



KING EDWARD MEMORIAL PARK FORESHORE APPLICATION STATEMENT

**To support a proposed non-material amendment
to the Thames Water Utilities Limited (Thames
Tideway Tunnel) Order 2014 (as amended)**

TIDEWAY

King Edward Memorial Park Foreshore Application Statement

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TIDEWAY

King Edward Memorial Park Foreshore Application Statement

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1. Introduction and Site Description

1 Introduction and Site Description

- 1.1 Bazalgette Tunnel Limited (trading as 'Tideway') has the benefit of The Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 (SI:2014/2384) (as amended)¹ ("the DCO") by virtue of a transfer of powers by Thames Water Utilities Limited dated 24 August 2015 made pursuant to Article 9 of the DCO.
- 1.2 The DCO (as amended) granted consent for a 'wastewater storage and transfer tunnel' (a "nationally significant infrastructure project" as defined in sections 14 and 29(1A) of the Planning Act 2008) between operational Thames Water sites at Acton Storm Tanks and Abbey Mills Pumping Station. The project comprises of one main tunnel which will capture and store combined sewage from combined sewer overflows ("CSOs") along its route and transfer the sewage to Abbey Mills Pumping Station. From there the Lee Tunnel will transport the sewage for treatment at Beckton Sewage Treatment Works. Eleven connection tunnels will link flows from CSO drop shafts to the main tunnel.
- 1.3 The King Edward Memorial Park Foreshore (KEMPF) site is located on the north side of the river Thames within the administrative boundary of the London Borough of Tower Hamlets. The works approved at this location will intercept and divert combined sewage from the North East Storm Relief (NESR) CSO. This CSO discharges on average 31 times a year releasing 782,000m³ of untreated sewage into the river. Flows will be intercepted and diverted through a combined interception and valve chamber and connection culvert to a CSO drop shaft to be constructed within a new foreshore structure. The location of the shaft within the foreshore requires a new section of river wall to be constructed and the reclamation of approximately 0.2ha of foreshore to enclose the below ground operational structures and CSO drop shaft. The reclaimed land will form a new area of publicly accessible open space and will extend the current area of the King Edward Memorial Park.
- 1.4 This report has been prepared to accompany an application for a non-material amendment to the DCO in the vicinity of the KEMPF site. The authorised development provides consent for an 'online' shaft at KEMPF where the main tunnel passes through the CSO drop shaft. The proposed amendment would allow the main tunnel to be realigned to the south of the CSO drop shaft (so that it no longer passes through the KEMPF CSO drop shaft) and would provide consent for the construction of a connection tunnel between the KEMPF CSO drop shaft and the main tunnel. At this location the main tunnel is approximately 60 metres below ground and the changes proposed will only affect below ground works within the subsoil. There are no changes proposed to the location of the CSO drop shaft or to any DCO works at surface level.
- 1.5 Two previous non-material amendments to the DCO have been approved. On 17th May 2017 Thames Water Utilities Limited was granted an amendment to the Order for changes to the location and depth of the inlet and outlet shafts and siphon tunnel to be constructed with the Beckton Sewage Treatment Works 'The Thames Water Utilities Limited (Thames Tideway Tunnel) (Amendment) Order

¹ As amended by the Thames Water Utilities Limited (Thames Tideway Tunnel) (Correction) Order 2015 (SI:2015/723) the Thames Water Utilities Limited (Thames Tideway Tunnel) (Amendment) Order 2017 (SI:2017/659), the Thames Water Utilities Limited (Thames Tideway Tunnel) (Amendment) Order 2018 (SI:2018/1262)and the Notice of Variation No.1 (17 March 2015) and Notice of Variation No. 2 (17 August 2017) in respect of the deemed Marine Licence.

