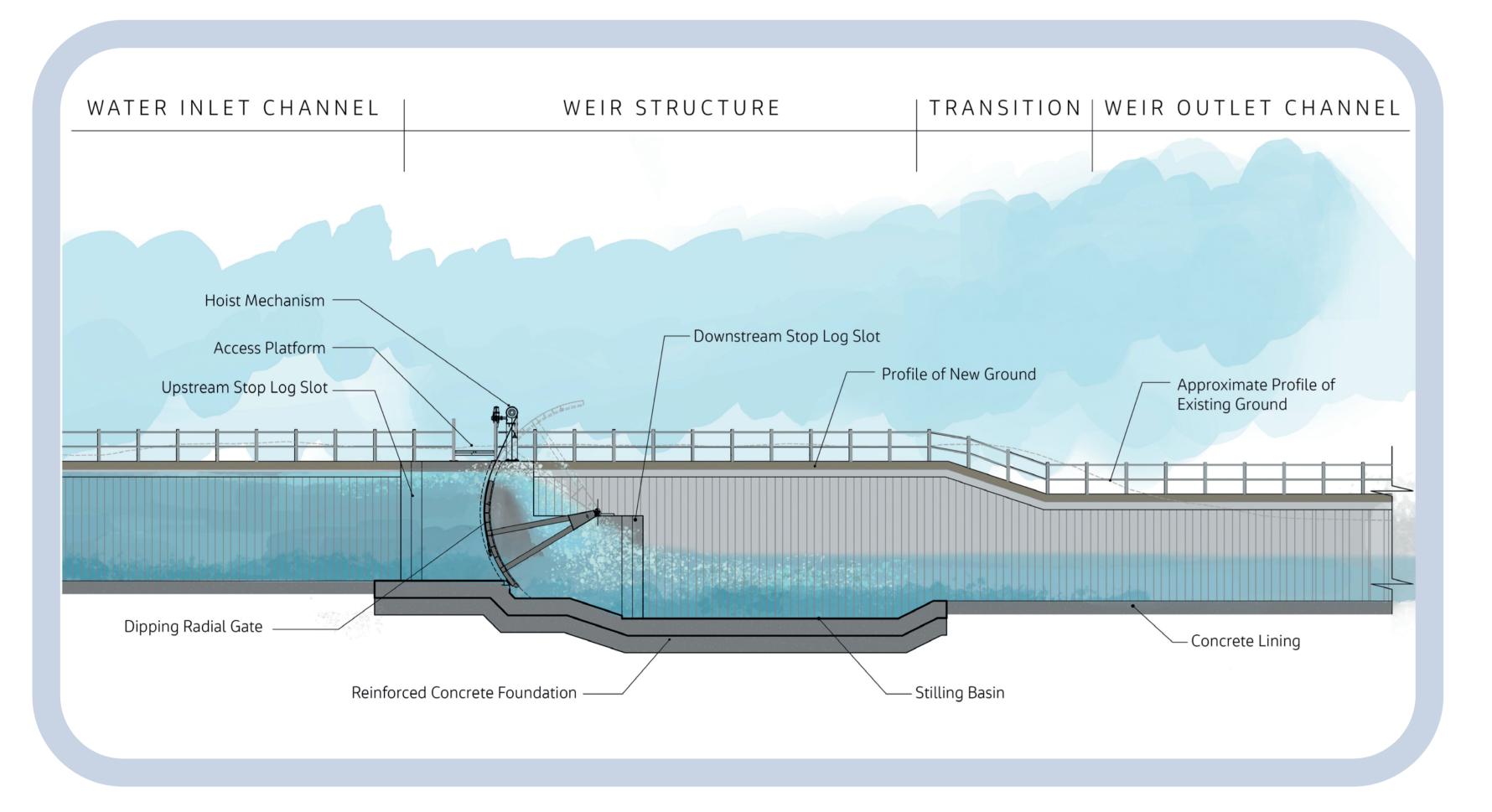
The additional gates at Sunbury, Molesey and Teddington will create a new pathway for water at the weir complex, supporting the current gates and weirs. By using these extra gates, less water will flow through the existing gates and weirs which will in turn lower water levels upstream.

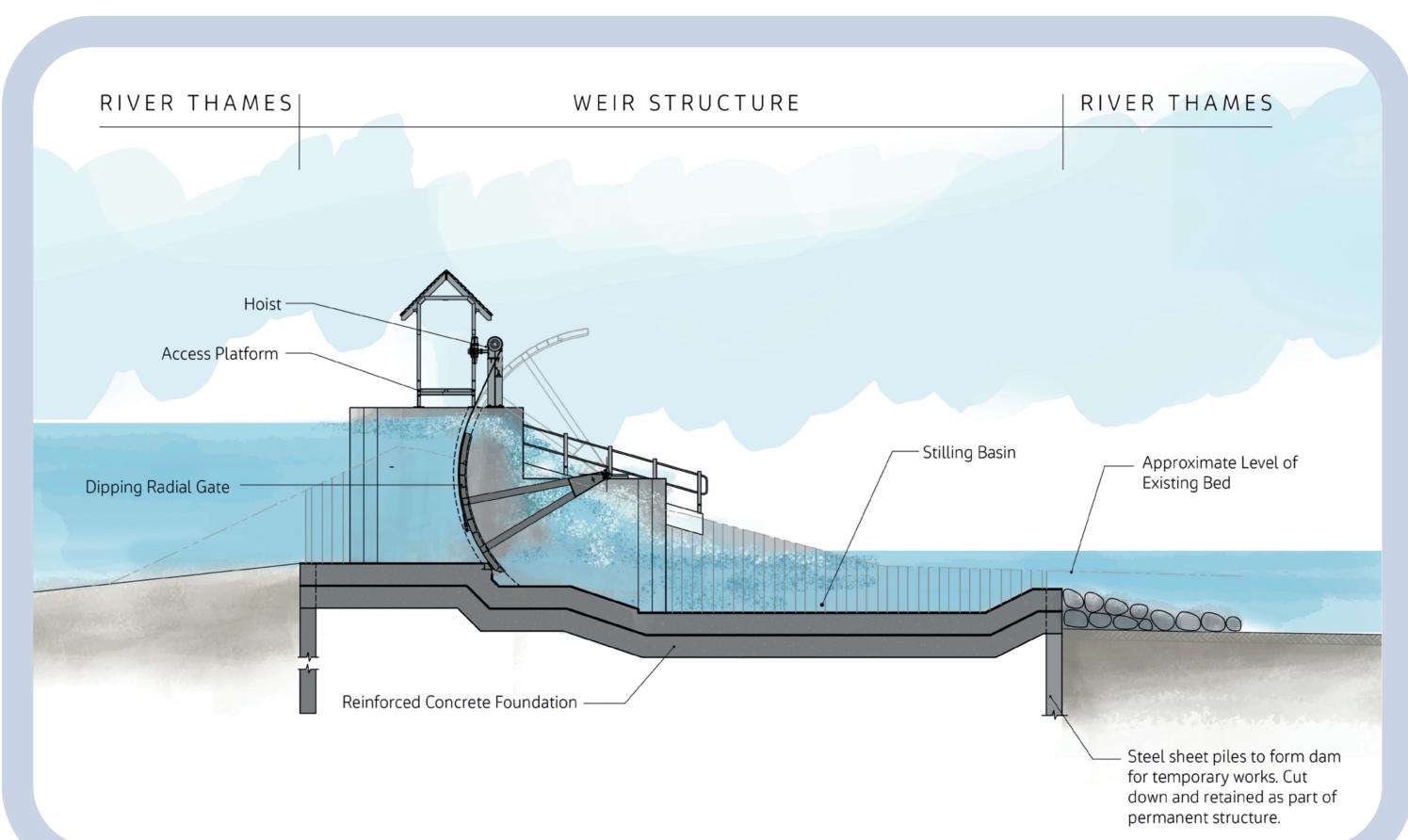
Further information about the engineering of the weirs and bed lowering can be found in Chapter 7 of the brochure for statutory consultation.

