

Thames Tideway Tunnel
Thames Water Utilities Limited



Application for Development Consent

Application Reference Number: WWO10001

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

Draft Guide for Developers

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**Thames
Tideway Tunnel**



Creating a cleaner, healthier River Thames



Guidance for developers wanting to build in the vicinity of the Thames Tideway Tunnel project

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Thames Tideway Tunnel

Guidance for developers wanting to build in the vicinity of the Thames Tideway Tunnel project

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1 Summary

- 1.1.1 This document provides guidance to developers requesting planning permission to construct a development adjacent to the Thames Tideway Tunnel (the 'project') either:
- a. before the project is constructed
 - b. during construction of the project
 - c. during the operation of the project.
- 1.1.2 The guidance shall also be used by local planning authorities when considering a planning application and discharging their decision making function.

1.2 Introduction

- 1.2.1 Under the provisions of the Thames Tideway Tunnel Consultation and Safeguarding Directions, issued by the Secretary of State for Communities and Local Government on 15th March 2013, local planning authorities are required to consult Thames Water Utilities Limited (TWUL) before determining certain planning applications which fall within the limits of land subject to consultation, as defined by the Consultation and Safeguarding Directions (Appendix A). The directions will be replaced by Development Consent Order (DCO) Article 51 in the event the DCO is approved in the form as drafted.
- 1.2.2 The purpose of this process is to ensure that the construction of the project is not prejudiced by new developments and that the new developments are designed and constructed so that they would not be adversely affected (to an unacceptable degree) by the construction of the project.
- 1.2.3 The applicant/developer should demonstrate to TWUL that, for example, the foundations of new development proposals do not obstruct the route of the tunnels or adversely impact the design of the tunnel or other associated project infrastructure.
- 1.2.4 New developments should be designed to mitigate the possible effects on the development caused by the construction and operation of the project. These include ground movement and operational access. Proposals shall also be designed to ensure that TWUL do not incur any unreasonable additional costs.
- 1.2.5 As part of the consultation process on the developer's planning application TWUL can recommend that:
- a. the local planning authority place condition(s) on a planning permission which must be complied with/discharged before construction of the development commences
 - b. development can commence without condition, or
 - c. the local planning authority refuse the application.

- 1.2.6 In order to assist developers to design buildings to meet these objectives, and to avoid the possibility of a recommendation of refusal being made to the local planning authority, key information about the project design criteria is set out in this document.

2 General information

2.1 Tunnel size and gradient

- 2.1.1 The outside diameters of the project tunnels vary and the developer should consult with TWUL to obtain the dimensions and location of the project infrastructure relative to the development. The approximate dimensions of the project's tunnels are as follows.
- a. The tunnel between Acton Storm Tanks to Carnwarth Road Riverside has an estimated excavated diameter 8.1m and an internal diameter of 6.5m.
 - b. The tunnel between Carnwarth Road Riverside and Abbey Mills Pumping Station has an excavated diameter of 8.8m and an internal diameter of 7.2m.
 - c. The Greenwich connection tunnel between Greenwich Pumping Station and Chambers Wharf has an excavated diameter 6.2m and an internal diameter of 5m.
 - d. In addition to the above there are also connection tunnels between the main tunnel and drop shafts along the route which have dimensions relative to the flows from the combined sewer outfalls (CSOs) being intercepted.
 - e. The level of the main tunnel falls by gravity from Acton Storm Tanks to Abbey Mills and is approximately 22m from the crown of the tunnel to ground level at Acton increasing to 57m at Abbey Mills.

2.2 Drop shafts and other structures

- 2.2.1 The project will be constructing drop shafts, interception structures, connection culverts and connection tunnels at various locations along the route to intercept flows from the CSOs and provide work shafts for tunnel construction.
- 2.2.2 Developers are required to assess the impact of their proposals on these structures in addition to the tunnels. The developer should seek advice from the TWUL for further advice on the constraints imposed by these structures.

2.3 Tunnel Protection Zone and Limit of Deviation

- 2.3.1 If a developer has entered into a separate agreement or development agreement with TWUL, then the terms contained within these documents will take precedence over this guidance document. However insofar as this guidance document has status under the DCO article 51 then local

planning authorities will be required to have regard to it in the circumstances provided for by the DCO once made.

2.3.2 The proposed location of the project’s tunnels or other infrastructure will be provided by the TWUL.

To protect developments against impact from the construction and operation of the project and protect the project against the impact of developments a Protection Zone (PZ) exists around the main tunnel and connection tunnels as illustrated in the Figure 2.1.

