



*Signalling Excellence on the River Thames*

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THE INFRASTRUCTURE PLANNING (EXAMINATION PROCEDURE) RULES 2010 – RULE 8 APPLICATION BY THAMES WATER UTILITIES LIMITED FOR THE THAMES TIDEWAY TUNNEL EXAMINATION TIMETABLE AND PROCEDURE

I hereby submit the written summary of my verbal submission given at the Issue Specific Hearing (Carnwath Road Riverside, Barn Elms, Putney and Alternative Drive Strategy) held on Monday 11<sup>th</sup> November 2013.

I support the use of Carnwath Road, siting it has good river access, there are two other commercially operated wharves within close proximity i.e. Western Riverside Waste Authority at Wandsworth, capable of handling 2,000T of contaminated refuse per day and Hanson Aggregate handling 2,000T aggregate per 24 hours, each by barge.

Re-generation in river terms does not mean the building of flats for faceless investors to own but the support of river activities, a working wharf, easing congestion on the roads and creating employment.

Hammersmith and Fulham Council are very fortunate to have two wharves in their borough capable of commercial, river related activities.

I object to the current Thames Water Utilities Limited proposals at Putney foreshore, namely:-

- Land grab – in my view the permanent works are not in keeping with the conservation area, is not in balance with the environs
- Practical issues such as scouring, restrictions on navigation and collection of driftwood and debris in the corners of the proposed structure will be evident
- More of a concern is the scouring effect on Putney Pier and the discharge of sewage within the close proximity of a pier that is used by the public; Thames Clippers for example carried 50,000 passengers to and from Putney Pier between April and August 2013 and there are also currently two residential moorings on the pier.

With regard to the temporary works, Thames Water Utilities Limited has already threatened to use their power to stop future development of Putney Pier. The proposed development is essential to allow the commuter service to grow, encourage more charter vessels to use the pier and allow for casual use by private boater. The Mayor of London's current policy is to increase passenger numbers by two fold in the next 5 years. By not allowing the pier to be developed this is stifling growth.

I object to the temporary works being so close to a working pier (Putney) and this presents unnecessary risks to the pier users. There has never been an operational pier, used by members of the public, so close to a construction site. It is my view that a temporary pier should be constructed during the works period, up river, with the temporary slipway that is to be established. The existing pier could be used for the Thames



C. J. Livett  
Watermen to H.M. The Queen

# Livett's Launches



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Tideway Tunnel construction i.e. mooring of craft associated with the project, tugs, survey vessels etc. and the movement by water of the workforce.

I am very concerned about the lack of detailed navigational risk assessment and detailed scour protection.

I object to any sewage discharge being placed adjacent to Putney Pier.

I wish for my proposed extension/development plan for Putney Pier to be given approval by Thames Water Utilities Limited and then, when the Thames Tideway Tunnel is ready to build, mitigation measures will need to be implemented such as a temporary pier as referenced earlier.

C. J. Livett  
26.11.2013



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Watermen to H.M. The Queen