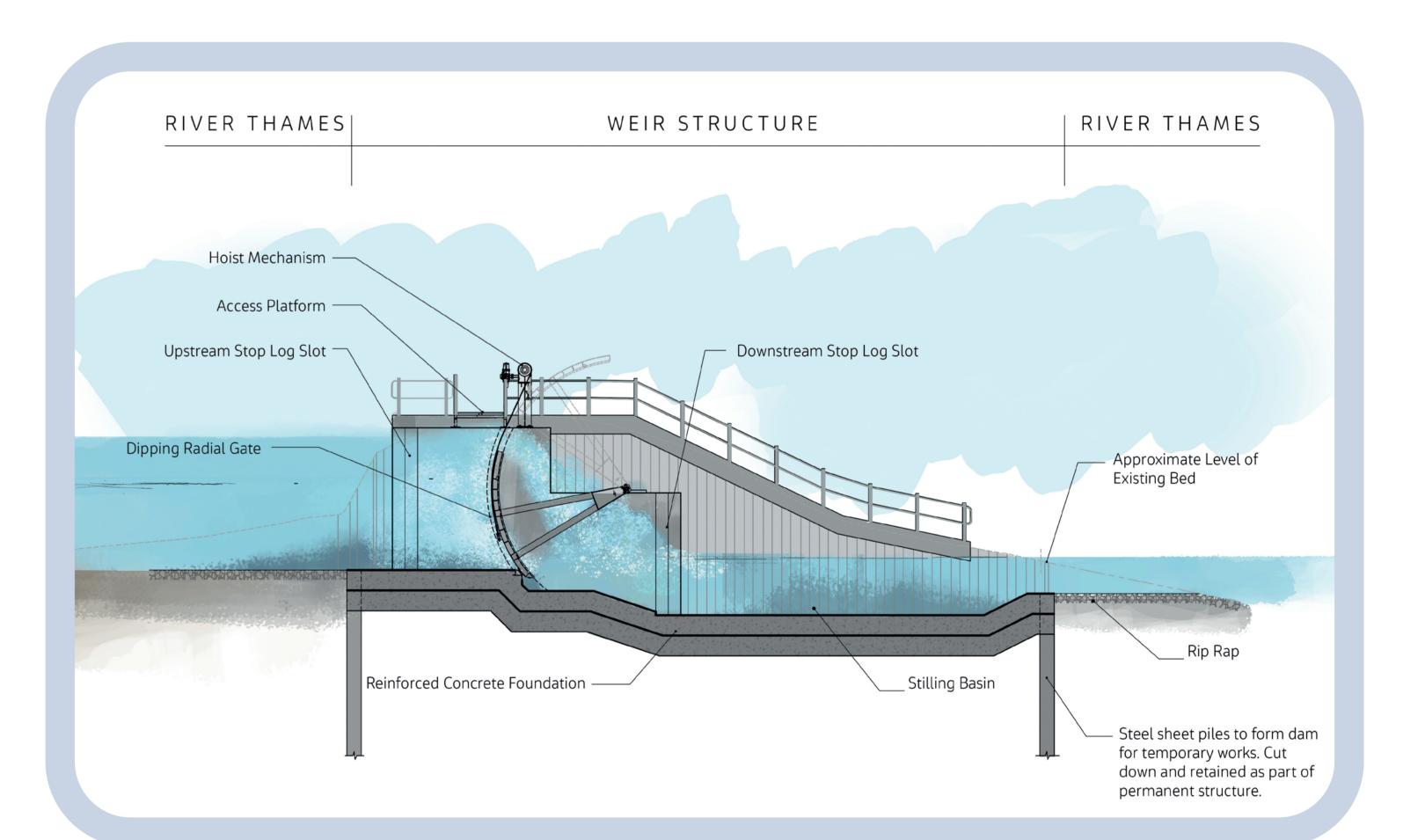








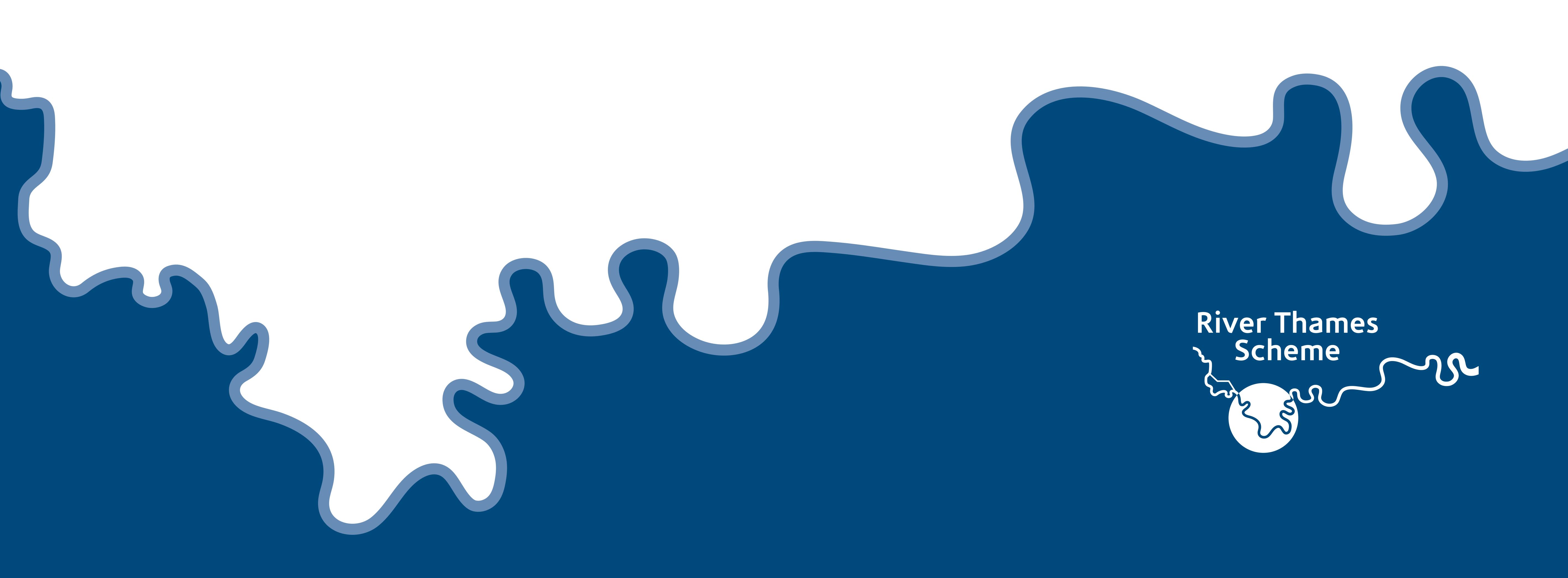




Sunbury Weir

Molesey Weir

Teddington Weir

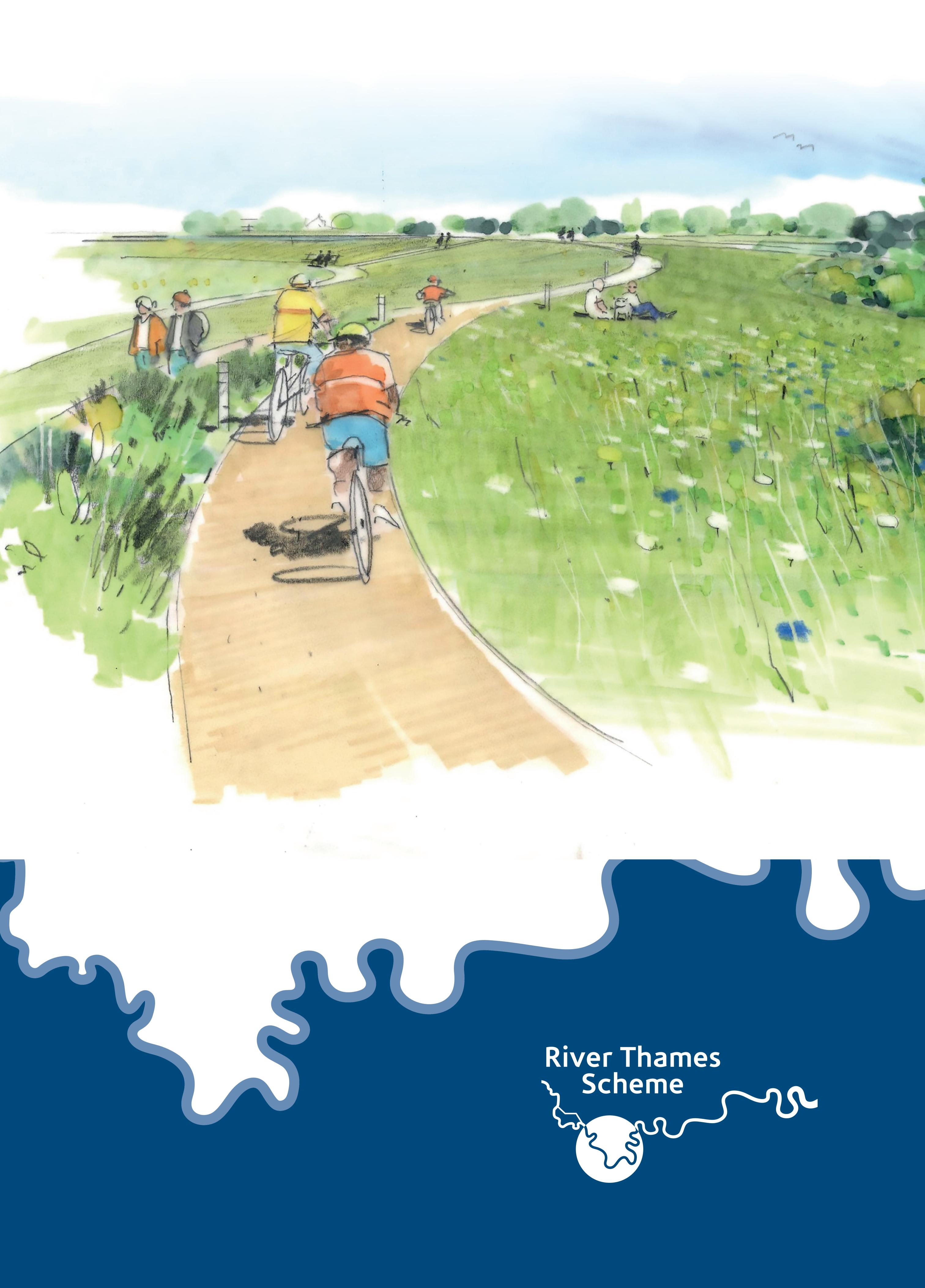


Active Travel Route

A central route for active travel of around 5 and a half miles is proposed.

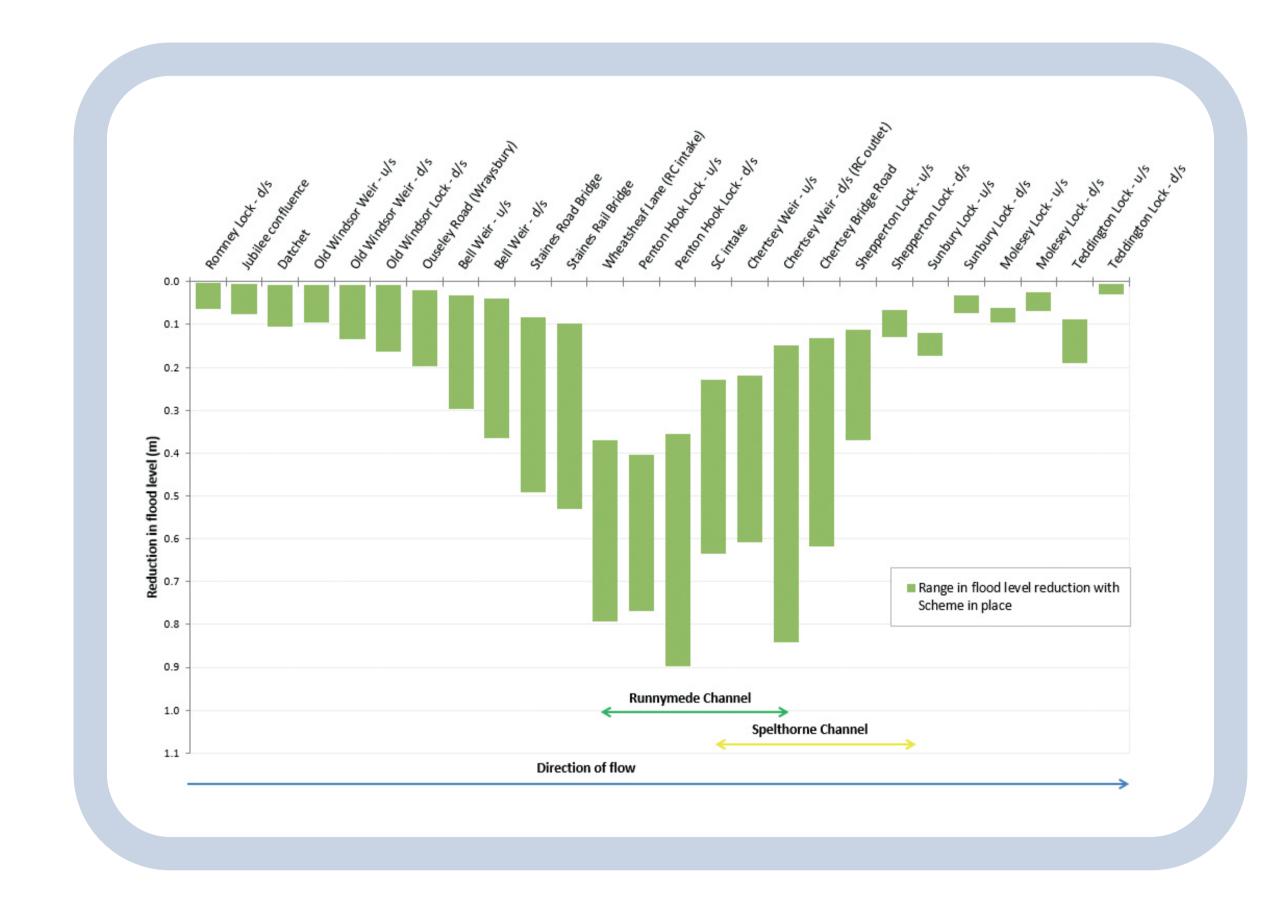
- The route will be fully segregated between cyclist and pedestrian users and will connect the two new primary green open spaces at Royal Hythe and Sheepwalk (Land South of Chertsey Road) and the new potential blue open space at Abbey 1 Lake.
- The active travel route will comprise of multiple links to connect local communities such as Staines, Egham Hythe, Thorpe, Laleham, Chertsey, Shepperton Green, Old Shepperton, Weybridge and Walton.
- The route includes the building of two new bridge crossings for non-motorised use over the River Thames, connecting Chertsey to Laleham, and at Desborough Island to Ferris Meadow Lake.

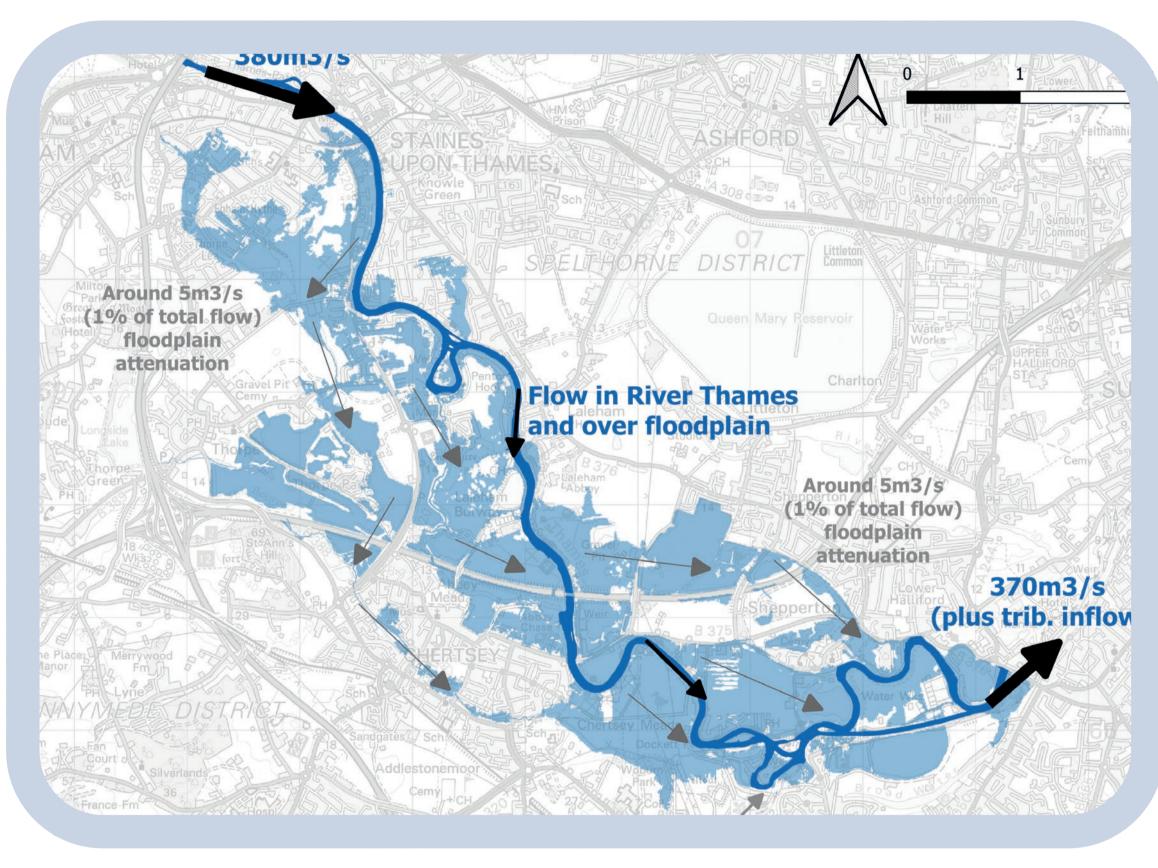
Further information on active travel route can be found in Chapter 7 of the brochure for statutory consultation.