Figure 2.1 Limit of deviation, protection zones and alignment adjustment zones

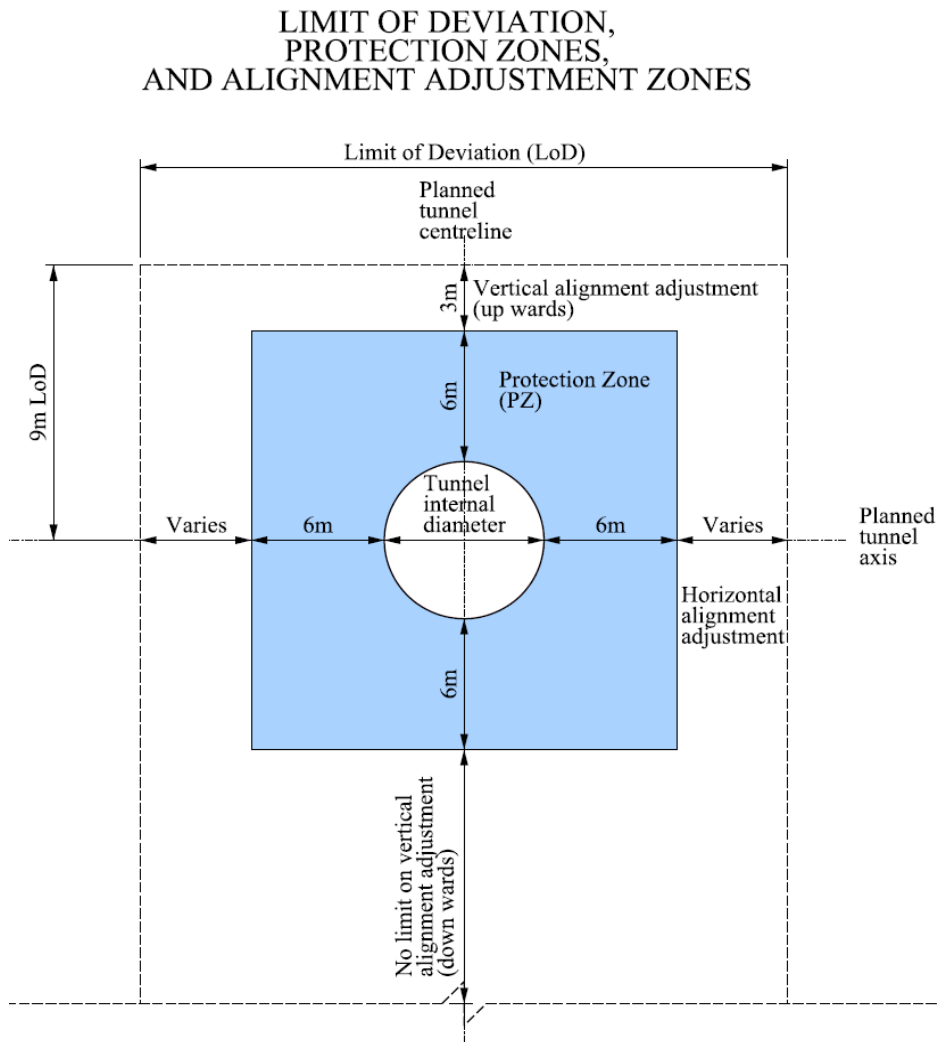


Table 2.1 Alignment adjustment

Tunnel size	Horizontal alignment adjustment
6.5m internal diameter tunnel	5m
7.2m internal diameter tunnel	5m (irregular in some areas)
5.0m internal diameter tunnel	5m
Frogmore connection tunnel	12.7m (irregular in some areas)
Short connection tunnels	Varies - to be advised by TWUL

- 2.3.3 Foundations for permanent and temporary works built prior to the project construction may not come closer than the horizontal limits of deviation and 9m above the planned tunnel soffit.
- 2.3.4 Foundations for permanent and temporary works built after the project has been constructed may not enter the Protection Zone (PZ) around the as-built tunnels.
- 2.3.5 The developer shall take into account the construction tolerance of the proposed development foundations or excavation in determining an acceptable location for the development relative to the project.
- 2.3.6 The project's Limits of Deviation (LOD) include flexibility to move the tunnel horizontally and raise the tunnel up to 3m vertically.
- 2.3.7 This alignment adjustment zone is to allow the project to vary the alignment within the LOD to avoid potential obstructions or other alignment constraints and minimise impacts identified during the detailed design.
- 2.3.8 This variation is the alignment adjustment zone and the developer must take this possible deviation into account.
- 2.3.9 For developments constructed after the project the developer of any development in the vicinity of the protection zone should confirm the exact as-constructed location of the project infrastructure with TWUL.

