

The Planning Inspectorate  
3/18 Eagle Wing  
Temple Quay House  
2 The Square  
Bristol  
BS1 6PN

29<sup>th</sup> April 2016

Delivered by Email: [KeuperGSP@pins.gsi.gov.uk](mailto:KeuperGSP@pins.gsi.gov.uk)

Dear Sir/Madam

**Re: Planning Act 2008 (as amended) - Section 89 and the Infrastructure Application by Keuper Gas Storage Limited for an Order Granting Development Consent for the Keuper Gas Storage Project. Reference EN030002**

I am writing in respect of the above.

The Manchester Ship Canal Company (MSCC) is the statutory body responsible for ensuring the safe navigation and operation of the Manchester Ship Canal. MSCC have been notified by the Planning Inspectorate of the above Nationally Significant Infrastructure Project (NSIP).

Further to the Examining Authority's first written questions and requests for information our formal response is set out below.

#### **Question 6.23**

**“Are the Canal and River Trust and Peel Ports satisfied that there is an appropriate mechanism in place to manage temporary construction impacts on the waterway with the applicant?”**

The installation of the pipe work along the top of the Telford Wall must not de-stabilise the wall construction or create a potential breach. The water level in the Weaver Navigation Canal is 850mm higher than Statutory Water level in the Manchester Ship Canal (MSC).

Working procedures will have to be agreed as the outfall is located opposite Weaver Sluices, which is the main water level control structure on the MSC. Construction work on the discharge outfall position in the MSC will require the approval of the Harbour Master and will require an engineering licence.

We acknowledge that in the documentation the Canals and River Trust objected to a forced closure of Weaver Navigation Canal to allow installation of the pipe bridge.

**The Manchester Ship Canal  
Company Limited**

Maritime Centre  
Port of Liverpool  
L21 1LA

Tel: **+44 (0)151 949 6000**  
Fax: **+44 (0)151 949 6001**  
Email: **info@peelports.co.uk**  
Website: **www.peelports.co.uk**

## Question 9.2

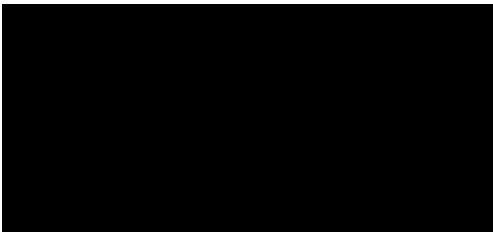
**“Please confirm what further outfall location information is required in addition to Works Plan 23b and what further discharge flow information is required in addition to the Discharge Consent Information provided in Annex E”**

The position of the outfall will have to be formally agreed with the Manchester Ship Canal Company (Peel Ports) and the construction, specification, including flow and discharge velocity will have to comply with the attached document, **Discharges into the Manchester Ship Canal**. The discharge of water into the MSC will also have to be agreed with Peel Utilities, if this has not already been agreed. The outfall discharge must not impact on passing vessels on the Canal or impact on MSC operational requirements. It is considered that the outfall work may have to be carried out by floating craft or a crane positioned on a pontoon.

### Summary

I hope the above comments are of assistance. It is most important that the design of the new pipeline infrastructure and construction activities must be agreed with Manchester Ship Canal Company and must not endanger the stability of the Telford Wall and the Weaver Navigation Canal. A serious breach in the wall of the Weaver Navigation Canal, could potentially have a serious impact on the operation or even close the Manchester Ship Canal to shipping.

Yours faithfully,



**Kate Kingston**  
**Group Planner**

Cc Warren Marshall – Group Planning Director  
Mike Partridge – Civil Asset Manager

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Port of Liverpool  
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