1. Introduction and Site Description

- 2017 (SI:2017/659)' These approved changes were localised in nature and related to works within the existing Thames Water sewage treatment site.
- 1.6 Tideway was granted a second Amendment Order (SI: 2018/1262) on 30th November 2018 which approved substitution of a revised Site Works Parameter Plan for the Falconbrook Pumping Station (FALPS) site. This amendment was required to remove ambiguities on the original plan which had the inadvertent effect of removing the flexibility required to enable the works to be constructed as originally intended at the site. It was not required as a result of a change in the design or approach proposed to the works at the time of the original application.
- 1.7 Neither of the two non-material amendments (either separately or cumulatively) were found to introduce any new significant environmental effects or materially different environmental effects beyond those already assessed within the Environmental Statement (ES) which accompanied the original DCO application.
- 1.8 Consent is sought for the following amendments to the DCO:
- i. Amendments to Article 6 – Limits of Deviation so that the limits of deviation set out in the DCO would be applied to the proposed connection tunnel between the KEMPF CSO drop shaft and the main tunnel.
 - ii. The addition of a new item under Work No. 24 in Schedule 1 part 1 to provide consent for the new connection tunnel which would form part of the nationally significant infrastructure project.
 - iii. Amendments to two of the Works Plans and Section drawings for the main tunnel to show the revised tunnel alignment, new connection tunnel and associated limits of deviation (LOD) and Order limits and related revision to the plan references in the DCO.
 - iv. Amendments to the Land Plan for this section of the tunnel to show the revised limits of deviation (LOD) for the main tunnel and the additional plots to be included within the Order limits and related revision to the plan reference in the DCO.
 - v. Amendments to Schedule 13 (Land of which only subsoil more than 9 metres beneath the surface may be acquired) and Schedule 14 (Land of which temporary possession may be taken) to enable the temporary use and permanent acquisition of additional subsoil land.
- 1.9 This application for an amendment to the Thames Water Utilities (Thames Tideway Tunnel) Order 2014 is made in accordance with section 153 and Schedule 6 of the Planning Act 2008 and the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulation 2011 (as amended).

2. Proposed Changes

2 Proposed Changes

2.1 The Authorised Development

2.1.1 The main tunnel associated with KEMPF is authorised under Work No. 1d in Part 1 of Schedule 1 of the DCO which sets out the authorised development of the eastern section of the main tunnel and comprises:

*“*Work No. 1d: Main tunnel (east): A tunnel with an internal diameter of 7.2 metres and 5520 metres in length between Chambers Wharf main tunnel shaft (Work No. 19a) and Abbey Mills Pumping Station main tunnel shaft (Work No. 26a)”*

2.1.2 The development approved by the DCO at KEMPF is set out under Work Nos. 24a and 24b of Part 1 of Schedule 1 of the DCO. Work No. 24a forms part of the nationally significant infrastructure project (as defined in sections 14 and 29(1A) of the Planning Act 2008) and comprises:

“King Edward Memorial Park CSO drop shaft - A shaft with an internal diameter of 20 metres and a depth (to invert level) of 60 metres.”

2.1.3 Work No. 24b sets out the associated development within the meaning of section 115(2) of the Planning Act 2008, and comprises:

“Works to intercept and divert flow from the North East Storm Relief Sewer CSO to the King Edward Memorial Park Foreshore drop shaft (Work No. 24a) and to the main tunnel (east) (Work No. 1d), including the following above and below ground works and structures:

- (i) demolition of existing park maintenance buildings and other structures;*
- (ii) dredging and construction of a cofferdam including fluvial training walls and the placement of fill material, connection to the existing river wall and construction of a campshed;*
- (iii) removal of existing CSO apron in the foreshore;*
- (iv) partial demolition of existing river wall and construction of new river wall including connection to and alteration of the existing river wall to reclaim land and to enclose Work Nos. 24a and 24b(vi), (vii) and (viii), scour protection works, relocation of existing CSO, and new CSO outfall apron;*
- (v) works to protect or strengthen the existing river wall;*
- (vi) construction of an interception chamber, hydraulic structures, chambers with access covers and other structures including culverts, pipes and ducts to modify, connect, control and ventilate, de-aerate, and intercept flow;*
- (vii) construction of structures for air management equipment including filters and ventilation columns and associated below ground ducts and chambers;*
- (viii) construction of electrical and control kiosk and local control pillar;*

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(ix) construction of pits, chambers, ducts and pipes for cables, hydraulic pipelines, utility connections, utility diversions and drainage;

(x) construction of temporary and then permanent access from Glamis Road;

(xi) removal of the existing band stand;

(xii) demolition of existing children's playground and construction of new playground within the park; and

(xiii) refurbishment of existing multi-sports area.”