2.4 Loads from development foundations

- 2.4.1 The foundations of any development must be designed to prevent unacceptable stresses being induced in the project's tunnels.
- 2.4.2 To cater for the loads from future development the project's tunnels have been designed for the following:
- a. the existing ground overburden plus the loading from any existing development (as would be the case for the redevelopment of a site) or,
 - b. the existing ground overburden plus 75kN/m² imposed at ground level over the footprint of the development (as would be the case in development of a vacant site).
- 2.4.3 In general the loads from development imposed on the tunnels will be acceptable if they do not exceed the above criteria. The developer of any development in the vicinity of the protection zone should contact TWUL to discuss the imposed loading in respect of the project's infrastructure.

2.5 Loads from the project on excavations for future development

- 2.5.1 The developer needs to take into account that the project tunnels will be constructed using tunnelling machines that will exert a pressure on the ground to maintain stability of up to 2bar above in-situ hydrostatic pressure.
- 2.5.2 The developer needs to take into account that the project's infrastructure will be subject to internal pressures when the system is in use and take these pressures into account in any stability assessment.
- 2.5.3 The required loading from the pressure within the TTT infrastructure varies depending on location and the developer should be obtain these from TWUL.

2.6 After the project is constructed

- 2.6.1 Once the projects tunnels are constructed the developer will be required to demonstrate that the impact of construction of the development on the project infrastructure is acceptable and shall cover any costs incurred by TWUL in relation to the assessment of engineering submissions, instrumentation, monitoring, contingency plans and attendance at meetings.
- 2.6.2 The LOD will no longer be relevant. The project tunnels' and other infrastructure will be fixed and the developer shall avoid construction in the Protection Zone.
- 2.6.3 The impact of excavation for the development needs to be taken into account by the developer to demonstrate that any reduction in overburden does not adversely affect the project's structures.
- 2.6.4 The design of the project allows for a potential reduction of 10% of the overburden. In general the loads on the tunnels will be acceptable if they do not exceed the above criteria. The developer of any development in the vicinity of the protection zone should contact TWUL to discuss the loading in respect of the project infrastructure.

3 Settlement

3.1 Impact of the project construction on a development

- 3.1.1 Construction of the tunnels and other excavations will cause ground movement and settlement of the ground above and adjacent to the tunnels.
- 3.1.2 The foundations and the structure of a new development should be designed to ensure damage to the development from this ground movement does not exceed acceptable levels.

- 3.1.3 The developer should propose his method of assessment to the local planning authority who will consult with TWUL regarding the acceptability of the proposals.
- 3.1.4 For the purpose of this provision developers shall allow for a volume loss from tunnelling at a rate of 1.7 percent for main tunnels including the Greenwich connection tunnel and 2 percent for all other tunnels.

3.2 Noise and vibration

- 3.2.1 The impact of ground borne noise and vibration from construction of the project has been evaluated and presented in the *Environmental Statement*. The developer shall determine whether the development can accept the predicted vibration levels or incorporate mitigation into the development.

4 Engagement with Thames Water

4.1 Consultation

- 4.1.1 The developer of any development in the vicinity of the project's protection zone is advised to consult with TWUL prior to submission for planning approval.
- 4.1.2 This will allow understanding of the interface between the development and the project's infrastructure to be taken into account in the planning submission and minimise the risk of local planning authority, having consulted with TWUL, imposing conditions on the development.
- 4.1.3 TWUL's principal point of contact are:
[to follow]

4.2 Documentation

- 4.2.1 TWUL require developers to submit documentation to demonstrate that the construction of the development will not jeopardise the project's infrastructure.
- 4.2.2 TWUL reserves the right to charge developers for time and resource utilised in assessing development proposals, particularly where specialist engineering resources have to be commissioned to provide appropriate advice.
- 4.2.3 It is recommended that the developer submits a draft design statement to confirm the project's inputs into the development proposals (for example, location of the project infrastructure) prior to making a detailed submission.
- 4.2.4 The contents of the design statement should include:
- a. an Executive Summary
 - b. an introduction setting out objectives:

- i The future construction of the project is not prejudiced by the proposed development.
- ii The development has been designed so that the impact of subsequent construction of the project will not adversely affect the development.
- iii The development has been designed to not prejudice the project.
- c. compliance in terms of any Development Agreement (if applicable)
- d. overview of the development outlining:
 - i the nature and extent of the development
 - ii proximity to the project's infrastructure (including dealing with loading, overburden and unloading where relevant)
 - iii assumptions for the project's infrastructure including diameter, clearance and exclusion zones, volume loss, noise and vibration criteria, impact on the project's operations
- e. parties involved including contact details, roles and responsibilities
- f. outline development program including key milestone dates
- g. summary of existing site conditions, including compiled assumptions on ground conditions, groundwater, ground contamination (if appropriate). Details substantiated by desktop assessment or intrusive surveys as appropriate, supplied by the developers
- h. summary of predicted ground movements and damage assessment for the project works or development if the latter is constructed prior to the project.
- i. standards and references
- j. drawings, calculations and analysis demonstrating compliance.

5 The Thames Tideway Tunnel project Standard Conditions

5.1 Project rights

- 5.1.1 TWUL have the right to be consulted on all development occurring in the vicinity of the Safeguarding Limits/Protection Zone. Such development shall be referred to TWUL by the local planning authority. Typically the following conditions may be applied to protect the project infrastructure. However, in each case TWUL will advise the local planning authority in the specific circumstances.
- a. None of the development hereby permitted shall be commenced until detailed design and method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- i Accommodate the proposed location of the project's structures and tunnels,
 - ii Accommodate ground movement arising from the construction thereof, and
- b. The method statements to be submitted under this condition shall include arrangements to ensure that for any period when construction of the development hereby permitted and the project works are concurrent:
 - i the construction of the project works are not impeded
 - ii the development will be undertaken in accordance with the design statements and method statements accepted by the local planning authority who will consult with the project's Third Party Development Manager regarding their acceptability.

Appendix A – Safeguarding Direction

**CONSULTATION AND SAFEGUARDING DIRECTIONS FOR DEVELOPMENT
AFFECTING ANY TUNNEL ALIGNMENTS THAT FORM PART OF THE
THAMES TIDEWAY TUNNEL PROJECT - FROM ACTON STORM TANKS IN
WEST LONDON TO ABBEY MILLS PUMPING STATION IN EAST LONDON
AND
FOR DEVELOPMENT AFFECTING SITES REQUIRED FOR THE
CONSTRUCTION OF THE THAMES TIDEWAY TUNNEL PROJECT**

The Secretary of State for Communities and Local Government (“the Secretary of State”) gives the following Directions to the local planning authorities named at Annex A in exercise of the powers conferred on him by articles 16(4), 25(1) and 29(6) of the Town and Country Planning (Development Management Procedure)(England) Order 2010¹ (“the Order”) made under section 74(1)(a), (c) and (f) of the Town and Country Planning Act 1990² (“the Act”).

Commencement

1. These Directions come into force on 15 March 2013 (“the commencement date”).

Application

2. These Directions apply in respect of any application for planning permission which has not been finally determined by the commencement date, where:

(a) it relates to development within the Zone specified in paragraph 3 and is not an exempt application by virtue of paragraph 4; or

(b) it relates to development on, above or under any part of the sites specified in paragraph 5.

The Zone

3. The Zone referred to in paragraph 2(a) is the Zone shown bounded by the red lines on the plans listed in the Schedule of drawings at Annex B of these Directions (being the Zone relating to the route of the proposed construction of the Thames Tideway Tunnel project).

Exempt applications

4. An application is an exempt application for the purposes of paragraph 2(a) if it is an application for planning permission which relates to development that:

(a) consists of an alteration to an existing building, or the change of use of an existing building or land; and

(b) does not involve, or is not likely to involve, any construction, engineering or other operations below existing ground level.

¹ S.I. 2010/2184.

² 1990 c.8.

The sites

5. The sites referred to in paragraph 2(b) are the sites shaded grey and edged red on the plans listed in the Schedule of drawings at Annex B of these Directions (being sites required in connection with the proposed construction of the Thames Tideway Tunnel project).

Duties on local planning authorities

6. Before granting planning permission for development in respect of any application for planning permission to which these Directions apply a local planning authority must consult Thames Water Utilities Limited (Company No. 2366661).

7. Where a local planning authority is required by paragraph 6 to consult Thames Water Utilities Limited, they must not grant planning permission on the application otherwise than to give effect to any recommendation of Thames Water Utilities Limited:

(a) unless they have delivered to the Secretary of State for the Department for Communities and Local Government the material specified in paragraph 8; and

(b) either:

(i) a period of 21 days beginning with the date which the Secretary of State tells the authority in writing is the date he received the material specified in paragraph 8 has elapsed; or

(ii) the Secretary of State has notified the authority in writing that he does not intend to take any further action in respect of that application.