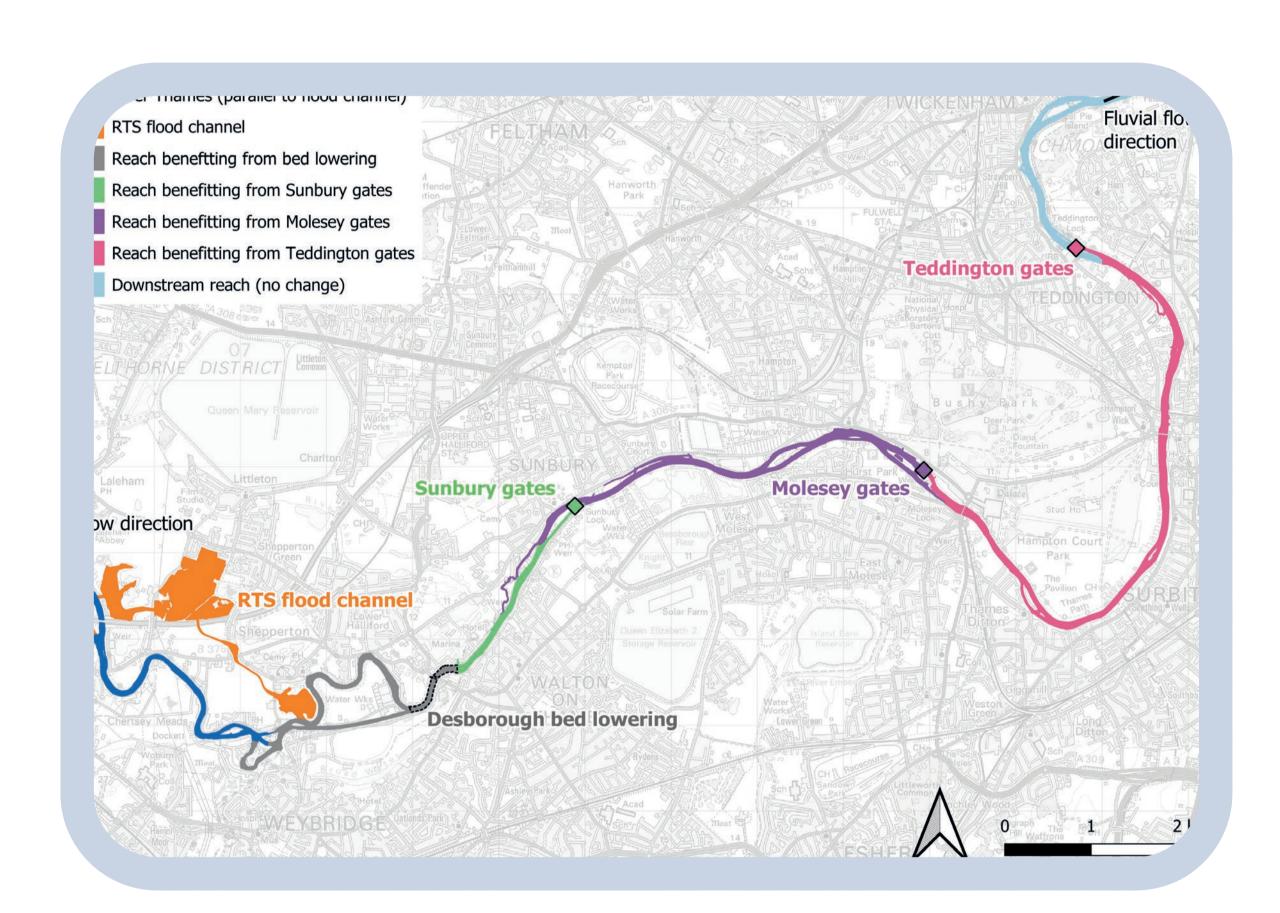
Impact of the scheme on flood risk

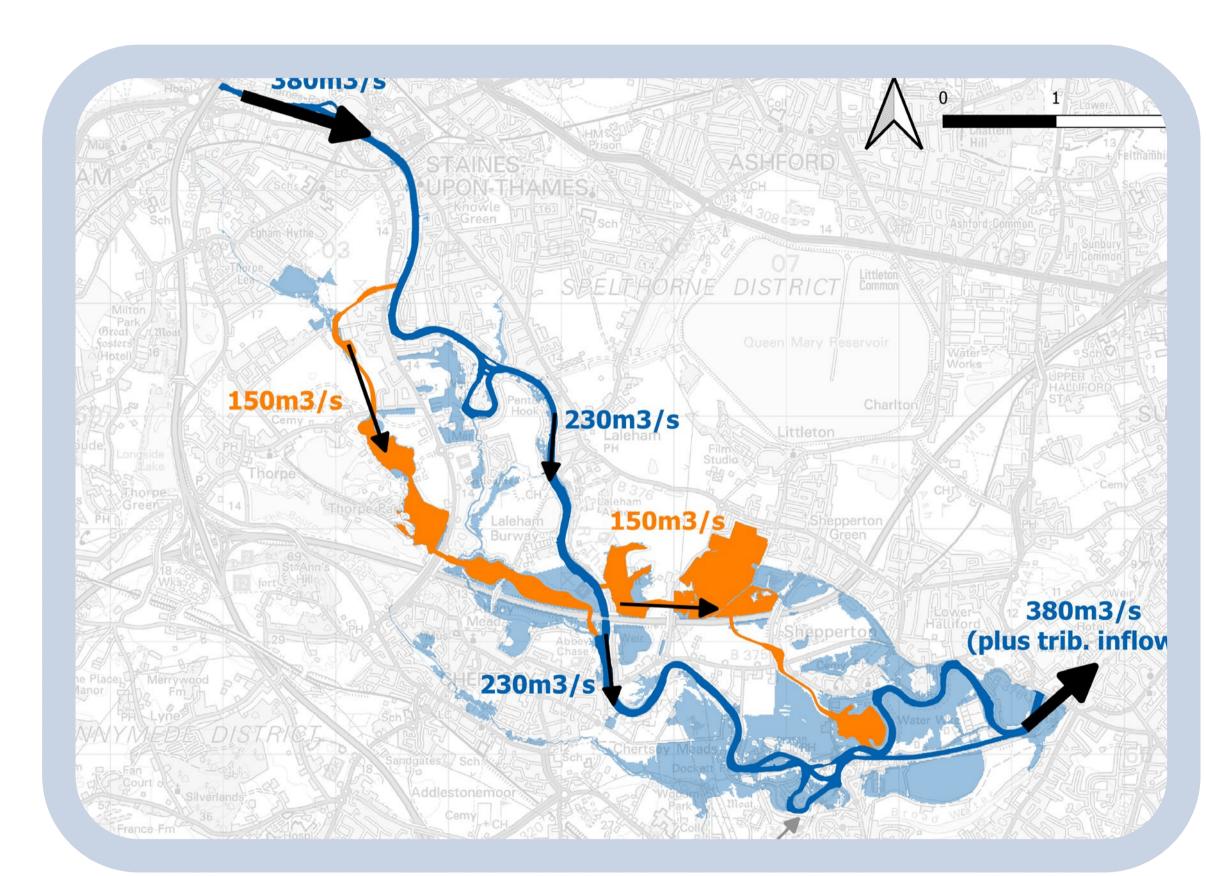
Our new flood channel will reduce the risk of flooding to 11,000 homes and 1,600 businesses and infrastructure. The combined impact on flood risk from the new channel and the downstream measures will significantly enhance flood resilience and in turn will provide better protection to homes, infrastructure and the environment for the areas along the River Thames. Details on the impact of the scheme on flood risk can be found in Chapter 7 of the brochure for statutory consultation.



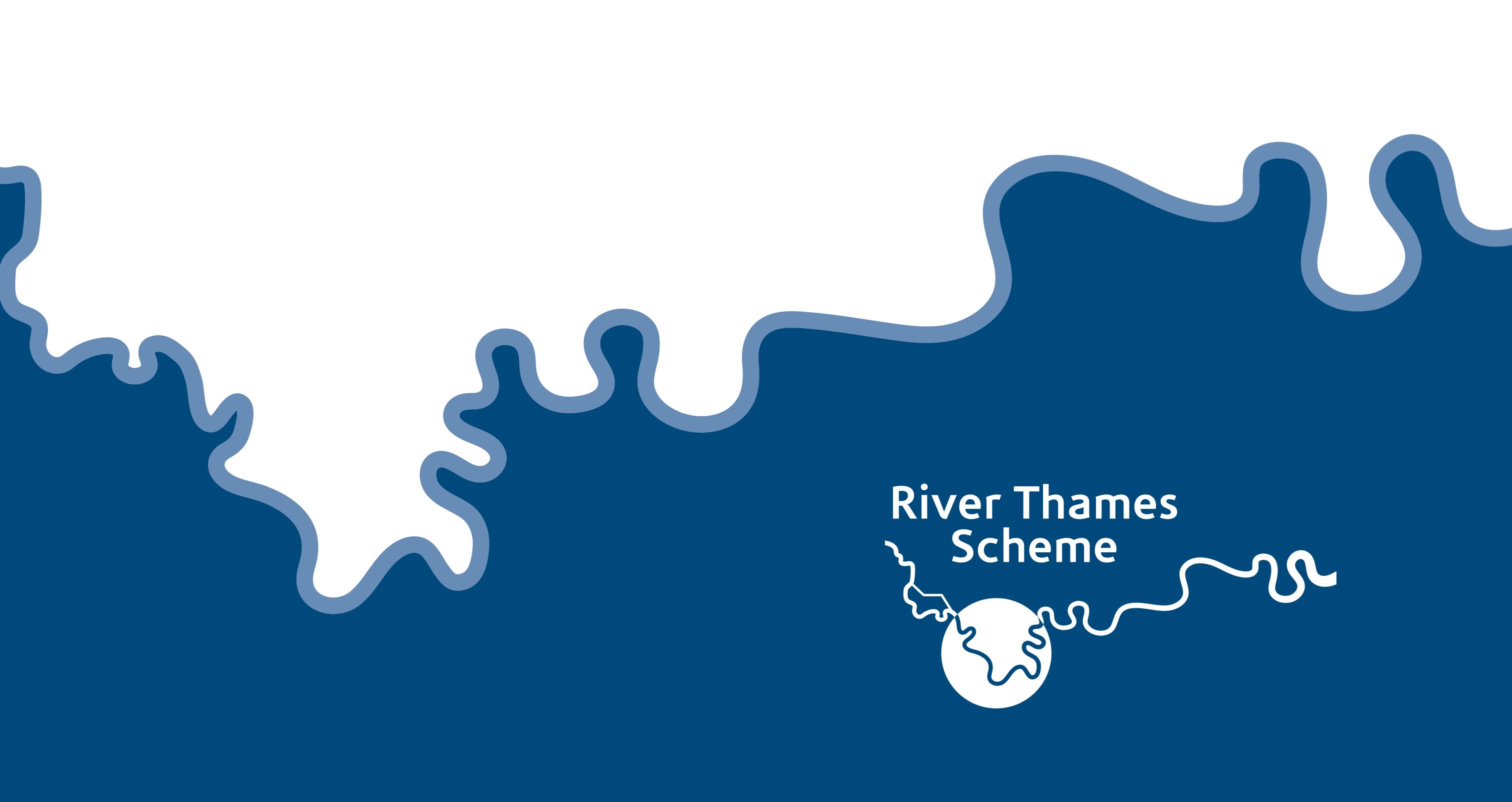


Without the River Thames Scheme





With the River Thames Scheme



Materials management principles

Materials and Waste

Our work will involve the excavation of large volumes of materials and waste.