- 2.1.4 The site specific environmental impact assessment for the KEMPF site (ES Vol 21) comprising the assessment for the approved DCO scheme made some assumptions about the construction methodology and the operation of the site when the works are completed which are summarised below:
- a. A temporary cofferdam would be constructed in the river to create a working platform during construction and a concrete campshed would be constructed along the southern face of the temporary cofferdam for barges to sit safely on the riverbed. Soft material would be removed to ensure that any settlement of the cofferdam fill material does not adversely affect the ties between the walls of the twin walled temporary cofferdam, which could lead to structural difficulties.
 - b. The drop shaft would be constructed by diaphragm wall construction techniques and drop shaft excavation would commence after the diaphragm walls are complete. Excavated material would be put into skips within the drop shaft working area and hoisted from the shaft by crawler crane and then loaded onto a barge for transport off-site. It was estimated that construction activities at the site would generate 130,000 tonnes of excavated material which would require removal.
 - c. A steel reinforced concrete base plug would be formed at the base of the drop shaft once excavation of the shaft was complete.
 - d. As the KEMPF drop shaft is online with the main tunnel, there is no requirement to construct a connection tunnel. Tunnel portals with launch and reception seals would be formed in the drop shaft lining. A temporary cradle would be constructed to receive the main tunnel (east) tunnel boring machine (TBM) from Chambers Wharf and to re-launch it to Abbey Mills Pumping Station. This would provide an opportunity for maintenance to be undertaken to the TBM.
 - e. Dewatering wells would be drilled from the surface and groundwater would be extracted via pumps during drop shaft excavation and to ease the reception of the TBM from Chambers Wharf and re-launch towards Abbey Mills Pumping Station.
 - f. Ground treatment would be required within the chalk beneath the base slab, and treated blocks would be constructed either side of the drop shaft to facilitate TBM break in / break out.
 - g. Once operational a light commercial vehicle would require access to the site to allow maintenance works to be undertaken every three to six months. This would be carried out during normal working hours and would take approximately half a day.

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- h. Additionally, once every ten years, more substantial maintenance work would be carried out and the ground level access covers on the drop shaft would be used for access/egress by maintenance vehicles and personnel during these planned inspections of the drop shaft and main tunnel. Vehicular requirements for these visits would include two mobile cranes and associated support vehicles and equipment.

2.2 The Need for the Amendment

- 2.2.1 As described above, the construction sequence at KEMPF requires a temporary cofferdam to be constructed to enable the CSO drop shaft to be constructed within the foreshore area. When construction of the CSO drop shaft has been completed, the TBM would then be “driven through” the shaft to create the online connection with the main tunnel (east).
- 2.2.2 Construction of the temporary cofferdam commenced on 30th June 2017. As construction progressed, unexpected ground conditions were encountered. Specifically, the alluvium deposits in the area of foreshore where the works are taking place were found to be considerably thicker than the pre-construction borehole surveys indicated. The soft ground associated with these deposits adversely affected the structure of the cofferdam. Additional works have been necessary to strengthen the temporary cofferdam and more ground treatment has been necessary to improve the strength of the underlying soil.
- 2.2.3 These additional works have delayed the start of the CSO drop shaft construction and it is now unlikely that the CSO drop shaft will be completed by the time the TBM is programmed to reach the KEMPF site. There are significant risks associated with having to stop the TBM outside the shaft and therefore the safer option would be to delay the launch of the TBM from the Chambers Wharf site until the KEMPF CSO drop shaft is constructed and ready to receive the TBM.
- 2.2.4 The Chambers Wharf site is the launch site for the TBM excavating the main tunnel (east) between Chambers Wharf and Abbey Mills Pumping Station. It is also the reception site for the TBM excavating the main tunnel (east central) between Kirtling Street and Chambers Wharf (Work No. 1c) and the TBM excavating the Greenwich connection tunnel between Greenwich Pumping Station and Chambers Wharf (Work No. 20). Construction of the secondary lining for these two tunnels and the main tunnel (east) will commence from the Chambers Wharf site and can only commence once the TBMs are removed. The two TBMs being received at this site cannot be removed if main tunnel (east) is still being excavated, so a delay to the launch of the TBM from Chambers Wharf has the potential to cause knock-on delays to the completion of two sections of the main tunnel (east central and east) and the Greenwich connection tunnel. The main tunnel (east), main tunnel (east central) and Greenwich connection tunnel are critical to the operation of the complete London Tideway Tunnels

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system² and the works at these sites must be complete to enable the system to be tested and commissioned. Any delay to the completion of these works would delay the start of the system testing and commissioning process and delay completion of the wider project.

- 2.2.5 To mitigate the risk of a programme wide delay an alternative design has been developed which will de-link the KEMPF shaft construction from the tunnelling activities, and so reduce the wider risk of delay to the start of system commissioning.

