



Application for Development Consent

Application Reference Number: WWO10001

Examining Authority's Second Written Round of Questions and Requests for Information Response from Thames Water

Additional SoCG request - LB Southwark, LB Newham, PLA and Thames Tideway Tunnel

Doc Ref: **APP64.1**



1 Question: 40.1

Can LB Southwark, LB Newham, PLA and the Applicant provide a SoCG in relation to the capacity for removing spoil from Abbey Mills by river transport, in the event that Abbey Mills were to be used as a drive site?

1.1 Our response

1.1.1 We have agreed with the London Borough of Southwark and the Port of London Authority (PLA) that the **maximum** daily feasible volume that could be moved on Bow Creek is **1,260 tonnes** (4 x 350t barges laden to 90 per cent capacity). The London Borough of Newham cannot comment.

1.1.2 We held a meeting at the PLA's offices on 28 November 2013 (see minutes of meeting in Appendix APP64.01.01) to consider recent precedent and potential for moving excavated materials on Bow Creek. The London Borough of Southwark also attended. Following a positive discussion, it was agreed that:

- a. there is no benefit to be gained from dredging the creek since the constraints on safe navigation also relate to the difficulties associated with manoeuvring a tug and barge around tight bends in a tidal stream;.
- b. due to the navigational constraints within Bow Creek, towed barges cannot depart during the ebb tidal stream more than one hour after high water; and
- c. the maximum daily feasible volume that could be moved on Bow Creek equates to 1,260 tonnes (4 x 350t barges laden to 90% of capacity), albeit with an acknowledgement that a slightly larger vessel could be used through bespoke barge design. LB Newham was not represented at the meeting and cannot comment on this assessment.

1.1.3 However, the constraints of the waterway itself meant that there would be no significant increase in practical maximum feasible daily volume that could be moved. It was also acknowledged that cargo-handling infrastructure would need to be provided at Abbey Mills Pumping Station, including campsheds (which due to their location would need to be approved by the Environment Agency), and that some navigation marks would be required on the waterway. It should also be noted that this maximum feasible daily volume relies on four tugs and four barges, ie, one barge per tug. The PLA considers that the barges required for this movement would need to be constructed, but that there are sufficient tugs available.

1.1.4 We and the London Boroughs of Southwark and Newham note that PLA has addressed matters relating to Abbey Mills Pumping Station in its comments on written representations, etc, dated 2 December 2013 (unique reference number: SP00122), particularly in paras. 3.3.4 to 3.3.7.

- 1.1.5 In para. 3.3.4 of the PLA written representations, the PLA notes that the use of Abbey Mills Pumping Station as a main tunnel drive site and the associated use of Bow Creek to transport excavated material was highlighted in a number of written representations as an alternative to Chambers Wharf, and in particular by the London Borough of Southwark (unique reference number: 10018659).
- 1.1.6 The feasibility study prepared by Pell Frischman and submitted with the London Borough of Southwark's written representation stated that, after dredging, a total of eight fully-laden 350t barges per day (totalling 2,800t) could be moved on Bow Creek. As noted in the PLA's written representation, Pell Frischman's figures have been reduced to five barges per day (totalling 1,750t).
- 1.1.7 Our view was originally that the true daily maximum figure is even lower: a maximum of three 350t barges laden to a maximum of 85 per cent capacity (totalling 893t).
- 1.1.8 Agreement has now been reached on the maximum feasible capacity for removing excavated material from Abbey Mills Pumping Station by river transport, in the event that Abbey Mills Pumping Station were used as a drive site. The maximum daily feasible volume that could be moved on Bow Creek equates to 1,260 tonnes (4 x 350t barges laden to 90 per cent capacity).
- 1.1.9 The London Borough of Southwark confirmed its agreement in its *Further written submissions including comments on responses to the first written questions* dated 2nd December 2013 (Ref. 10018659) that recent discussions held between the PLA, Thames Water and LBS have concluded that the maximum feasible is to use 4 x 350 tonne barges on the River Lee [sic] per day.
- 1.1.10 The London Borough of Newham, on review of this SoCG, feels that it cannot comment as it is not an expert on barge movements on the River Lee [Bow Creek].
- 1.1.11 The PLA confirmed its agreement in its written representation (para. 3.3.5) as noted above. It also confirmed that, in navigational terms, Chambers Wharf is a more appropriate main tunnel drive site than Abbey Mills Pumping Station (para 3.3.7).

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