We plan to reuse and recover significant amounts of materials and waste within the scheme where this is required for the scheme design. Where materials must be taken off-site, the project shall utilise the waste hierarchy to determine if they can be put to beneficial reuse or recovery before utilising disposal as the last resort.

Using material and waste within the scheme to achieve its design has sustainability benefits. It helps to reduce construction traffic, air quality and noise impacts, and reduces our overall carbon footprint and material demands on the wider aggregate and construction materials market.

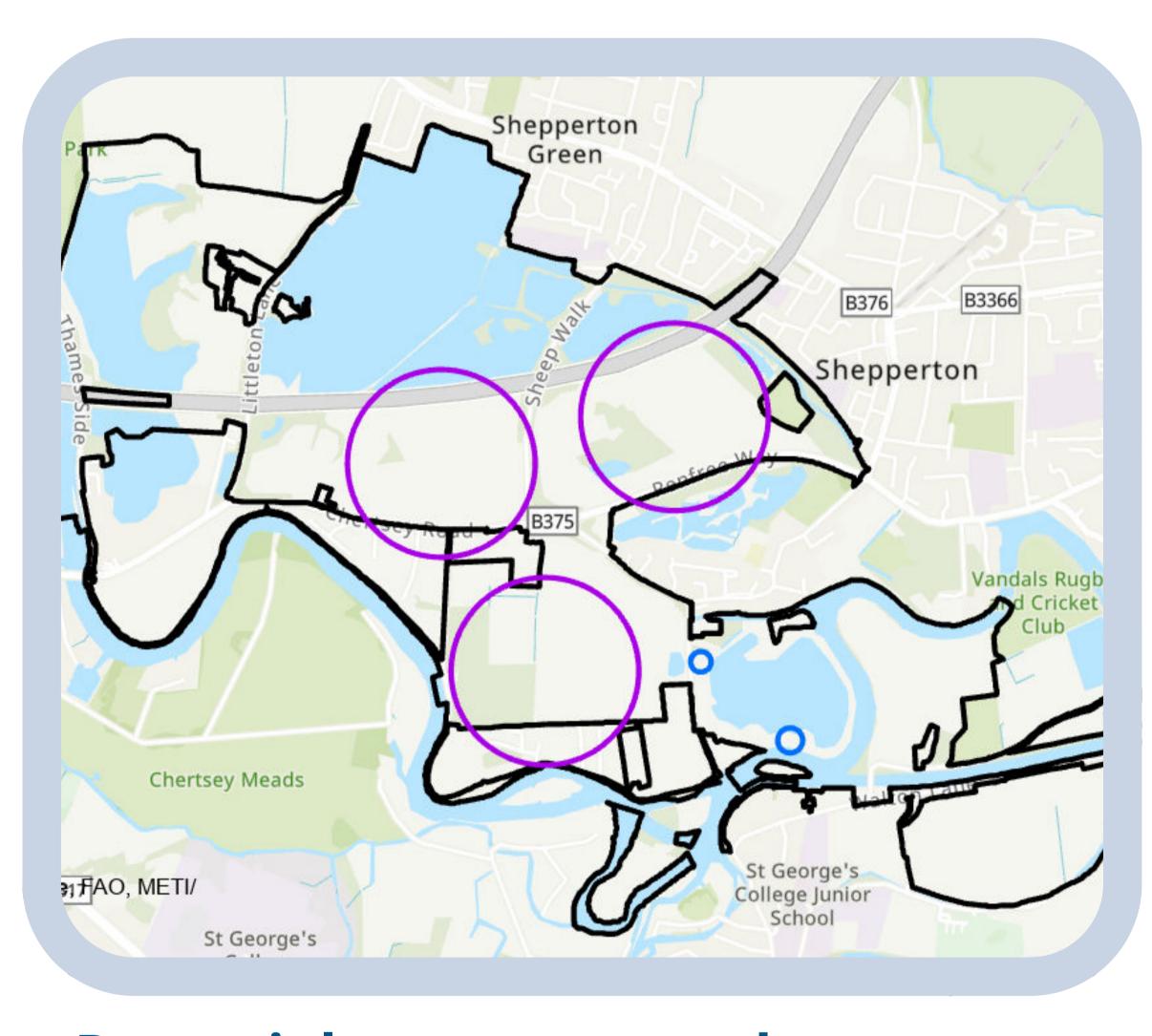
Complying with the law

The waste hierarchy, which prioritises how waste is managed and is embedded within UK legislation – is at the heart of our approach.

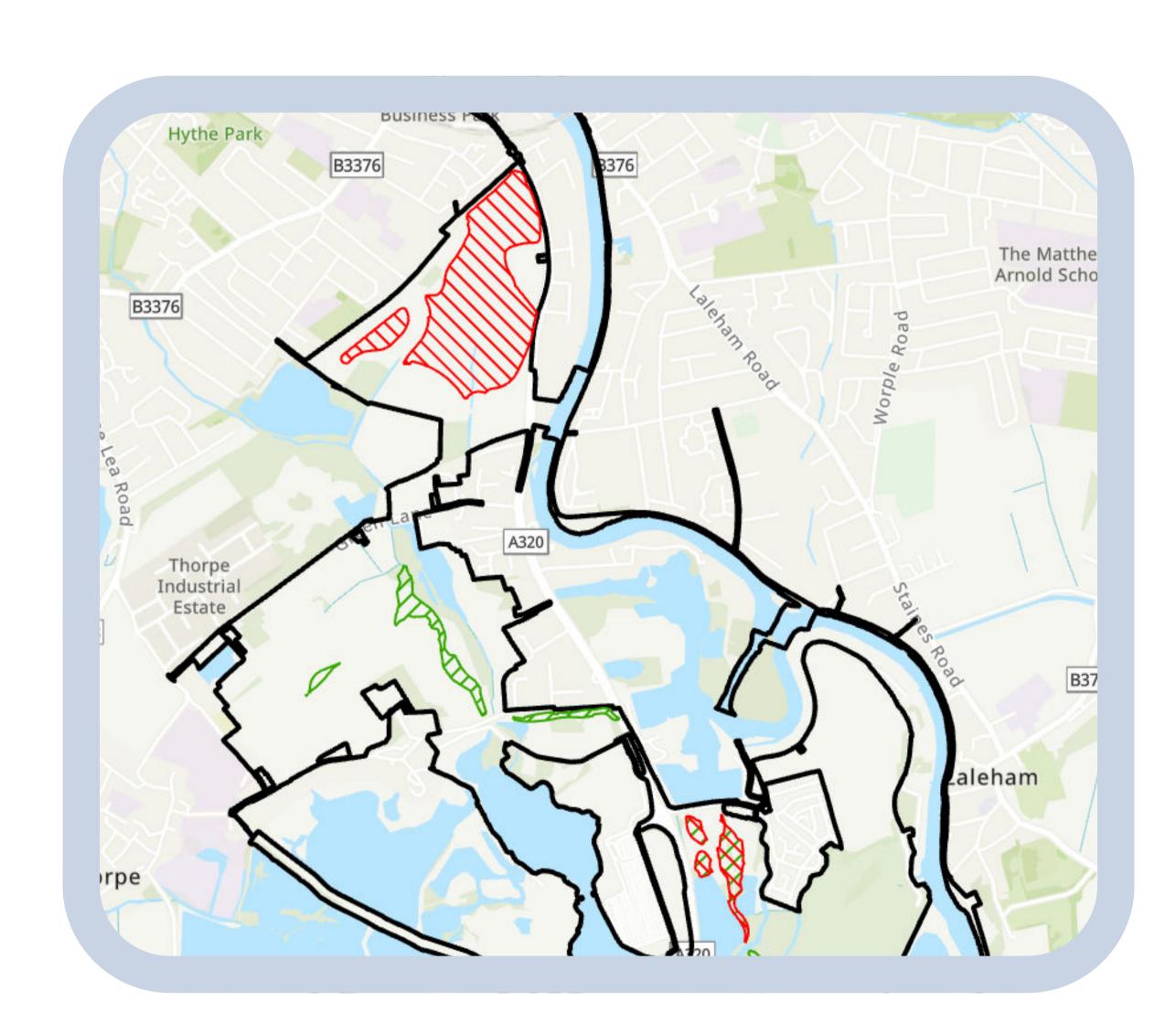
We will adhere to all relevant legislation and guidelines.

Any materials and waste set for reuse or recovery will be managed through suitable mechanisms.

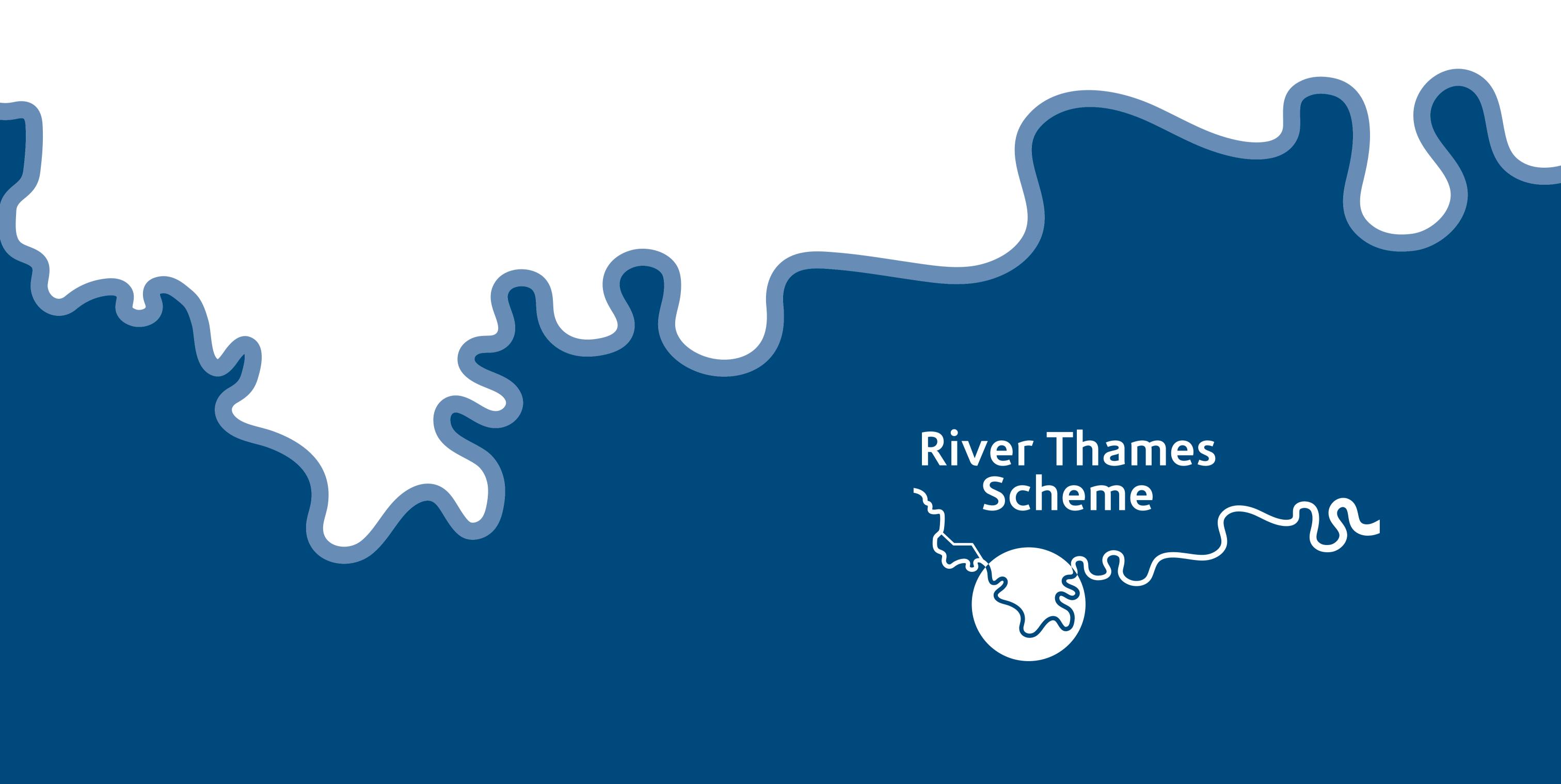
Further information on our materials management principles can be found in Chapter 8 of the brochure for statutory consultation



Potential treatment and storage at Sheepwalk, Manor Farm, and storage only at Ferris Meadow Lake and Land South of Chertsey Road.



Potential areas for waste recovery (red hatch) and placement of materials (green hatch).