2.3 Description of the Proposed Amendments

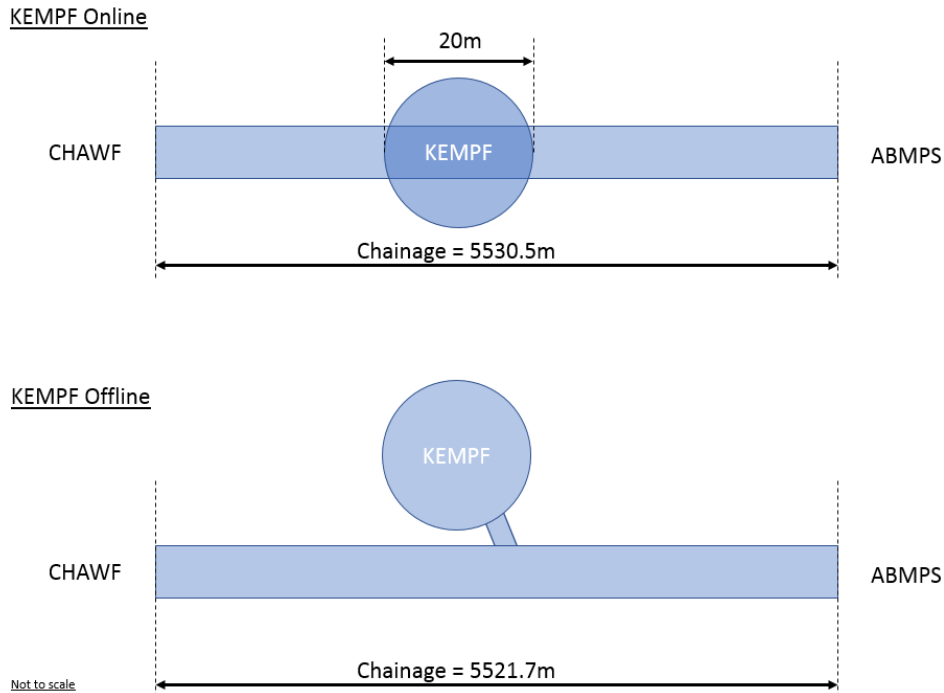
- 2.3.1 The amended scheme would see the main tunnel (east) realigned so that it passes to the south of the CSO drop shaft, and a short connection tunnel would be constructed to connect the CSO drop shaft and the main tunnel (east). The amendments are illustrated on drawing 5600-CVBJV-KEMPF-570-CT-DR-550001.
- 2.3.2 For structural reasons a minimum clearance of 3.8 metres is required between the outer face of the CSO drop shaft and the main tunnel (east). To achieve this clearance, the curvature of the main tunnel (east) would need to be realigned along a length of approximately 717m as shown on drawing 5600-CVBJV-KEMPF-570-CT-DR-550001. This would result in a slight decrease in the overall length of the main tunnel between Chambers Wharf and Abbey Mills pumping station of approximately 9 metres. The construction method for the main tunnel would remain unchanged.
- 2.3.3 Although the change proposed would reduce the overall chainage of the main tunnel by approximately 9 metres the overall storage capacity of the main tunnel will increase slightly because the tunnel will no longer pass through the CSO drop shaft. The authorised development provides for an online shaft where the main tunnel passes through the 20m diameter CSO drop shaft at KEMPF. In the online configuration the tunnel chainage through the shaft forms part of the drop shaft and hence is part of the drop shaft storage volume (see 'KEMPF online' in sketch 1). If the tunnel was taken offline and the chainage between the shafts at Chambers Wharf and Abbey Mills remained the same, an equivalent of around 20 metres of additional tunnel storage would be provided as a result of the tunnel and drop shaft being separate structures. The proposed change will take the main tunnel offline and reduce the main tunnel chainage between the shafts at Chambers Wharf and Abbey Mills by approximately 9 metres. This is illustrated in Sketch 1 below. This will have the effect of increasing the total storage volume between the shafts at Chambers Wharf and Abbey Mills by the equivalent of

² The London Tideway Tunnels system comprises the Thames Tideway Tunnel project (which includes the Greenwich, Frogmore and combined sewer overflow (CSO) connection tunnels) and the Lee Tunnel scheme (which includes the Tideway Pumping Station (PS) and flow transfer system). These will be joined to the sewer network and the Beckton and Crossness sewage treatment works (STWs) to form a single, integrated system.

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approximately 11 metres of main tunnel. The CSO shaft storage is unchanged. Additional capacity is also provided by the connection tunnel.