8. The material referred to in paragraph 7 is:

(a) a copy of the application together with a copy of any plans or documents submitted with it;

(b) a copy of the response of Thames Water Utilities Limited to the consultation by the local planning authority in pursuance of paragraph 6;

(c) a copy of any representations made to the local planning authority in respect of the application;

(d) a copy of any report on the application prepared by an officer of the local planning authority;

(e) a statement on the provisions of the development plan and other issues involved, including whether the grant of permission would be contrary to the views of another Government Department; and

(f) such information regarding the application as the Secretary of State may require by additional direction under article 29(6) of the Order.

General

9. These Directions will remain in force until 30 April 2022.

10. If Thames Water Utilities Limited and the local planning authority provide to the Secretary of State written confirmation that any area of the land is not required as part of the Thames Tideway Tunnel Project prior to 30 April 2022 that area of land shall cease to be subject to these Directions.

11. The Directions issued to local planning authorities:

(a) on 24 April 2012 under article 25(1) of the Order made under section 74(1)(a) of the Act specifying safeguarding limits for Carnwath Road Riverside site in London Borough of Hammersmith and Fulham and Kirtling Street Site in London Borough of Wandsworth;

(b) on 5 October 2012 under article 25(1) of the Order made under section 74(1)(a) of the Act specifying safeguarding limits for Blackfriars Bridge Foreshore in City of London; Earl Pumping Station in London Borough of Lewisham and Greenwich Pumping Station in London Borough of Greenwich; and

(c) on 21 December 2012 under articles 16(4), 25(1) and 29(6) of the Order made under section 74(1)(a), (c) and (f) of the Act specifying safeguarding limits and consultation requirements for all tunnel alignments forming part of the project from Acton Storm Tanks to Abbey Mills Pumping Station

are hereby cancelled.

Richard Watson

Authorised by the Secretary of State to sign in that behalf

15 March 2013

ANNEX A – LIST OF LOCAL PLANNING AUTHORITIES

1. City of London Corporation
2. City of Westminster
3. London Borough of Ealing
4. London Borough of Hammersmith and Fulham
5. London Borough of Hounslow
6. London Borough of Lambeth
7. London Borough of Lewisham
8. London Borough of Newham
9. London Borough of Richmond upon Thames
10. London Borough of Southwark
11. London Borough of Tower Hamlets
12. London Borough of Wandsworth
13. London Legacy Development Corporation
14. Royal Borough of Greenwich
15. Royal Borough of Kensington and Chelsea

ANNEX B – SCHEDULE OF DRAWINGS BY LOCAL PLANNING AUTHORITY

Local Planning Authority	Drawing Number	Sheet Number	Site or Tunnel	Site Name
All	110-DA-GEN-00000-000908	Key Plan		
City of London Corporation	110-DA-GEN-00000-000923 110-DA-GEN-00000-000924	Sheet 15 Sheet 16	Site	Blackfriars Bridge Foreshore
City of London Corporation	110-DA-GEN-00000-000923	Sheet 15	Tunnel	
City of London Corporation	110-DA-GEN-00000-000924	Sheet 16	Tunnel	
City of Westminster	110-DA-GEN-00000-000921	Sheet 13	Tunnel	
City of Westminster	110-DA-GEN-00000-000922	Sheet 14	Site	Victoria Embankment Foreshore
City of Westminster	110-DA-GEN-00000-000922	Sheet 14	Tunnel	
City of Westminster	110-DA-GEN-00000-000923	Sheet 15	Tunnel	
London Borough of Ealing	110-DA-GEN-00000-000909	Sheet 1	Site	Acton Storm Tanks
London Borough of Ealing	110-DA-GEN-00000-000909	Sheet 1	Tunnel	
London Borough of Hammersmith and Fulham	110-DA-GEN-00000-000909	Sheet 1	Tunnel	
London Borough of Hammersmith and Fulham	110-DA-GEN-00000-000910	Sheet 2	Tunnel	
London Borough of Hammersmith and Fulham	110-DA-GEN-00000-000911	Sheet 3	Site	Hammersmith Pumping Station
London Borough of Hammersmith and Fulham	110-DA-GEN-00000-000911	Sheet 3	Tunnel	
London Borough of Hammersmith and Fulham	110-DA-GEN-00000-000912	Sheet 4	Tunnel	
London Borough of Hammersmith and Fulham	110-DA-GEN-00000-000913	Sheet 5	Tunnel	
London Borough of Hammersmith and Fulham	110-DA-GEN-00000-000914	Sheet 6	Tunnel	
London Borough of Hammersmith and Fulham	110-DA-GEN-00000-000915 110-DA-GEN-00000-000931	Sheet 7 Sheet 23	Site	Carnwath Road Riverside
London Borough of Hammersmith and Fulham	110-DA-GEN-00000-000931	Sheet 23	Tunnel	