Construction principles

The River Thames Scheme is a major project of national significance, and we recognise that there will be impacts during construction. It is important to us that we prioritise being considerate constructors, minimising disruption to the community and prioritising safety, environmental responsibility, and respect for residents throughout the construction process. Further information on construction principles can be found in Chapter 9 of the brochure for statutory consultation.

Our Construction Programme

We expect construction to run from mid-2026 to early 2032, with the flood channel operational from 2030. It is expected that the main construction works will take around four years to complete.

Our Construction Methods

The shape of the flood channel will vary depending on the ground conditions, without compromising the benefits of what we want to achieve. The width of the channel will be minimised where possible, given engineering and construction constraints, and to avoid excess excavation and the processing of materials.

Working hours

We anticipate that most of the construction work would take place between Monday and Saturday and will take place between 8am and 6pm. Some construction activities will potentially require working seven days a week and across 24 hours a day. These activities would also require associated lighting, including: delivery of abnormal loads, placing and/or pouring of large concrete structures, piling works for road bridges, utilities diversions and water treatment plants.

We may also take advantage of longer daylight hours during the summer to carry out earthworks, which require drier weather.

Construction noise

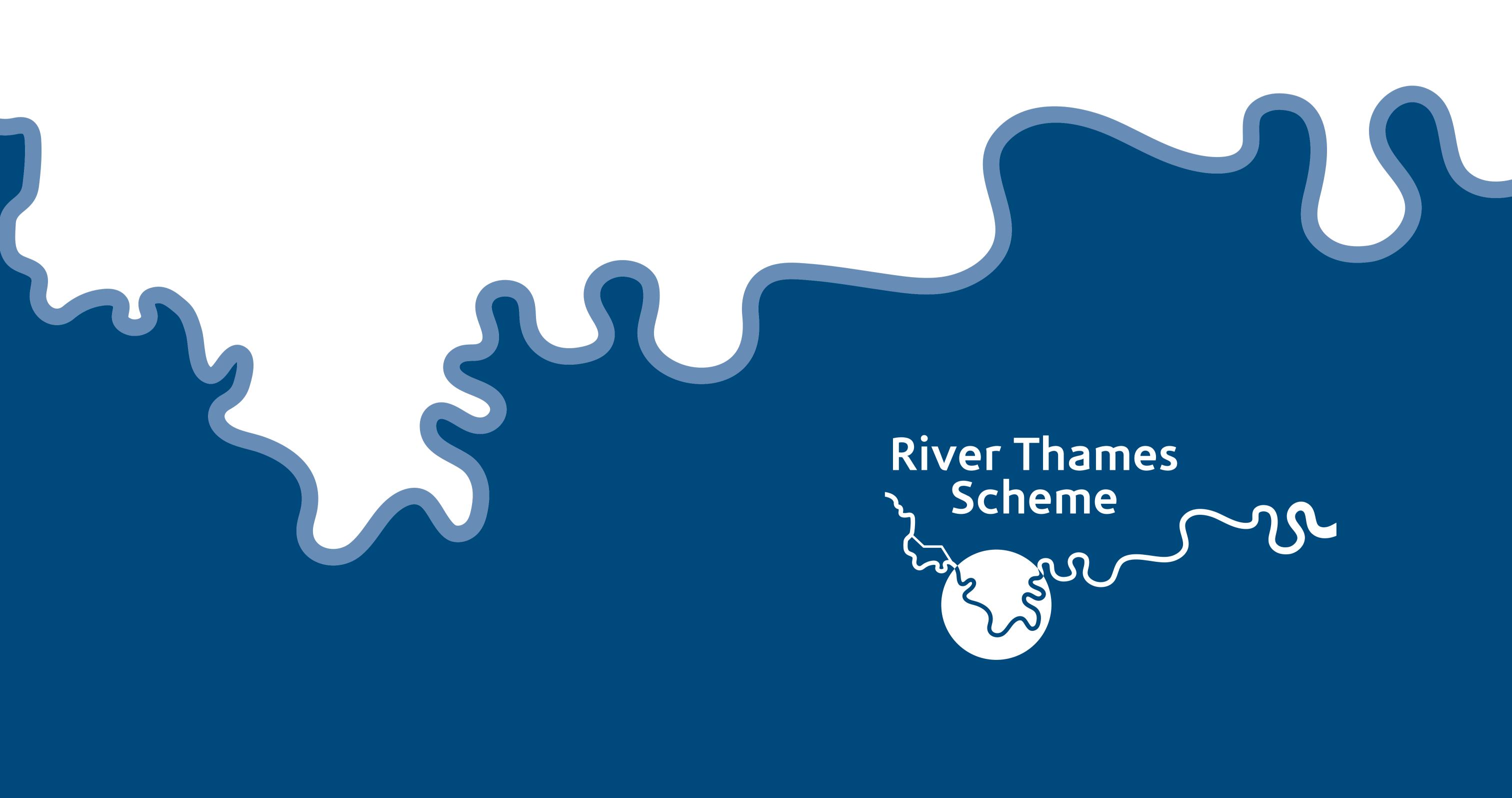
To help reduce the impacts of our construction noise, we will take steps such as timing construction to minimise work outside of normal working hours where possible.

Construction Compounds

During the construction period, there will be a need for a series of temporary site compounds. These will be required to store equipment and materials and to provide office space and welfare facilities for construction workers. Locations currently being considered for the two main compounds include Royal Hythe, Sheepwalk and/or Manor Farm. These main compounds will be approximately 2,500 metres squared in size and may be combined with the temporary material processing and storage sites. The proposed locations of these sites can be found in Chapter 9 of the brochure.

Transport for Materials and Workers

When we start construction, there will be traffic from our vehicles and workers, which might put extra pressure on local highways. To manage this, we will plan specific routes for our construction traffic to follow. Where possible, we will avoid the local highway network by creating temporary haul roads through our working areas. These routes would be designed to have the least impact on local highways and will have dedicated access directly to main roads (A roads) where suitable.



Environmental Effects

We are focussed on maximising the environmental benefits of the River Thames Scheme and minimising the negative effects. With a robust and compliant assessment framework and strategic mitigation measures, the River Thames Scheme is set to be a catalyst for ecological advancement.

How the Preliminary Environmental Information Report (PEIR) shapes the River Thames Scheme

The PEIR plays a crucial role in shaping the River Thames Scheme by presenting our preliminary assessment of the scheme's likely significant effects. These assessments are framed as a reasonable 'worst-case' scenario, which is a precautionary measure taken when design, construction, or baseline information is incomplete, such as when additional surveys or design work is needed.

Environmental benefits of the River Thames Scheme

Once built and operational, the River Thames Scheme will provide significant environmental benefits, such as:

- Reduced flooding risk
- Biodiversity enhancement
- Health benefits
- Enhanced landscape
- Traffic and transportation

Potential negative effects and mitigation approach

A scheme of this size will inevitably have some potential negative effects, mostly during the construction phase but also when in operation, as set out in the PEIR. We are proactively addressing these issues by developing and implementing mitigation measures to effectively manage and minimise these negative effects, ensuring they remain within acceptable levels. Construction activities will be temporary and are expected to last for approximately six years. Activities will be phased to reduce the impact in any single location. Some of the potential effects include:

- Changes in water environment
- Management of Material
- Traffic noise and air quality
- Health and Wellbeing
- Habitat and biodiversity
- Effect on archaeology
- Flood risk
- Climate resilience and carbon emissions
- Landscape and visual effects
- Socio-economic effects
- Effect on soils and land

More information on the environmental effects of the scheme can be found in Chapter 10 of the brochure for statutory consultation.



River Thames Scheme

Working with land interests

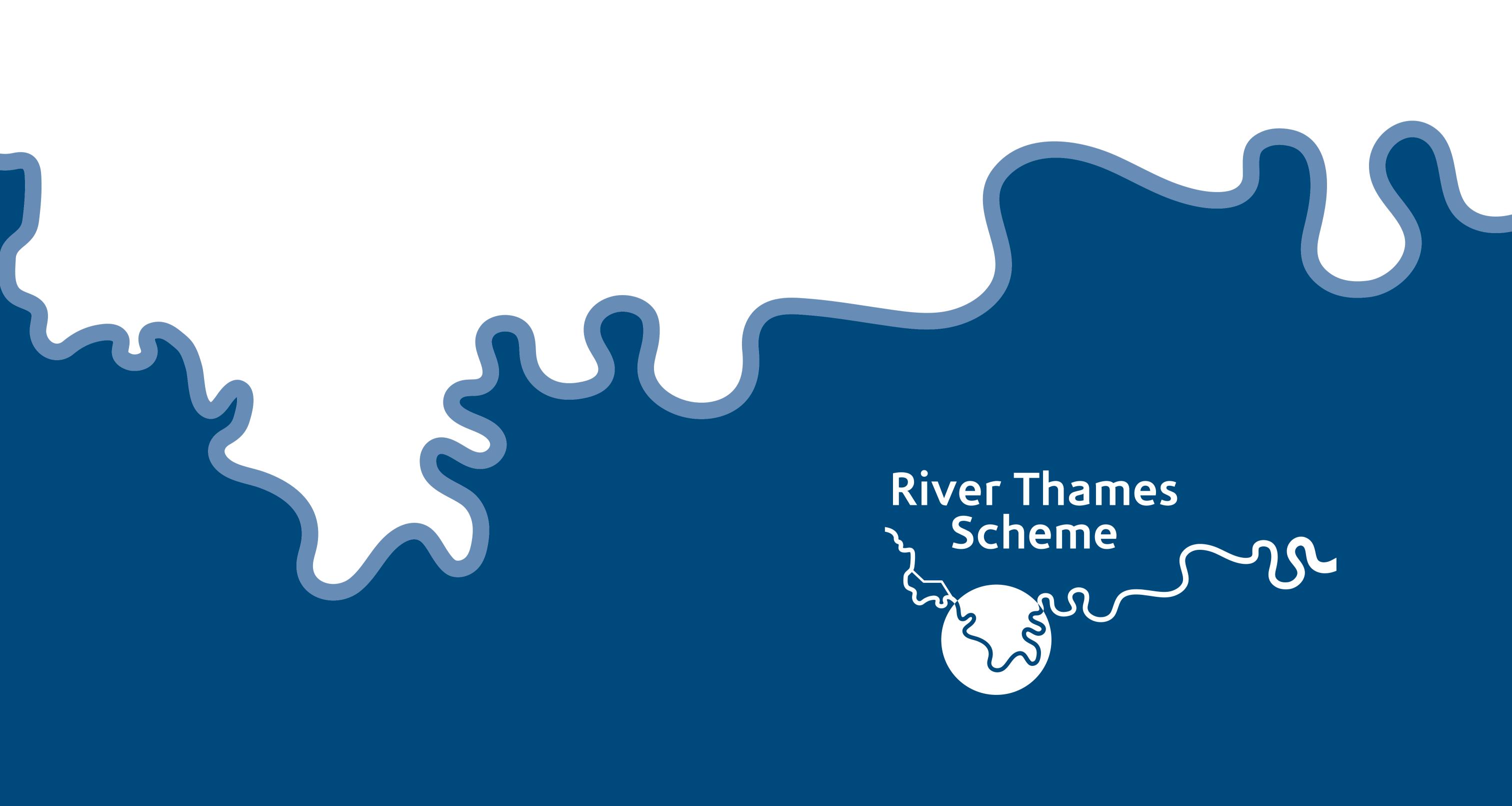
We are already engaging with landowners and occupiers affected by the scheme, and we will continue to work with them to reduce the impacts by understanding their specific concerns.

We appreciate the ongoing cooperation and support in developing our proposals. Whilst the scheme brings benefits to the local communities, many land interests within the scheme boundary will have different needs and will be concerned about how the scheme may affect them.

For different areas of land, the scheme may require different powers such as, but not limited to, buying land out right (freehold acquisition), acquiring rights over land and/or temporarily using land during the construction period only. We are committed to obtaining all interests in land by private agreement wherever possible. However, in the event that negotiations with land interests are unsuccessful, we will seek compulsory powers in the application for a Development Consent Order to be able to deliver the scheme. Statutory compensation would be payable where we need to acquire interests in land.

As part of the consultation, we have written to everyone that we have identified as having an interest in land to let them know about the consultation and invite them to share their views. We will consider the feedback and continue to work with landowners following this consultation, refining our proposals in the light of feedback received before submitting our application to the Planning Inspectorate.

Further information on working with land interests can be found in Chapter 11 of the brochure for statutory consultation.