Sketch 1 - Illustrative Comparison of KEMPF Online and Proposed Offline Layout



- 2.3.4 The connection tunnel between the CSO drop shaft and the main tunnel (east) would have an internal diameter of up to 3.6 metres and would be 9 metres long. The connection tunnel would be excavated through the chalk horizon from the base of the excavated KEMPF CSO drop shaft. Ground treatment blocks would be constructed over the full length of the connection tunnel and the main tunnel where it interfaces with the connection tunnel to stabilise the chalk during construction. This would also enable the planned TBM maintenance to take place at KEMPF from within the main tunnel. A sprayed shotcrete lining would be used to stabilise the excavation of the connection tunnel and a concrete secondary lining would then be constructed to the finished internal diameter.
- 2.3.5 The connection tunnel will take approximately 4 weeks to excavate and construct followed by a further 3 weeks to install the secondary lining (7 weeks in total). The excavation of the connection tunnel would generate approximately 300m³ (600 tonnes) of additional spoil which will be lifted to the surface through the shaft by skip and removed from the site by barge. The ES estimated that construction activities at the site would generate 130,000 tonnes of excavated material. The increase in excavated material arising from the connection tunnel would represent a 0.69% increase in the tonnage of material leaving the site.

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- 2.3.6 It is estimated that 180m³ of shotcrete would be required for the primary lining of the connection tunnel and 100m³ of concrete would be required for the secondary lining. These additional materials would be delivered to the site by road and would add an additional 24 concrete wagons for the shotcrete and a further 14 concrete wagons for the secondary lining. The materials would then be taken to the working face via skip down the shaft.
- 2.3.7 All construction works would be undertaken in accordance with the project wide strategies and codes of practice secured under the DCO.

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3 Supporting Environmental Information

3.1 Scoping

- 3.1.1 Consideration has been given to whether the proposed changes to the authorised project (taking into account the two existing non-material amendments) give rise to any:
- a. New significant effects that were not identified in the ES for the consented project; or
 - b. Materially different effects when compared to the effects set out in the ES for the consented project.
- 3.1.2 Consideration has also been given as to whether the proposed change would constitute EIA development for the purposes of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Schedule 2 (13) sets out that a change to a Schedule 1 or Schedule 2 (1) to (12) development which has already been authorised would be considered EIA development if the change “may have significant adverse effects on the environment”. In doing so, the effect of the changes on the overall project have been considered to identify whether there are other, project wide significant effects that need to be taken into account.
- 3.1.3 The proposed changes set out in Section 2.3 have been considered against all the topics assessed as part of the ES for the consented scheme to identify the potential environmental effects, and whether these could result in new or materially different significant effects to those identified in the site specific assessment (ES Vol 21). The result of this assessment is presented in Table 3.1 below.
- 3.1.4 Since all of the proposed changes occur below ground level, the majority of topic areas are unaffected and there is no change to the significance of effects originally identified. Traffic and transport, and groundwater resources were the only topic areas where potential changes were identified which could have the potential to differ from the findings of the ES for the consented scheme. However, when considered against the assessment made in the ES for the consented scheme, it was clear that the proposed changes would not result in any changes to the significance of effects previously assessed and, therefore, no new significant effects would occur.
- 3.1.5 As such, it has been concluded that no new or materially different environmental effects from those assessed in the original ES for the consented scheme would arise from the implementation of the proposed amendments at a local level.
- 3.1.6 The ES submitted with the consented scheme also considered and reported on the potential cumulative and project wide effects that could result from the development (ES Volume 3). The potential for project wide effects to occur as a result of the changes proposed has been considered. The proposed amendments will not result in any change in the significance of effects at a local level, and it is therefore concluded that the significance of any cumulative or project wide effects would also remain unchanged.

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Table 3.1 Consideration of the proposals on the ES

ES Topic	Sub Topics	Original ES Residual Impacts	Impact of Proposed Non Material Change
Air Quality and Odour	Construction Phase	Negligible – Minor Adverse at receptors	<p>The changes affect below ground works only.</p> <p>All construction works would be undertaken in accordance with the project wide strategies and codes of practice secured under the DCO.</p> <p>The increase in vehicle numbers associated with the construction of the connection tunnel at KEMPF would be insignificant in terms of air quality effects.</p> <p>No change</p>
	Operational Phase (Odour)	Negligible	<p>No changes proposed to above ground structures associated with air management.</p> <p>No change</p>
Ecology – aquatic	Site Specific Construction effects on Designated sites and habitats, Marine Mammals, Fish, Invertebrates and Algae	Residual impacts ranged from Minor Adverse - Negligible	<p>No change to size or extent of temporary cofferdam.</p> <p>No change</p>
	Site Specific Operational effects on Designated sites and habitats, Marine	<p>Minor Adverse to Moderate Beneficial.</p> <p>The project will result in improved water quality in the River Thames which will have beneficial effects on</p>	<p>No change to area of permanent foreshore loss. Compensation for this loss is provided through a suite of off-site habitat creation schemes.</p>

