1.1 Our response

1.1.1 In our response we address each of the points raised in the written representation submitted by Catherine Schade on 13 January 2014. In the sections below, the matter raised is set out in italics with our response below.

Point 1 – Site size

1.1.2 “I wish to protest about the size and scale of the CPO for the Barn Elms site. Thames Water are proposing to grab 18,307 sq m of metropolitan open land, a precious resource in south-west London, which cannot go unopposed.”

1.1.3 The application for development consent provides for the powers for the permanent acquisition of approximately 1.83 hectares of land.

1.1.4 This figure is the maximum total area as illustrated on the application drawings, namely Book of Plans, Section 7 – Barn Elms (Doc ref: 2.07), drawing no: DCO-PP-04X-BAREL-070008 and includes all associated landscaping.

1.1.5 The size of the operational maintenance hard-standing area is anticipated to be approximately 0.12 hectares and the area of the permanent access route is anticipated to be approximately 0.31 hectares, which equates to an anticipated total permanent area of approximately 0.43 hectares.

1.1.6 Once the exact alignment of the permanent access route and layout of the operational maintenance hard-standing area is agreed and defined, this reduced area is the area that we would seek to permanently acquire.

1.1.7 It is not anticipated that any sports playing pitches would be permanently lost due to the Barn Elms CSO works. This is illustrated in Book of Plans, Section 5 – Barn Elms (Doc ref: 9.05), Drawing no: DCO-PP-04X-BAREL-070037, Barn Elms Schools Sports Centre, Permanent sports pitch layout, submitted to the Planning Inspectorate on 23 September 2013.

Point 2 – Access road and construction duration

1.1.8 “Thames Water propose building a road down the side of a public footpath (Queen Elizabeth Walk) which will impact negatively on the many walkers and cyclists who use it. The disruption will go on for up to seven years. Additionally, the road then turns a right-angle and follows the line of the tow path towards Putney, thus disrupting the huge number of runners, rowers, sailors, dog walkers and cyclists who use the tow path every day. I fail to see why Thames Water cannot simply build a temporary road down the other side of Barn Elms which will lead straight to their proposed works site and to the existing sewer.”
1.1.9 The construction duration at Barn Elms is anticipated to be two and a half years.

1.1.10 We have explored a number of access routes to the site at Barn Elms. These are documents in the final report of Final Report on Site Selection Process, Vol 5, Barn Elms (Doc ref: 7.05). This works concluded that the proposed access route is the most suitable.

1.1.11 The alignment of the construction road will be solely within the Barn Elms Schools Sports Centre (BESSC) and there will be no disruption to users of Queen Elizabeth Walk or of the Thames Path. This is because the existing towpath is elevated and there is an adequate separation distance with the construction road. Furthermore, the existing line of mature trees along the eastern edge of the BESSC will screen the road. We do not propose any works to these trees.

1.1.12 A daily average of approximately six heavy goods vehicles would access the site per day, and this would rise to approximately 22 per day (44 movements) during the peak construction activities (but only for the initial month). Our Transport Assessment concludes that this level of construction activity would not be significant.

Point 3 – Beverley Brook footpath

1.1.13 “From the plans submitted, it also appears that part of Beverley Brook walk will also be acquired. This is the only path which leads from Putney Common to the riverside and must not be impeded.”

1.1.14 London Borough of Richmond upon Thames (LBRuT) has rights in its capacity as local authority over the footpath on the northern bank of Beverley Brook (southern side of Barn Elms Playing Fields). We would need to acquire rights of access to this footpath via the application for development consent. The right of access would be pedestrian only and may be required only to erect, maintain and dismantle the site hoarding in this location. We do not propose to close the Beverley Brook footpath or prohibit its use by third parties. LBRuT has no objection to the acquisition of these rights.

Point 4 – Height of the integrated electrical and control kiosk and ventilation structure

1.1.15 “The elevation drawings show the “integrated electrical and control kiosk and ventilation structure” as reaching about a third of the height of the surrounding trees. But this structure is 6m high at its highest. I do not believe the surrounding trees are 18m high!”

1.1.16 The integrated electrical control kiosk and ventilation column would be located within the southeast of the site, surrounded by a habitat enclosure which would measure 5m wide x 8m long x 4m minimum to 6m maximum high. Therefore, the height of the structure would not exceed 6m. The habitat enclosure would be situated on a new slightly raised permanent area of hardstanding for hydraulic purposes.
1.1.17 The trees detailed on the elevation drawings are illustrative only and are not to scale. A useful visualisation of the permanent above ground structures at the Barn Elms site can be found in the Design and Access Statement Barn Elms (Doc ref. 7.04) on p.105.