Local Planning Authority	Drawing Number	Sheet Number	Site or Tunnel	Site Name
London Borough of Hammersmith and Fulham	110-DA-GEN-00000-000915	Sheet 7	Tunnel	
London Borough of Hammersmith and Fulham	110-DA-GEN-00000-000916	Sheet 8	Tunnel	
London Borough of Hammersmith and Fulham	110-DA-GEN-00000-000917	Sheet 9	Tunnel	
London Borough of Hounslow	110-DA-GEN-00000-000909	Sheet 1	Tunnel	
London Borough of Hounslow	110-DA-GEN-00000-000910	Sheet 2	Tunnel	
London Borough of Lambeth	110-DA-GEN-00000-000921	Sheet 13	Site	Albert Embankment Foreshore
London Borough of Lambeth	110-DA-GEN-00000-000921	Sheet 13	Tunnel	
London Borough of Lewisham	110-DA-GEN-00000-000933	Sheet 25	Site	Earl Pumping Station
London Borough of Lewisham	110-DA-GEN-00000-000933	Sheet 25	Tunnel	
London Borough of Lewisham	110-DA-GEN-00000-000934	Sheet 26	Tunnel	
London Borough of Lewisham	110-DA-GEN-00000-000936	Sheet 27	Site	Deptford Church Street
London Borough of Lewisham	110-DA-GEN-00000-000936	Sheet 27	Tunnel	
London Borough of Newham	110-DA-GEN-00000-000930	Sheet 22	Site	Abbey Mills Pumping Station
London Borough of Newham	110-DA-GEN-00000-000930	Sheet 22	Tunnel	
London Borough of Newham	110-DA-GEN-00000-000937 110-DA-GEN-00000-000938	Sheet 28 Sheet 29	Site	Beckton Sewage Treatment Works
London Borough of Newham	110-DA-GEN-00000-000937	Sheet 28	Tunnel	
London Borough of Newham	110-DA-GEN-00000-000938	Sheet 29	Tunnel	
London Borough of Richmond upon Thames	110-DA-GEN-00000-000910	Sheet 2	Tunnel	
London Borough of Richmond upon Thames	110-DA-GEN-00000-000911	Sheet 3	Tunnel	

Local Planning Authority	Drawing Number	Sheet Number	Site or Tunnel	Site Name
London Borough of Richmond upon Thames	110-DA-GEN-00000-000913	Sheet 5	Tunnel	
London Borough of Richmond upon Thames	110-DA-GEN-00000-000914	Sheet 6	Tunnel	
London Borough of Richmond-upon Thames	110-DA-GEN-00000-000913 110-DA-GEN-00000-000914	Sheet 5 Sheet 6	Site	Barn Elms
London Borough of Southwark	110-DA-GEN-00000-000924	Sheet 16	Tunnel	
London Borough of Southwark	110-DA-GEN-00000-000925	Sheet 17	Site	Shad Thames Pumping Station
London Borough of Southwark	110-DA-GEN-00000-000925 110-DA-GEN-00000-000932	Sheet 17 Sheet 24	Site	Chambers Wharf
London Borough of Southwark	110-DA-GEN-00000-000925	Sheet 17	Tunnel	
London Borough of Southwark	110-DA-GEN-00000-000926	Sheet 18	Tunnel	
London Borough of Southwark	110-DA-GEN-00000-000932	Sheet 24	Tunnel	
London Borough of Southwark	110-DA-GEN-00000-000933	Sheet 25	Site	Earl Pumping Station
London Borough of Southwark	110-DA-GEN-00000-000933	Sheet 25	Tunnel	
London Borough of Tower Hamlets	110-DA-GEN-00000-000925	Sheet 17	Tunnel	
London Borough of Tower Hamlets	110-DA-GEN-00000-000926	Sheet 18	Tunnel	
London Borough of Tower Hamlets	110-DA-GEN-00000-000927	Sheet 19	Site	King Edward Memorial Park Foreshore
London Borough of Tower Hamlets	110-DA-GEN-00000-000927	Sheet 19	Tunnel	
London Borough of Tower Hamlets	110-DA-GEN-00000-000928	Sheet 20	Site	Bekesbourne Street
London Borough of Tower Hamlets	110-DA-GEN-00000-000928	Sheet 20	Tunnel	
London Borough of Tower Hamlets	110-DA-GEN-00000-000929	Sheet 21	Tunnel	
London Borough of Tower Hamlets	110-DA-GEN-00000-000930	Sheet 22	Tunnel	
London Borough of Wandsworth	110-DA-GEN-00000-000913	Sheet 5	Tunnel	