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	Mammals, Fish, Invertebrates and Algae	fish and on invertebrate density and abundance (Decision Letter para 35)	No change
Ecology – terrestrial	Construction phase only	Negligible	Proposed amendments relate to below ground works only. No change
Historic Environment	Construction phase Buried Heritage assets Above Ground Heritage assets	Negligible Negligible to Moderate Adverse	Proposed works would take place 60m below ground in chalk layer (below the level of archaeological deposits). The tunnel in this location is within the river corridor. No additional heritage assets will be affected by ground settlement as a result of the tunnel realignment. No change
	Operation Phase	Minor Adverse – Moderate Beneficial	No change to above ground works. No change
Land Quality	Construction Phase only	Negligible	No effect on land quality. All works taking place 60m below ground in chalk layer. No change
Noise and Vibration	Construction Noise and Vibration	Not Significant with the exception of Free Trade Wharf which would be eligible for noise insulation under the Thames Tideway Tunnel Noise Insulation and Temporary Re-housing policy. Free Trade Wharf may also experience vibration from piling activities.	Construction of the connection tunnel will be underground at the base of the shaft and therefore will not be audible at the surface. Excavation of the connection tunnel will be through chalk and will not induce ground borne vibration during removal. No change

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	Operational Noise and Vibration	Not Significant	No change
Socio-economic	Construction Phase	Negligible to moderate adverse effects on users of the public open space, outdoor activity centre, local school and residential amenity.	Works will be undertaken in accordance with the Codes of Practice secured through the DCO. No change The proposed amendment is intended reduce the risk of programme wide delay and ensure benefits of the project are delivered as early as possible.
	Operational Phase	Moderate Beneficial	No change
Townscape and Visual	Construction Phase	Major Adverse effects resulting from change in townscape character (removal of river wall, loss of vegetation) and visual impact of construction works.	No change
	Operational Phase	Moderate Beneficial	No change
Transport	Construction Phase	Negligible to Minor Adverse.	The ES (Vol 21 Table 12.2.1) assumed average peak daily construction vehicle movements of 82 movements per day (41 vehicles) during the peak construction period (year 1). The proposed amendment would result in an additional 80 vehicle movements (40 vehicles) associated with the construction of the connection tunnel attending the site over the 7 week construction period. This would result in approximately 6 vehicles a week or one additional vehicle a day. The ES (Vol 21 Table 12.2.1) assumed average peak daily construction barge movements from the KEMPF site of 4 movements per day (2 barges) during the peak period (year 3).

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			<p>The additional material that will be excavated for the connection tunnel and removed from the KEMPF site would fill half a 1000 tonne barge.</p> <p>With the online shaft, cement bound granular material (CBGM) would have been used as a backfill material within the shaft to allow the TBM to drive through the shaft. This material would have been processed through the TBM and removed from Chambers Wharf. The reduction in tunnel length by approximately 9 metres means that the volume of excavated material being removed from Chambers Wharf site will be reduced by approximately 547m³ (8.8²x3.14/4) x 9=547m³). This equates to approximately 1000 tonnes or half a barge load based on the current 2000t barges currently being used to remove excavated material from Chambers Wharf.</p> <p>No change</p>
	Operational phase	Negligible	No change
Water Resources – groundwater	Construction Phase	Negligible to Minor Adverse	<p>Ground treatment would take place along the length of the connection tunnel but would no longer be required either side of the drop shaft to facilitate TBM break in / break out. Dewatering associated with TBM break in/ break out would no longer be required. The extent of ground treatment required for the proposed works would be similar to the unamended scheme.</p> <p>No change</p>
	Operational phase	Negligible to Minor Adverse	<p>The proposed works will create a localised reduction of groundwater flow. This would have occurred as a result of the approved main tunnel alignment.</p> <p>No change</p>

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Water Resources- surface water	Construction Phase	Minor Adverse due to temporary changes to channel morphology associated with the cofferdam and associated scour protection construction.	No change
	Operational phase	Moderate to Major Beneficial as a result of water quality improvements	No change

3. Supporting Environmental Information

3.2 Habitat Regulation Assessment

- 3.2 In addition to the ES, the original DCO application was accompanied by a Habitats Regulations Assessment: No Significant Effects Report (dated January 2013). This report concluded that the proposed development was not likely to have a significant effect on any European sites, either alone or in combination with other projects and plans. As a result, it was concluded that an appropriate assessment was not required.
- 3.3 A change to a DCO might be considered as material if in terms of the Habitats Regulations if:
- a. The change itself is likely to have a new significant effect on a European site (or a European offshore marine site) or will add to the significant effects on such site and will therefore need a Habitats Regulations Assessment; and/or
 - b. The change will result in the need for a licence, or a change to an existing license for a European Protected Species.
- 3.4 The changes proposed affect below ground works only. No European protected sites or species will be affected. The changes do not require a Habitats Regulation Assessment and will not result in the need for any European Protected Species licences.

