

Thames Tideway Tunnel
Thames Water Utilities Limited



Application for Development Consent

Application Reference Number: WWO10001

Thames Water's Response to Local Impact Report from London Borough of Ealing

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**Thames
Tideway Tunnel**



Creating a cleaner, healthier River Thames

1 Response to London Borough of Ealing Local Impact Report

1.1 Introduction

- 1.1.1 This section responds to the points raised in the Local Impact Report (LIR) submitted by the London Borough of Ealing (LB Ealing) to the Examining Authority for the 4 November 2013 deadline. The table below is arranged by topic and sets out comments extracted from the LIR on the left and Thames Water’s responses on the right.
- 1.1.2 A draft of the LIR was presented to the LB Ealing Planning Committee on 4 September 2013. We have therefore had time to discuss the matters raised in the LIR and take them into account in the initial *Statement of Common Ground* with LB Ealing and the draft Section 106 Heads of Terms Agreement submitted on 4 November 2013. The *Statement of Common Ground* identifies a number of matters that are not agreed which were raised in the LIR. Our response to the LIR provides an opportunity to update those matters for the Examining Authority.

Table 1.1 Response to London Borough of Ealing Local Impact Report

Ref	LIR p. ref	London Borough of Ealing comment	Our response
1.	p. 10	<i>“In order to monitor air quality during the construction period, Regulatory Services are seeking under the terms of the Section 106 Agreement, the provision installation of an air quality monitoring station for at least 5 years beginning one year before the commencement of the works.”</i>	The draft Section 106 Heads of Terms Agreement with the LB Ealing states in para. 1.10.2 that Thames Water would provide an air quality monitoring station for at least five years, from one year before works commence in a location to be agreed with the Council.
2.	p. 10	<i>“It is unfortunate that it has not been possible under this project to cease the use of all 6 of the tanks. The Council remain concerned that this project does not fully address this problem. And Regulatory Services are seeking a Requirement (condition) for enclosure of the tanks and odour abatement measures to not exceed a concentration of 1.5 oue/m3 at the site boundary. “Once the development has been completed, the applicants</i>	We are still discussing this matter with the Council, as set out in the <i>Initial Statement of Common Ground</i> with LB Ealing (Table 4.1, rows 1 and 2). Covering the remaining tanks is not part of this project nor is it associated works to the main tunnel. We consider that the costs and disruption associated with enclosing or covering the tanks would be disproportionate to the infrequent use of the tanks, which is anticipated to be

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		<p><i>indicate that the ventilation flues would not give rise to any odours that would be discernible at nearby properties. Regulatory Services are not fully satisfied with this approach and are seeking a Requirement for an Odour Management Plan following the Environment Agency guidance 'H4 Odour Management, March 2011' of the odours anticipated and measures to control their release to not exceed a concentration of 1.5 oue/m3 at the site boundary."</i></p>	<p>approximately once every two to three years; refer to <i>Planning Statement</i> (Doc ref: 7.01, Appendix A, paras. A.5.54 to A.5.55) for further details.</p>
3.	p. 12	<p><i>"Regulatory Services are seeking a Requirement (condition) that the noise from plant and equipment is 5 dBA below the existing background noise level measured 3.5 metres from the nearest ground floor sensitive facade and 1 metre from the first floor façade."</i></p>	<p>We are considering a new site-specific Requirement as follows:</p> <p><i>"1) Prior to the commencement of the use of the Tunnel, an operational noise methodology report shall be submitted to and approved by the local planning authority. This report should demonstrate that baseline noise design rating levels are below the typical background noise level over the operational period of the Plant:</i></p> <ul style="list-style-type: none"> <i>a. "as defined in BS 4142:1997</i> <i>b. "of 5dB (A)</i> <i>c. "1m from the facade of the nearest residential receptor.</i> <p><i>"2) The works shall be carried out in accordance with the approved details, unless otherwise approved by the local planning authority."</i></p>
4.	p. 14	<p><i>"It will be necessary to ensure that all construction traffic uses the route agreed with the use of suitable signage and instructions to contractors, as part of Construction Method Statement."</i></p>	<p>The <i>Code of Construction Practice (CoCP)</i> includes provisions stating that construction vehicles would use a designated route between the site and the Transport for London Road Network/Strategic Road Network; the routes are identified in the site-specific <i>CoCP</i> Part B (Doc</p>

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			ref: 9.22). The CoCP Part A (Doc ref: 9.21, para. 5.1.5(e)) states that the site-specific traffic management plan produced by the contractor (to be agreed by LB Ealing) would include a lorry route signing strategy.
5.	p. 14	<i>“It is recommended that signage, tactile paving and road markings are introduced at the two junctions nearest the site to raise pedestrian awareness.”</i>	We will consider the following proposed amendment for the next draft of the CoCP: <i>“The site-specific traffic management plan will include the London Borough of Ealing’s preference for signage, tactile paving and road markings provided where diversions are in place.”</i>
6.	p. 14	<i>“In Warple Way, Canham Road and Stanley Gardens 5 sections of the present on street parking would be suspended in order to improve the effective width of the carriageway. The applicants will need to apply to the Council for such temporary suspensions and it is hoped they will not be required for the full duration of the construction period. At this stage it is difficult to predict how long they will be necessary.”</i>	The Transport Assessment (Doc ref: 7.10) assesses the worst case scenario and, if the contractor is required to remove the parking, the contractor will submit notice as prescribed in Part 2 Article 15 of the Draft DCO (Doc ref: 9.20) to cover the number of spaces suspended at any given time. This could be tailored to allow evening parking or to cover periods where particularly large vehicles are required. The contractor would undertake an assessment and apply to the highways authority to restrict parking in order to ensure safe access to the site.

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