Local Planning Authority	Drawing Number	Sheet Number	Site or Tunnel	Site Name
London Borough of Wandsworth	110-DA-GEN-00000-000914	Sheet 6	Site	Putney Embankment Foreshore
London Borough of Wandsworth	110-DA-GEN-00000-000914	Sheet 6	Tunnel	
London Borough of Wandsworth	110-DA-GEN-00000-000915	Sheet 7	Tunnel	
London Borough of Wandsworth	110-DA-GEN-00000-000916	Sheet 8	Site	Falconbrook Pumping Station
London Borough of Wandsworth	110-DA-GEN-00000-000916	Sheet 8	Tunnel	
London Borough of Wandsworth	110-DA-GEN-00000-000917	Sheet 9	Tunnel	
London Borough of Wandsworth	110-DA-GEN-00000-000918	Sheet 10	Tunnel	
London Borough of Wandsworth	110-DA-GEN-00000-000919 110-DA-GEN-00000-000920	Sheet 11 Sheet 12	Site	Kirtling Street
London Borough of Wandsworth	110-DA-GEN-00000-000919	Sheet 11	Tunnel	
London Borough of Wandsworth	110-DA-GEN-00000-000920	Sheet 12	Site	Heathwall Pumping Station
London Borough of Wandsworth	110-DA-GEN-00000-000920	Sheet 12	Tunnel	
London Borough of Wandsworth	110-DA-GEN-00000-000921	Sheet 13	Tunnel	
London Borough of Wandsworth	110-DA-GEN-00000-000931	Sheet 23	Site	Dormay Street
London Borough of Wandsworth	110-DA-GEN-00000-000931	Sheet 23	Site	King George's Park
London Borough of Wandsworth	110-DA-GEN-00000-000931	Sheet 23	Tunnel	
London Legacy Development Corporation	110-DA-GEN-00000-000930	Sheet 22	Site	Abbey Mills Pumping Station
London Legacy Development Corporation	110-DA-GEN-00000-000930	Sheet 22	Tunnel	
Royal Borough of Greenwich	110-DA-GEN-00000-000936	Sheet 27	Site	Deptford Church Street

Local Planning Authority	Drawing Number	Sheet Number	Site or Tunnel	Site Name
Royal Borough of Greenwich	110-DA-GEN-00000-000936	Sheet 27	Site	Greenwich Pumping Station
Royal Borough of Greenwich	110-DA-GEN-00000-000936	Sheet 27	Tunnel	
Royal Borough of Kensington and Chelsea	110-DA-GEN-00000-000917	Sheet 9	Site	Cremorne Wharf Depot
Royal Borough of Kensington and Chelsea	110-DA-GEN-00000-000917	Sheet 9	Tunnel	
Royal Borough of Kensington and Chelsea	110-DA-GEN-00000-000918 110-DA-GEN-00000-000919	Sheet 10 Sheet 11	Site	Chelsea Embankment Foreshore
Royal Borough of Kensington and Chelsea	110-DA-GEN-00000-000918	Sheet 10	Tunnel	
Royal Borough of Kensington and Chelsea	110-DA-GEN-00000-000919	Sheet 11	Tunnel	

**SECRETARY OF STATE FOR COMMUNITIES AND
LOCAL GOVERNMENT**

**GUIDANCE AND EXPLANATORY NOTES FOR LOCAL PLANNING
AUTHORITIES TO ACCOMPANY CONSULTATION AND SAFEGUARDING
DIRECTIONS ISSUED FOR THE THAMES TIDEWAY TUNNEL PROJECT – FROM
ACTON STORM TANKS IN WEST LONDON TO ABBEY MILLS PUMPING
STATION IN EAST LONDON**

(These notes are not part of the Directions)

Background

In March 2012 Parliament approved the Waste Water National Policy Statement which established the need for the proposed Thames Tideway Tunnel, a designated Nationally Significant Infrastructure Project under the Planning Act 2008. The application for Development Consent for the project was submitted to the Planning Inspectorate on 28 February 2013 for determination under the Planning Act 2008.