4. Stakeholder Engagement

4 Stakeholder Engagement

- 4.1 Preapplication discussions have taken place with the following consultees in advance of the submission.

London Borough of Tower Hamlets

- 4.2 The proposed development site falls within the administrative district of the London Borough of Tower Hamlets. The project team met with Officers from the London Borough of Tower Hamlets in January 2019 to discuss the proposed amendment and the non-material change process. The project team discussed the proposed consultation area with Officers to ensure that all those who could be potentially affected by the amendment were included within the consultation area. No issues or concerns were raised in connection with the proposed non-material change. Officers confirmed that the East London Advertiser was the appropriate local paper for advertising the application.

London Borough of Southwark

- 4.3 The London Borough of Southwark is the administrative authority for the southern bank of the river opposite the KEMPF site. Residents who live opposite the KEMPF site will be included in the consultation. The project team met with Officers from the London Borough of Southwark in February 2019 to discuss the proposed amendment and the non-material change process. No issues or concerns were raised in connection with the proposed non-material change.

Port of London Authority

- 4.4 The project team has discussed the proposed realignment of the main tunnel with the Port of London Authority (PLA) and they have confirmed in writing that they have no objection, in principle, to the proposed changes to the permitted area of construction.
- 4.5 There is a contractual mechanism in place with Thames Water and the PLA governing the access and transfer of subsoil associated with the DCO project (including at KEMPF). The additional land required for the realigned tunnel is no different in nature to that envisaged to be required for the original tunnel alignment (and already covered by that agreement), and the same arrangements for the additional area of subsoil land have been proposed by Thames Water in line with terms the existing property agreement. It remains both Thames Water's and the project team's intentions to secure the land through amending this agreement. Commercial discussions are ongoing between the PLA and Thames Water to amend this property agreement to include the same provisions for access and acquisition in relation to the additional subsoil land required for the realigned tunnel.

Transport for London

- 4.6 The Rotherhithe Tunnel crosses the River Thames close to the KEMPF site and the approved tunnel alignment will pass under the Rotherhithe Tunnel. There is an existing Asset Protection Agreement with Transport for London (TfL) which requires the project to consult with TfL in advance of construction taking place close to their asset. The Asset Protection Agreement will continue to apply in relation to the amended works should they be consented. Discussions are ongoing with TfL in connection with tunnelling close to their asset and damage

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assessments are being prepared. TfL have raised no issues or concerns regarding the proposed non-material change.