Permission to build and operate the scheme

The River Thames Scheme originally needed permission through the Town and Country Planning Act process but, in light of the scheme being considered as nationally significant, we are now following a process set out in the Planning Act 2008 for a Development Consent Order (DCO).

The DCO process still allows opportunities for you to give your views, including in response to this consultation, which will help us to develop our proposals.

Further information on our DCO process can be found in Chapter 3 of the brochure for statutory consultation.

THE DEVELOPMENT CONSENT ORDER APPLICATION PROCESS

PRE-APPLICATION

We are currently at this stage of the DCO process, which includes engaging with the public and stakeholders on the plans.

We held a public consultation in 2022 and since then we have been refining our design. We are now consulting again and want your views to help us shape our Scheme.

Once all feedback has been reviewed, the Scheme will be finalised and submitted to the Planning Inspectorate.

PRE-EXAMINATION

This stage allows anyone to register as an Interested Party to the Planning Inspectorate. You will be able to submit a representation or present your views at a public hearing within a timeframe that will be notified by us after the application is accepted.

A panel of inspectors are also appointed at this stage, who acts as the Examining Authority for the Scheme and the initial meeting (called a Preliminary Meeting) will be held to discuss the examination schedule.

This phase typically lasts three months.

RECOMMENDATION AND DECISION

After the Examination stage, the Examining Authority will have three months to write a recommendation report and submit this to the Secretary of State for Environment, Food and Rural Affairs.

The Secretary of State then has three months to make the decision on whether to grant or refuse the development consent order.















ACCEPTANCE

The Acceptance stage will begin when we submit our DCO application to the Planning Inspectorate. This includes a 28 day period for Planning Inspectorate, on behalf of the Secretary of State, to decide whether the application meets the standards required to move forward.

EXAMINATION

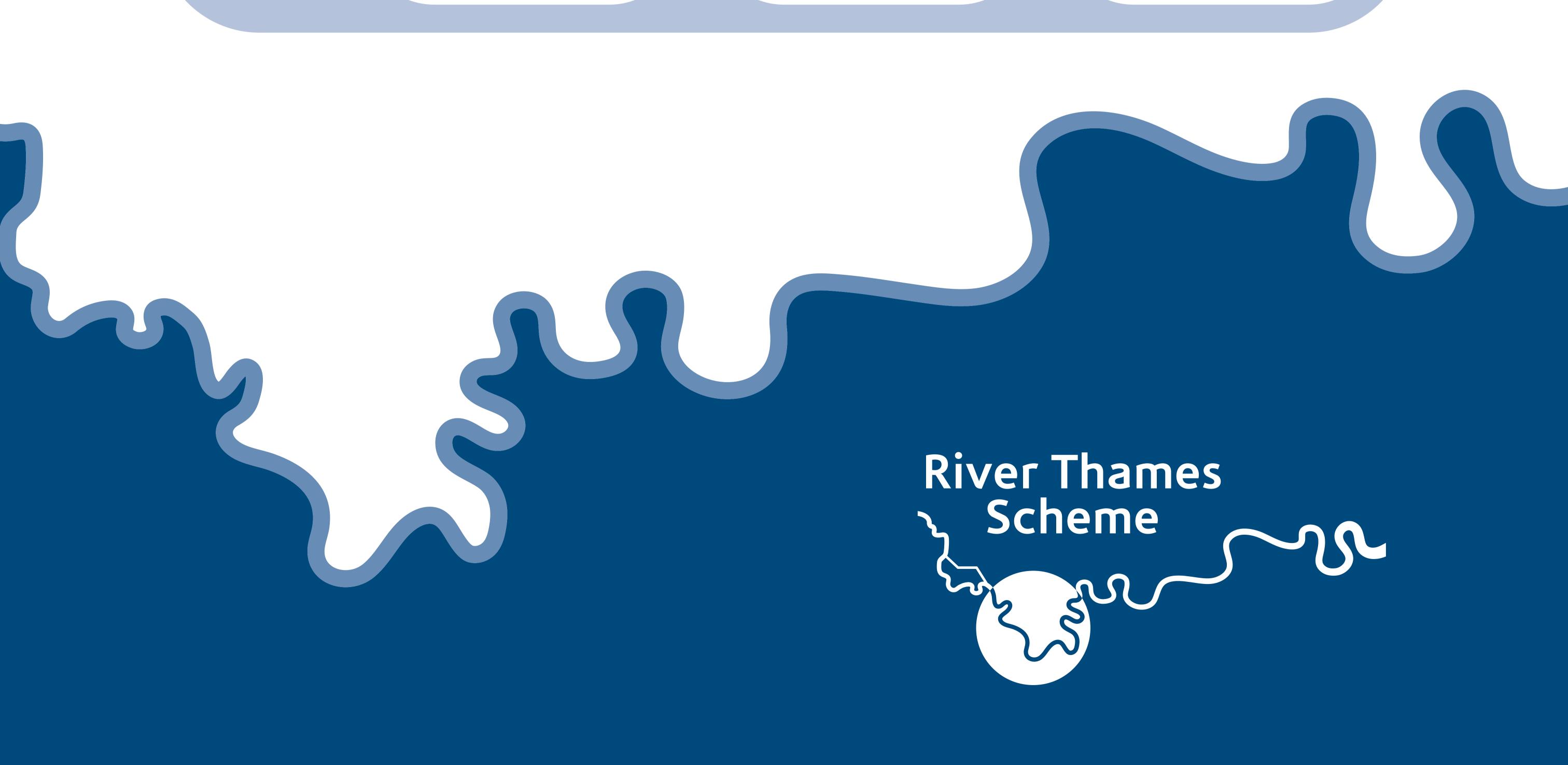
Following the Preliminary
Meeting, the Examining
Authority has up to six months
to carry out an examination
on our DCO application.

This six month process is focused on written submissions, but there will be Hearings too

POST-DECISION

This is the final stage of the process. If our DCO is approved by the Secretary of State for Environment, Food and Rural Affairs, there is a six week window for the decision to be legally challenged by the judicial review.

If this is passed, construction of the Scheme can begin.



Next Steps - We want your feedback!

Thank you for visiting the River Thames scheme consultation.

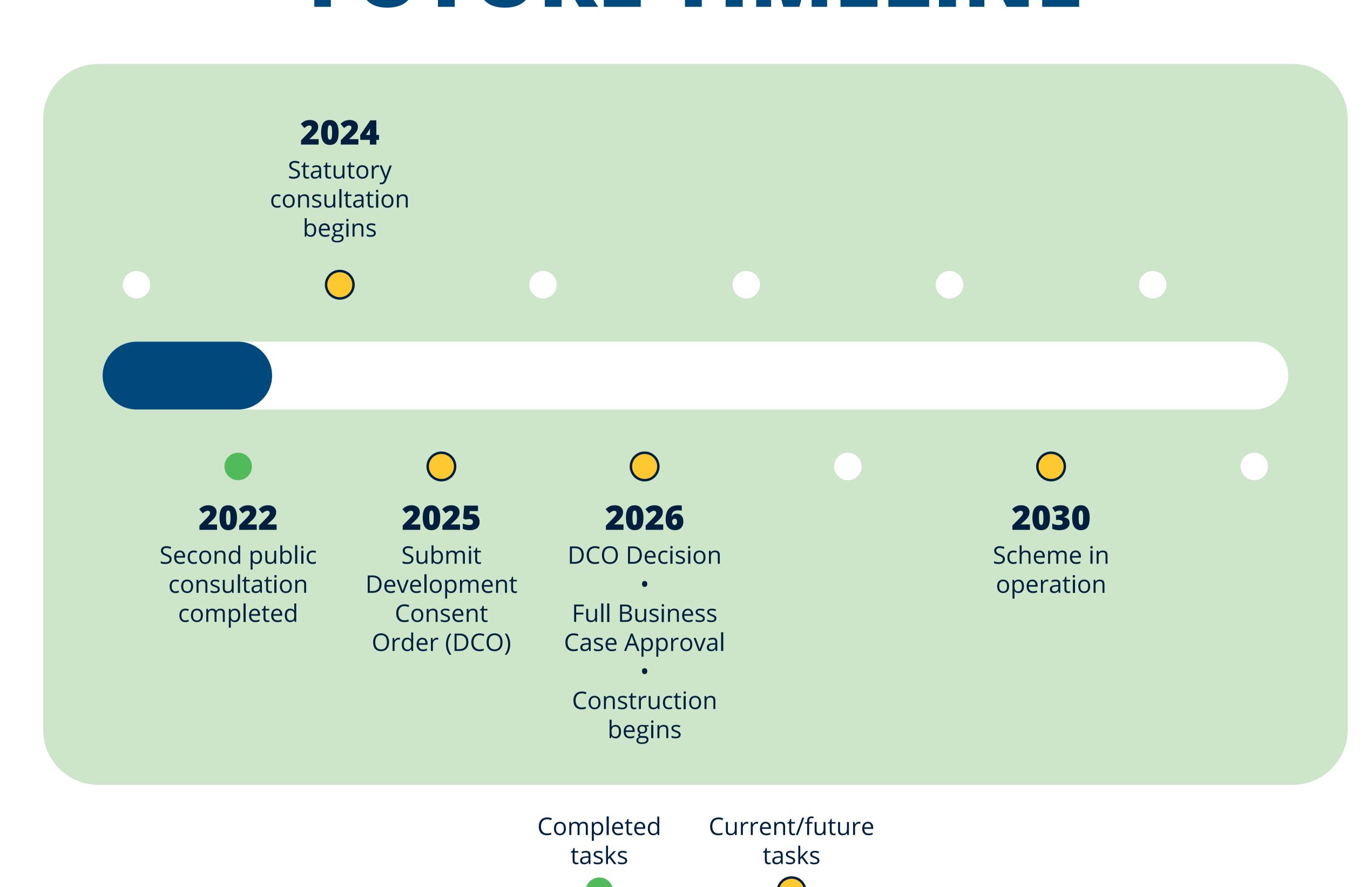
Please get involved and share your feedback about our proposals for the River Thames Scheme.

Our consultation is running until 23:59 on 4 March 2024.

It is a critical step in the River Thames Scheme. All your feedback is important to us and will be carefully considered to help shape our proposals going forward.

Once the consultation has closed, we will review the feedback received during the consultation. This feedback will be used to produce a consultation report which will summarise the findings, how feedback has been considered and show how feedback has informed any changes to our proposals.

River Thames Scheme FUTURE TIMELINE



Have your say by:

Completing the online feedback form: www.riverthamesscheme.org.uk

Completing the paper feedback form: Returning it to the address below.

Writing a letter to:
FREEPOST RTUK – RBLY – XUBT,
RIVER THAMES SCHEME, 5 First Street,
Manchester, M15 4GU

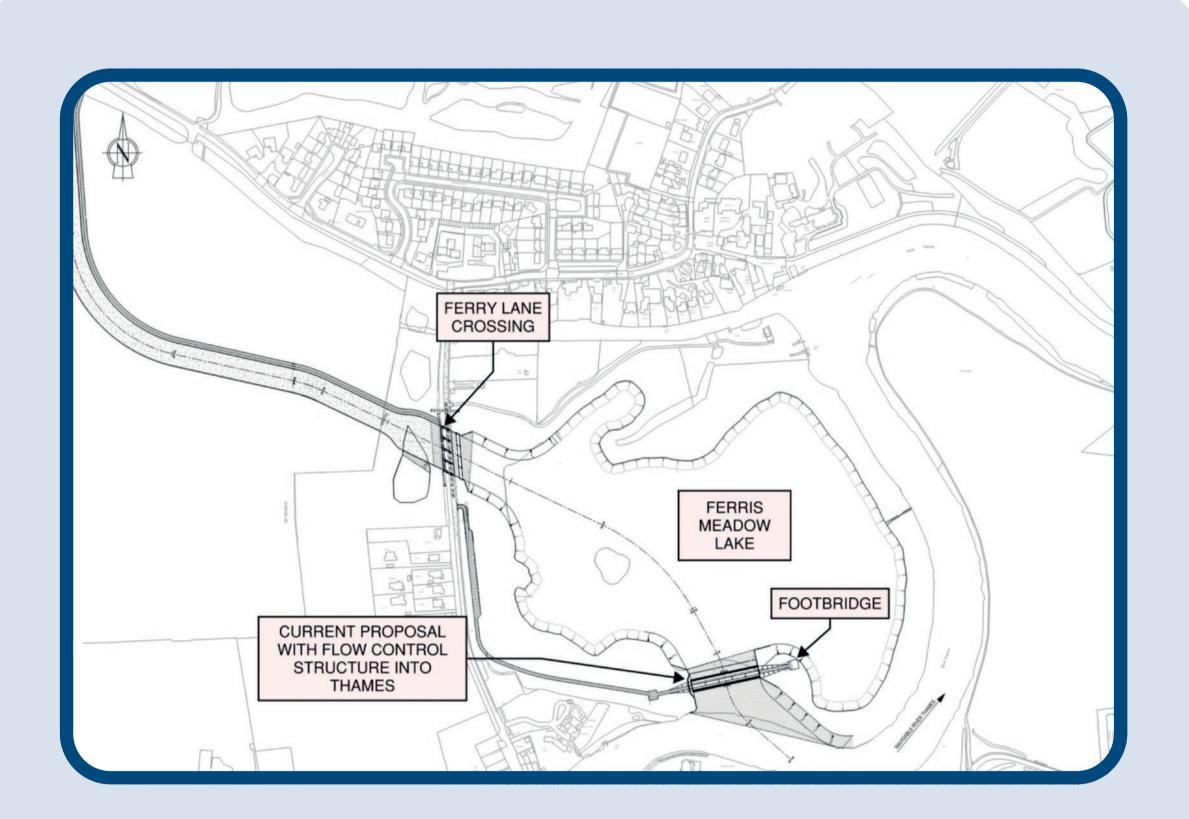
Sending an email to: enquiries@riverthamesscheme.org.uk



