

## Gravesham Borough Council

### Issue Specific Hearing 5 (7 September 2023) – (ISH5) on Tunnelling

Examining Authority's Agenda Item / Question	Gravesham Borough Council's Response	References
<b>1. Welcome, introductions, arrangements for the hearing</b>		
<b>2. Purpose of the Issue Specific Hearing</b>		
		<a href="#">REP1-181</a> 9.8 Environmental Statement Addendum Appendix C has a review of the implications of single TBM – still being digested
<b>3. Limits of deviation</b>		
<b>a) Limits of deviation</b>		
<b>i. The Applicant is asked to justify the limits of deviation.</b>		
<b>ii. Vertical limits of deviation including consideration of protection zones, dredging, and scour protection.</b>		
<b>iii. Economic and social effects related to the potential effects on river traffic.</b>		
<b>iv. Monitoring, remedial works and future maintenance.</b>		
<b>4. Tunnel Boring Methodology</b>		
<b>a) Tunnel boring methodology</b>		
<b>i. To what extent should the DCO should allow for flexibility in terms</b>	Proposed additional REAC Material Assets and Waste "MW009 Servicing the tunnel boring machinery The tunnel boring	<a href="#">REP1-181</a> 9.8 Environmental Statement Addendum Appendix C <a href="#">REP1-157</a>

<p><b>of the tunnel construction methodology:</b></p> <ul style="list-style-type: none"> <li>• <b>Should the type of Tunnel Boring Machine (TBM) be secured through the DCO.</b></li> <li>• <b>Should the DCO allow for the potential use of either a single or 2 TBMs and the associated impacts of these approaches.</b></li> </ul>	<p>machinery will be serviced from the North Portal. Material excavated by the tunnel boring machinery will be generated as a slurry and this will be transferred by pipeline through the tunnel to the North Portal for placement. Similarly tunnel segments and major services required to operate the tunnel boring machinery and erect the tunnel segments will be supplied from the North Portal.”</p> <p>GBC notes this commitment and that it is applicable regardless of whether one TBM or two TBMs are used. GBC has had useful dialogue with the Applicant which has provided more clarity as to the Applicant’s intentions. GBC considers that some of the documentation will need to be reviewed to ensure it is consistent with MW009. Particular instances that GBC has identified at present are indicated below.</p> <p>Materials Handling Plan Table 7.1 needs amending since the northbound tunnel bore spoil will arise in Kent even if then transported to the north side by pipeline. Outline Traffic Management Plan will also need updating to reflect the additional movements through the new tunnel with tunnel segments and other functions.</p>	<p>6.3 ES Appendix 2.2 CoCP  <a href="#">APP-338</a> 2.2. ES CoCP Annex B Materials Handling Plan  <a href="#">APP-547</a> 7.14 Outline Traffic Management Plan for Construction</p>
<p><b>b) Water resource management</b></p>		
<p><b>i. The approach to water resource management.</b></p>	<p>GBC has a concern (as set out in the LIR at paras 14.9-14.12) with regard to whether the approach to water resource management for the construction areas at the south portal in relation to run off has adequately addressed</p>	

	extreme weather events. GBC is concerned that if the lagoons to accommodate run off which may be contaminated are not appropriately sized to cater for extreme weather events, there could be unplanned/uncontrolled discharge to the ground, which would flow northwards due to the prevailing topography, with the potential to adversely affect the North Kent marshes (RAMSAR) which form part of the same overall hydrological network with connectivity via a ditch network.	
ii. <b>Mitigation, monitoring and remedial actions.</b>	No comment	
<b>c) Dewatering</b>		
i. <b>The approach to dewatering associated with the construction of the tunnel</b>	<p>Potential risk to marshes. The water table is perched in North Kent marshes so passing beneath in a tunnel should not be an issue unless a collapse occurs. The Milton construction site to remove the ground stabilisation boring machine obviously does breach the water table. Depending on detailed design of main TBM(s) this may or may not be needed. Needs to be monitoring of water levels in the marshes and the canal and appropriate action taken if a problem arises.</p> <p><b>GBC ask:</b></p> <ul style="list-style-type: none"> <li>• Monitoring strategy</li> </ul>	
<b>5. Monitoring</b>		
<b>a) Monitoring</b>		
i. <b>The approach to monitoring, reporting and remediation.</b>	Basic Gravesham point there should be in effect two monitoring strategies on the basis of construction and operation. Former, needs to be rapid and reactive to deal with issues	

	<p>as they arise. Latter, will be less in volume and more considered. Overall objective the same is to show that the ES assessment is correct and if there is variance that action is taken (if possible) to remedy the problem.</p> <p>GBC ask:</p> <ul style="list-style-type: none"> <li>• Comprehensive monitoring strategy and set of potential actions</li> </ul>	
<p>ii. <b>The approach to risk management with particular regard to dealing with unexpected incidents.</b></p>		
<p><b>6. Unexploded ordnance</b></p>		
<p><b>a) Unexplored ordnance</b></p>		
<p>i. <b>Whether the approach to dealing with unexploded ordnance is sufficient.</b></p>	<p>GBC concern over possibility of UXO being found and what plans will exist for an evacuation of residents should that be required. Operation Crabstick in 1990 removed a number of pipe mines and required evacuation of residential property.</p> <p><b>GBC ask:</b></p> <ul style="list-style-type: none"> <li>• Plan is developed to deal with the situation should it arise. This plan needs to be anticipatory and include sufficient detail, especially as regards any evacuation of residents, and the identification of alternative accommodation venues in terms of capacity, proximity, and availability.</li> </ul>	
<p><b>7. Construction Compound Matters</b></p>		
<p><b>a) Construction compound matters</b></p>		
<p>i. <b>Whether the approach to waste and material management is appropriate.</b></p>	<p>GBC supports the points made by Thurrock Council and the Port of London Authority that the greatest practicable use should be made of the river as a transport corridor for</p>	

	materials and waste so as to minimise the quantum of materials/waste transported by road on the local road network.	
<b>ii. The effect of noise, vibration and other disturbance on the local community. The effect of the proposed onsite accommodation and related management of potential socio-economic impacts</b>	Concerns remain over vulnerability of caravans at Viewpoint and Horseshoe Meadow, including close proximity of internal road . All property along Thong Lane (including Thong) and Rochester Road to Chalk Church potentially at risk from noise, disturbance, air quality and dust. Presence of community facilities (e.g. Thamesview School, Cascades Leisure centre). Key point is the length of disruption period.	
<b>8. Next steps</b>		
<b>9. Closing</b>		