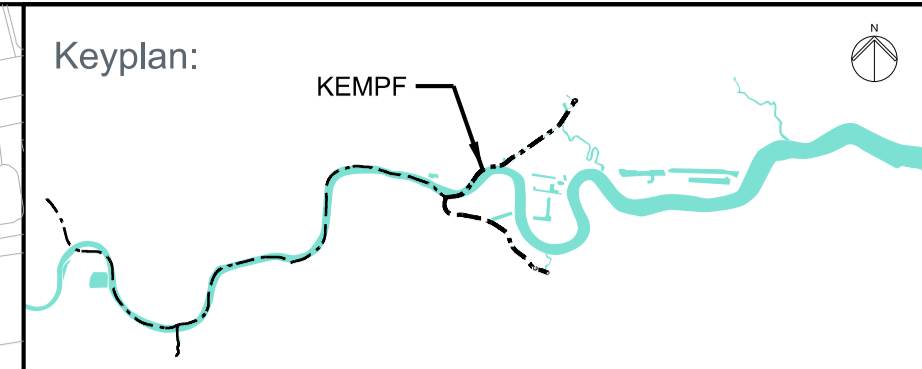
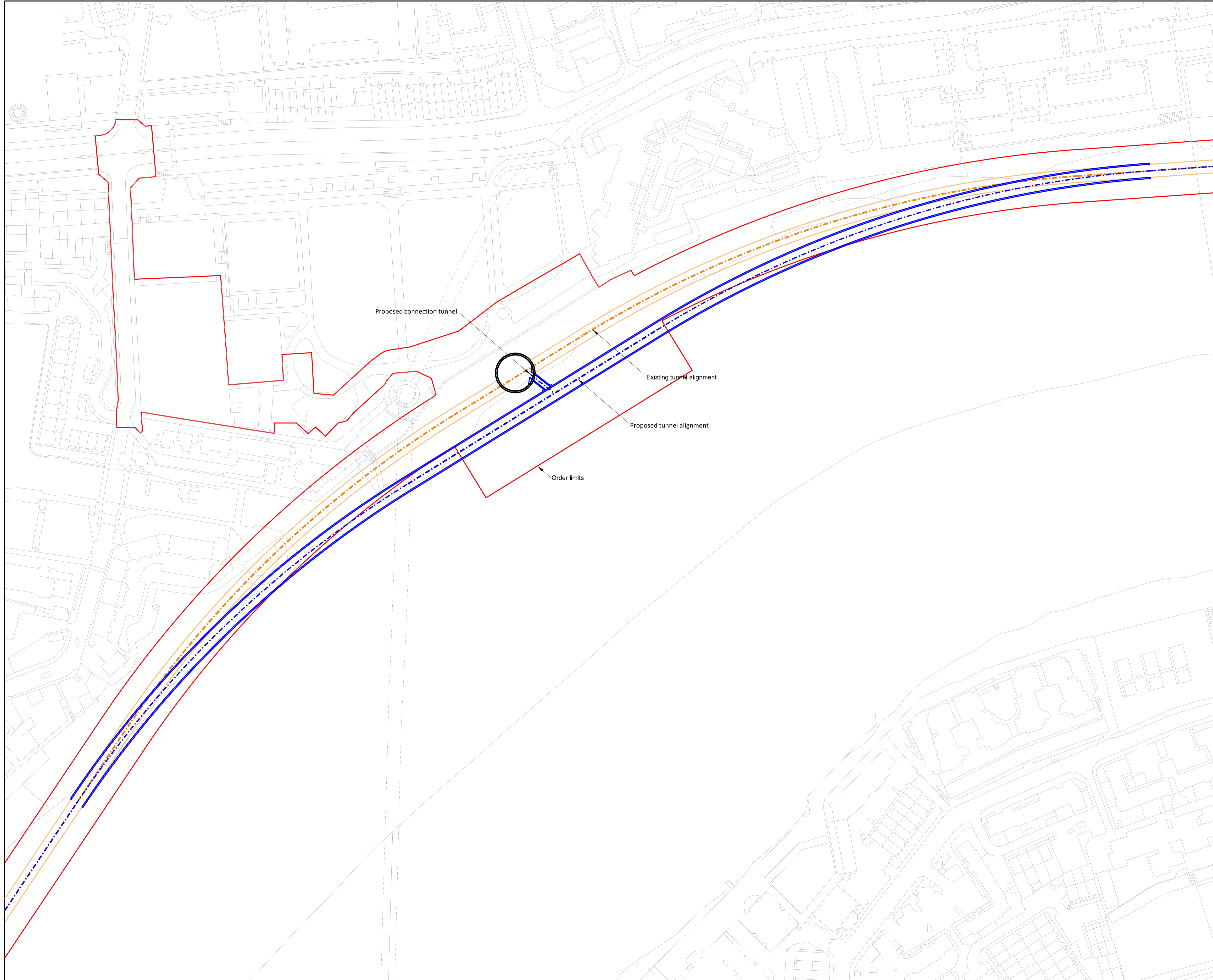
Local Community

- 4.7 The proposed amendment has been raised with the local community at the Community Liaison Work Group (CLWG) on 8th May 2019 and 17th July 2019. Those residents who attended raised no concerns about the proposed change. The information presented at the CWLG was also emailed to a range of interested parties including local residents and other stakeholders who have previously registered to receive information about the Tideway works at KEMPF. No issues or concerns have been raised by those on the circulation list.
- 4.8 The proposed amendment was also raised at a meeting with the Free Trade Wharf Management Company who manage the residential development located adjacent to the KEMPF site on 8th May 2019. No issues or concerns were raised by the Directors of the management company who were generally in favour of the amendment as it would help to ensure that construction works were completed at the site as early as possible.

References

Drawings Referred to in the Document

Title	Document reference number
Proposed Main Tunnel Offline Option	5600-CVBJV-KEMPF-570-CT-DR-550001.



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- Notes:
1. All dimensions in mm unless otherwise noted
 2. Do not scale from drawing
 3. All dimensions and setting out points shown for basis of feasibility study. Contractor feasibility study to develop basis of design.

Proposed connection tunnel

Existing tunnel alignment

Proposed tunnel alignment

Order limits

First Issue

Checker: ---

Approver: ---

WIP

P01.4	S0
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Location
 King Edward Memorial Park Foreshore
 London Borough of Tower Hamlets

Document Information
 Design
 KEMPF
 Main Tunnel Off Line Option

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