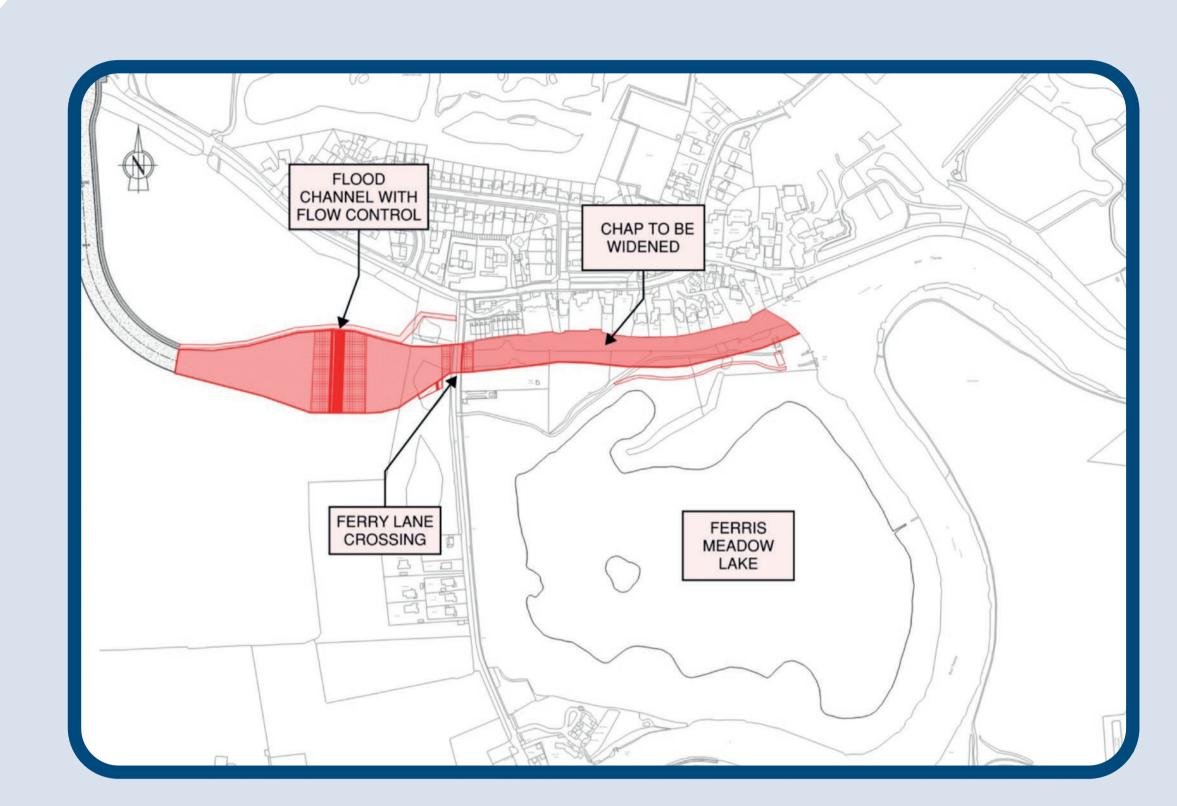


Ferris Meadow Lake

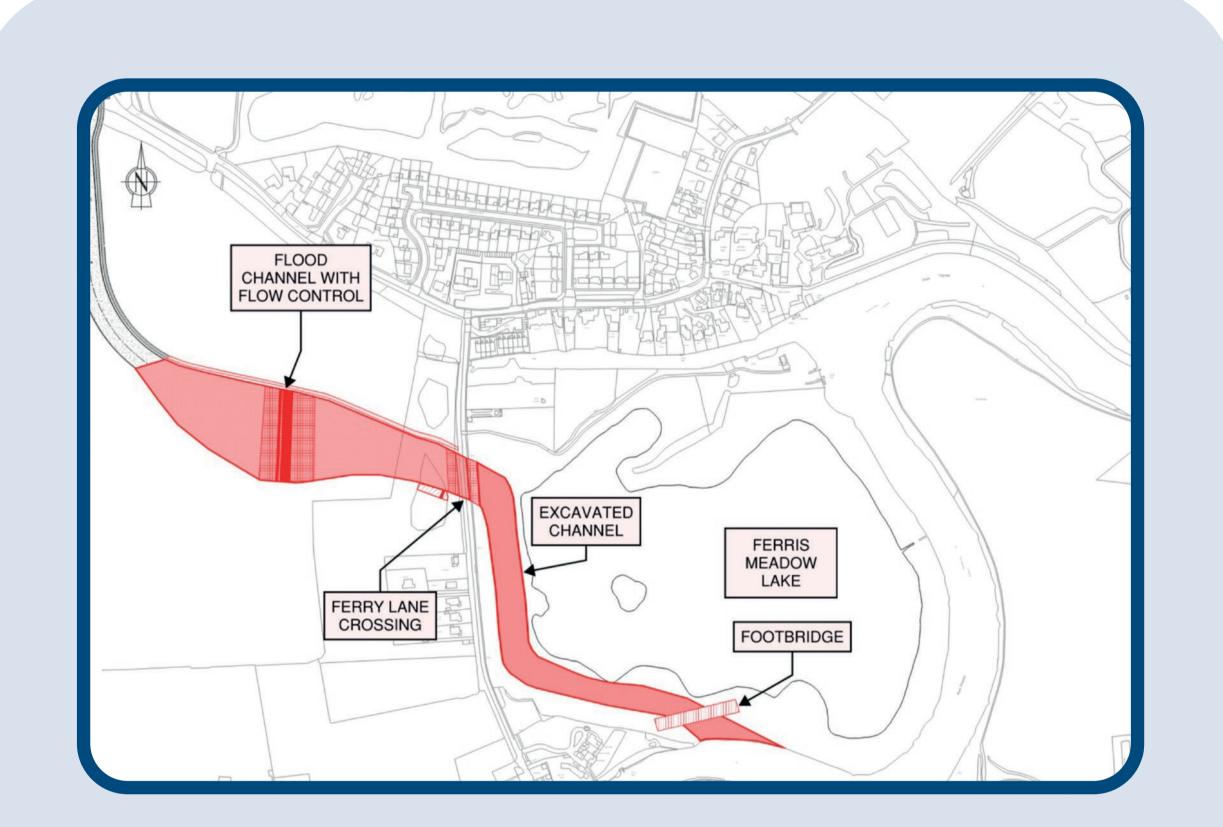
Our proposals currently include the Spelthorne channel passing through Ferris Meadow Lake (Option 1). However, during the course of the scheme development the lake has become used for open water swimming. In light of this and associated feedback from stakeholders, we are currently undertaking a water quality assessment of the impacts of our current alignment on Ferris Meadow Lake and an options study to understand the feasibility of alternative alignment options for the Spelthorne Channel at this location. More information can be found in Chapter 7 of the brochure for statutory consultation.



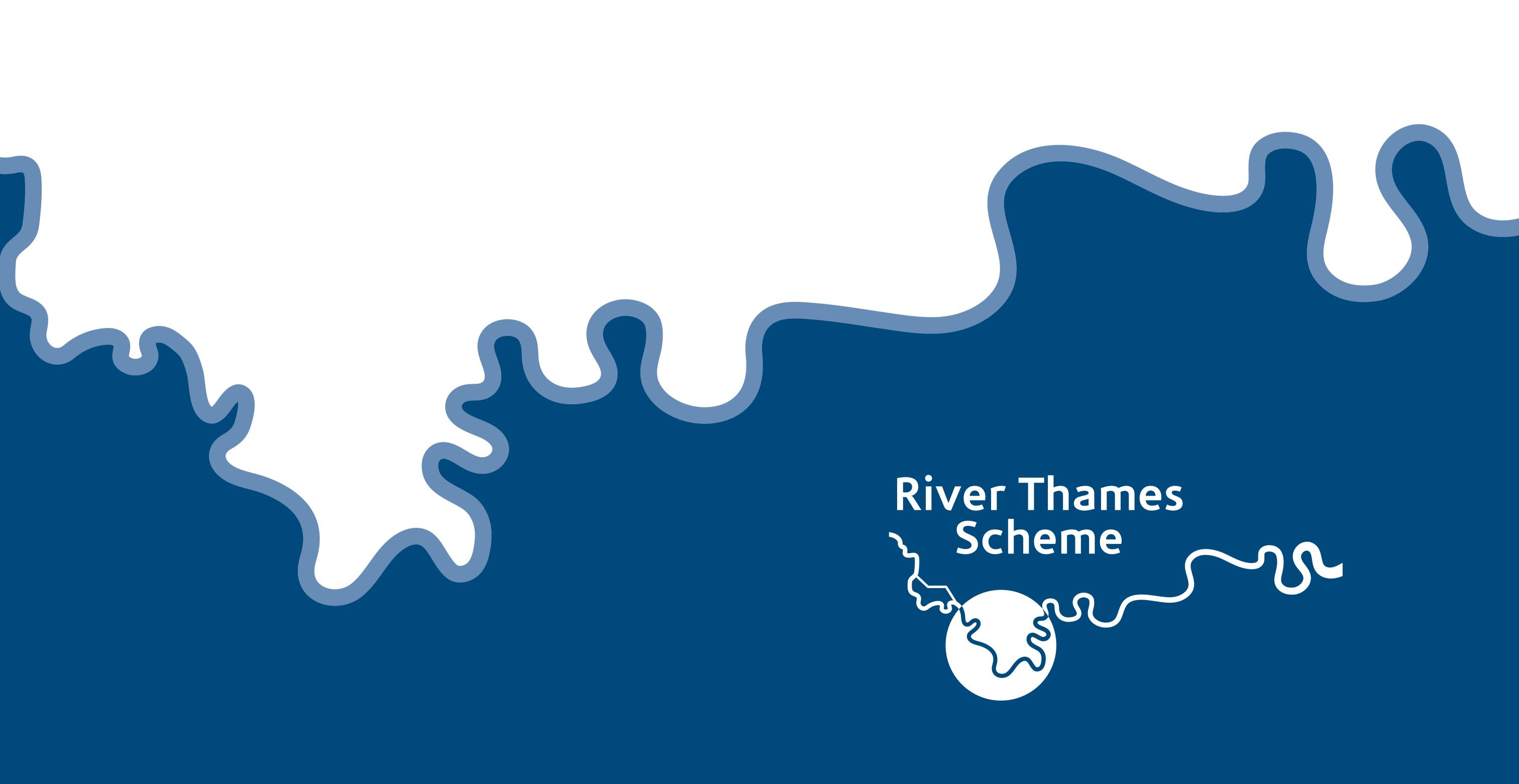
Option 1 - Our current proposal, Spelthorne channel passes through Ferris Meadow Lake.