The Secretary of State for Communities and Local Government has issued the following Directions (the 2012 Directions) in respect of the project:

(1) A Safeguarding Direction affecting:

- i. Carnwath Road Riverside site, in the London Borough of Hammersmith and Fulham; and
- ii. Kirtling Street site, in the London Borough of Wandsworth dated 24 April 2012.

(2) A Safeguarding Direction affecting:

- i. Blackfriars Bridge Foreshore, in the City of London;
- ii. Earl Pumping Station, in the London Borough of Lewisham; and
- iii. Greenwich Pumping Station, in the Royal Borough of Greenwich dated 5 October 2012.

(3) Consultation and Safeguarding Directions affecting the zone relating to the route of the proposed construction of the Thames Tideway Tunnel dated 21 December 2012.

The Directions issued on 15 March 2013 supercede the 2012 Directions which would otherwise have remained in force until 31 March 2013. The 2013 Directions affect all tunnel alignments that form part of the project and all sites required for the construction of the Thames Tideway Tunnel project. They affect additional sites but also cover the same area affected by the 2012 Directions.

Processing of applications

Applications for planning permission on which Thames Water Utilities Ltd must be consulted, in accordance with paragraph 6 of the Directions, should be sent by first class post and/or electronically to:

Development Planning Manager
Thames Water Utilities Ltd
Maple Lodge
Denham Way
Rickmansworth
Herts
WD3 9SQ

Email: Devcon.team@thameswater.co.uk

And copied to:

Senior Communications Executive
Thames Tideway Tunnels
7th Floor
The Point
37 North Wharf Road
Paddington
London
W2 1AF

Email: info@tidewaytunnels.co.uk

Such applications must not be determined before the expiry of the period for consultation set out in Article 16 (5) of the Town and Country Planning (Development Management Procedure) (England) Order 2010 (“the Order”).

Applications which local planning authorities are minded to approve against the advice of Thames Water Utilities Ltd should, in accordance with paragraph 7 of the Directions, be sent by authorities by first class post and/or by email to:

Planning Casework Division
Department for Communities and Local Government
Zone 1/H1
Eland House
Bressenden Place
London SW1E 5DU

Email: pcc@communities.gsi.gov.uk

The Department will inform local planning authorities of the date of receipt and if the Secretary of State intends to take any further action in respect of that application will, within 21 days, notify the authority in writing.

Where any area of the land is not required as part of the Thames Tideway Tunnel Project prior to 30 April 2022, in accordance with paragraph 10 of the Directions, Thames Water Utilities Limited and the local planning authority should provide written confirmation by first class post and/or by email to the Planning Casework Division at the address given above.

Blight and purchase notices

The provisions of the Town and Country Planning Act 1990 on blight and purchase notices will apply to property affected by the safeguarding. The appropriate authority

to receive purchase notices will be the local planning authority. Blight notices should be served on Thames Water Utilities Ltd and sent to:

The Company Secretary
Thames Water Utilities Ltd
Clearwater Court
Vastern Road
Reading
Berks
RG1 8DB

Planning and local land charges registers

In accordance with article 36 (4) (b) of the Town and Country Planning (Development Management Procedure) (England) Order 2010 as amended, the particulars of the Directions must be entered in part II of the register of applications, in respect of any application for planning permission to which they apply. The Department is also of the view that the safeguarding provisions should be revealed in response to Optional Enquiries sent with the requisitions for searches of the local land changes register

Pending planning applications

These Directions apply to any planning application that has already been made but not been fully determined by the date the Directions come into force, other than applications in relation to development in the exempted categories in paragraph 4 of the Directions, as well as any future planning applications.

Local Development Documents and Neighbourhood Development Plans

Any plans which contain proposals maps prepared by local planning authorities, in the case of local development documents, or qualifying bodies, in the case of neighbourhood development plans, should identify the area safeguarded by the Directions on the proposals map. Such plans should not include any proposal which conflicts with the Directions.

Local development documents should state that the Directions have been made by the Secretary of State for Communities and Local Government. They are not proposals of the local planning authority and the tunnel alignment will not be determined through the development plan process.

Copyright notice

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Thames Water Utilities Limited

Clearwater Court, Vastern Road, Reading RG1 8DB

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