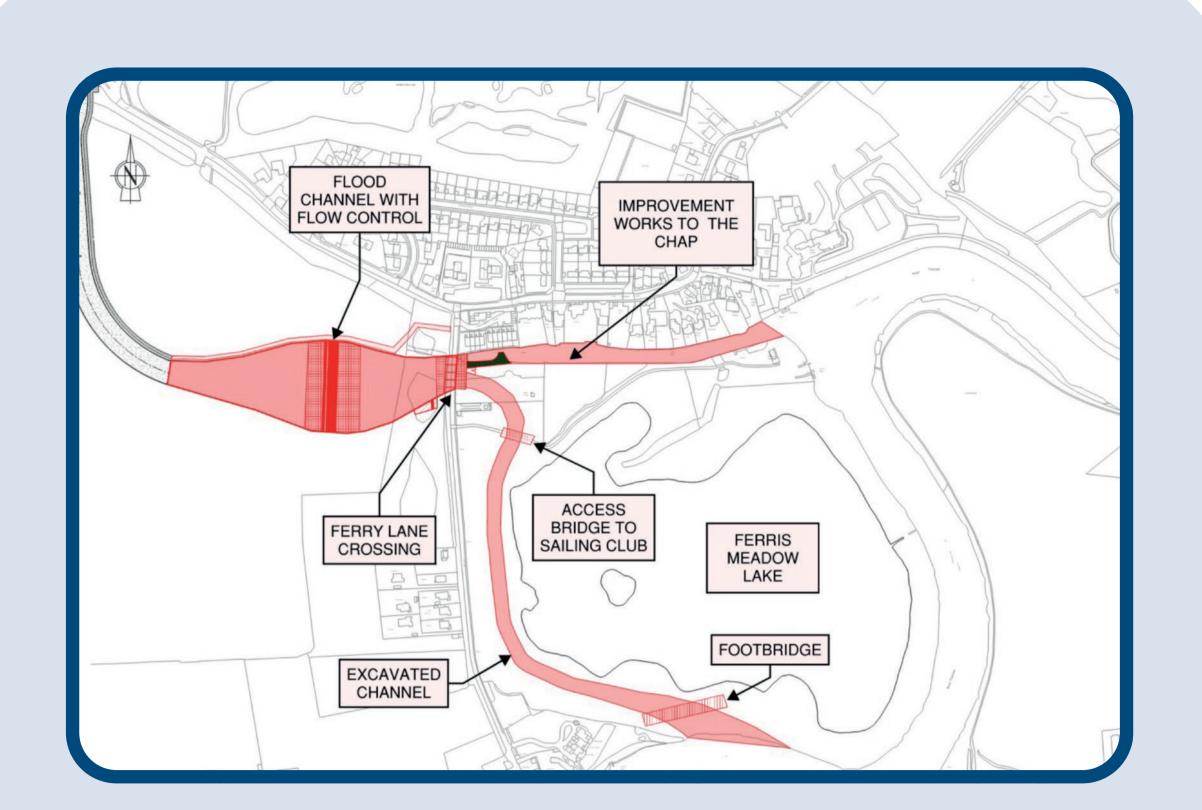
Option 2 - Direct the flood channel north of Ferris Meadow Lake into the River Thames via the Chap along a newly constructed new route.



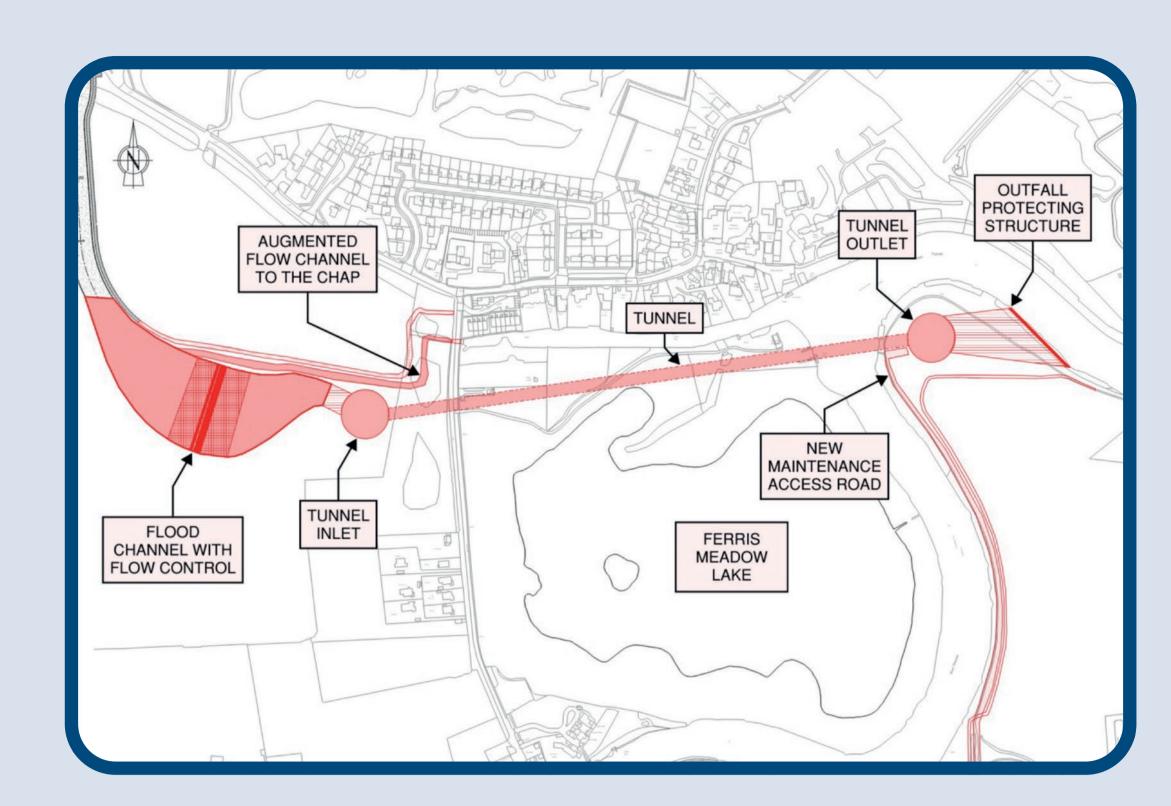
Option 3 - Divert the Spelthorne channel down the west side of Ferris Meadow Lake into the River Thames along a newly constructed route.



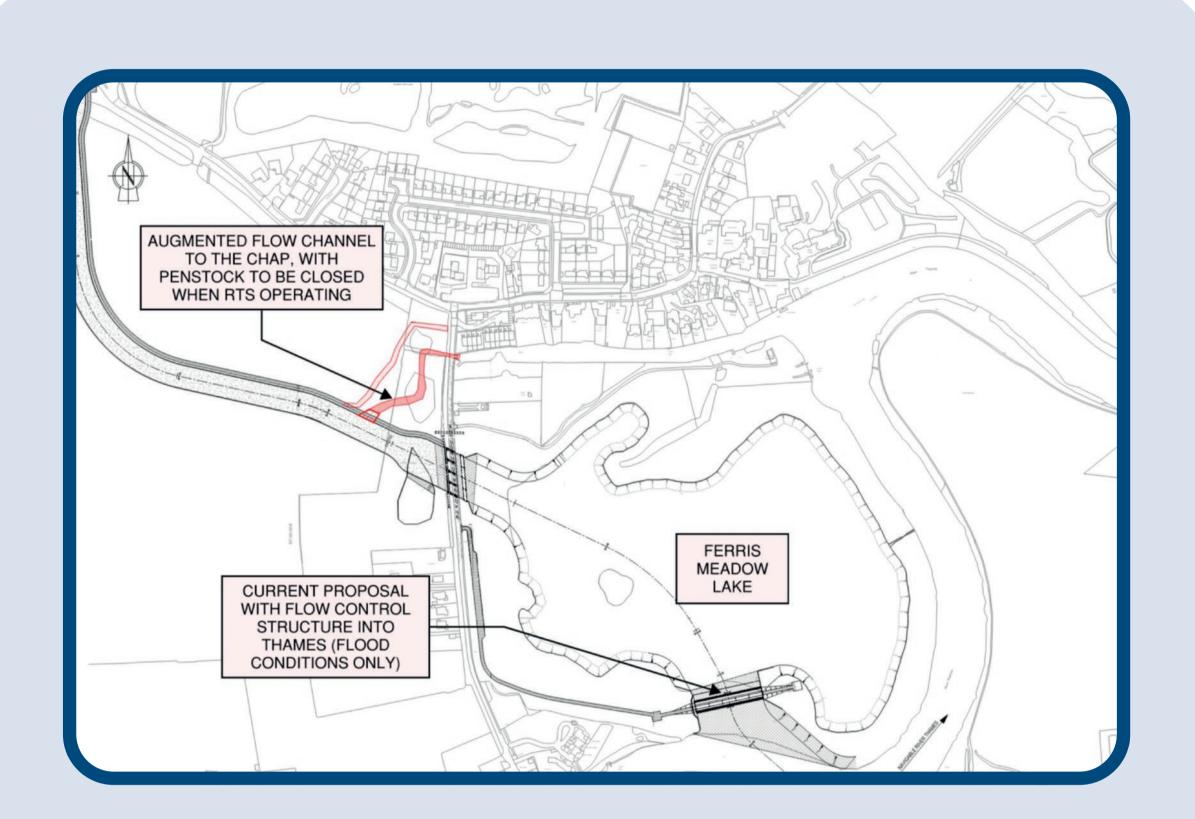
Ferris Meadow Lake



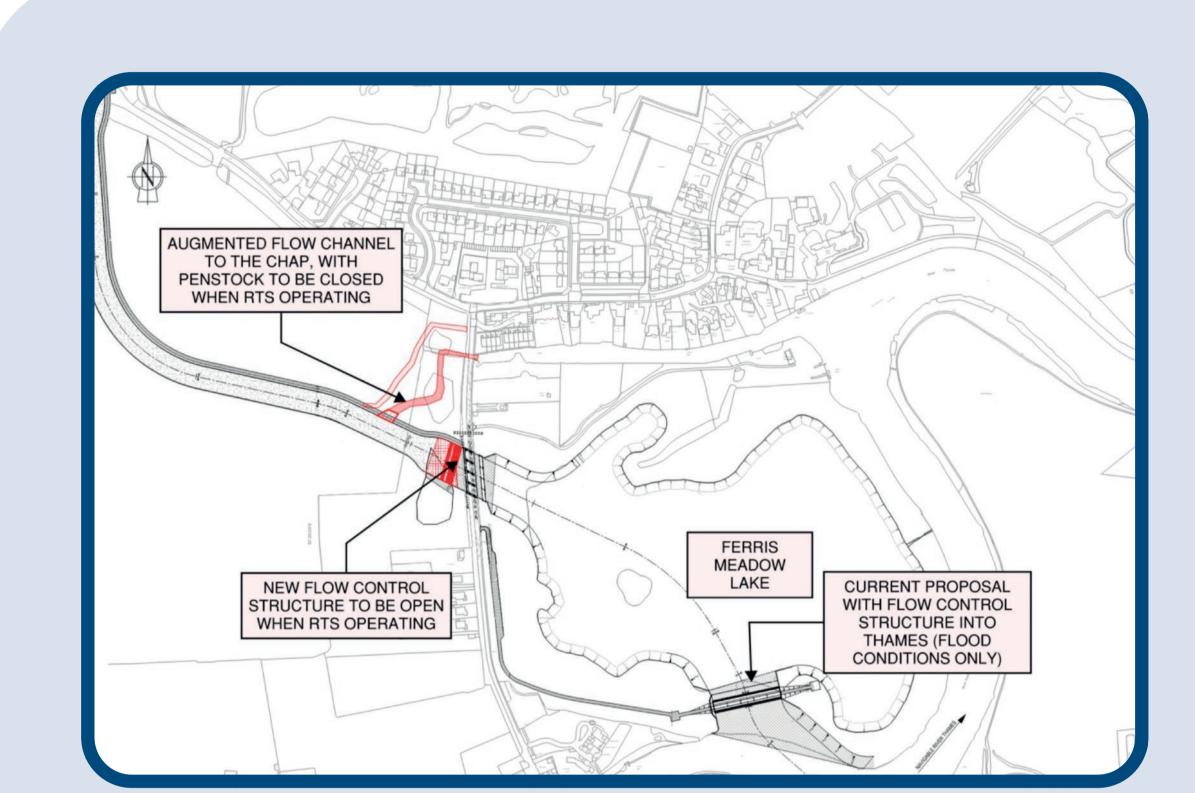
Option 4 - Divide the Spelthorne channel into two sections with half diverted to the north via the Chap and half down the west side of Ferris Meadow Lake along a newly constructed route.



Option 5 - A tunnel under Ferris Meadow Lake for flood flows with augmented flow diverted into the Chap via a newly constructed route.



Option 6A - Retain the flood relief channel alignment through Ferris Meadow Lake with the augmented flow diverted into the Chap via a newly constructed route.



Option 6B - Retain the flood relief channel alignment through Ferris Meadow Lake with the augmented flow diverted into the Chap via a newly constructed route with a new flow control structure.

