



Official

Ref: 2530-TDWAY-TTTUN-990-ZZ-CO-700176

Secretary of State for Environment Food and Rural Affairs  
Seacole Building  
2 Marsham Street  
London  
SW1P 4DF

Secretary of State for Housing, Communities and Local Government  
2 Marsham Street  
London  
SW1P 4DF

14<sup>th</sup> August 2019

Dear Secretaries of State,

**The Thames Water Utilities Limited (Thames Tideway Tunnel) Order (SI:2014/2384)<sup>1</sup>**

**Application for a non-material change to realign the main tunnel in the vicinity of the King Edward Memorial Park Foreshore (KEMPF) worksite and to provide consent for the construction of a connection tunnel between the KEMPF CSO drop shaft and the main tunnel**

Bazalgette Tunnel Limited (trading as Tideway) has the benefit of The Thames Water Utilities Limited (Thames Tideway Tunnel) Order (SI:2014/2384) (as amended) (“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.

Please find enclosed an application for a non-material change to the DCO. The application has been prepared in accordance with both Schedule 6 of the Planning Act 2008 and the Infrastructure Planning (changes to, and Revocation of, Development Consent Orders) Regulations 2011 (“the 2011 Regulations”).

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<sup>1</sup> 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.

Protectively Marked: Official

**Tel. 020 3744 4010**

**[www.tideway.london](http://www.tideway.london)**

## **Nature of the Proposed Amendments**

The proposed amendments would affect the alignment of the main tunnel (east) in the vicinity of the King Edward Memorial Park Foreshore (KEMPF) worksite. The authorised development provides for the construction of a CSO drop shaft to be constructed within an area of reclaimed land, which would connect directly (online) to the main tunnel (east). The proposed non-material change seeks to realign the main tunnel to the south of the shaft and provide consent for the construction of a short connection tunnel between the shaft and the main tunnel.

The proposed amendment would affect below ground works at subsoil level only.

## **The Need for the Non-Material Amendment**

Works have commenced at the KEMPF site. Following site set up, 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. Under the original construction sequence, when construction of the CSO drop shaft and base plug had been completed, the tunnel boring machine (TBM) would be “driven through” the shaft to create the online connection with the main tunnel (east).

Construction of the temporary cofferdam commenced on 30<sup>th</sup> June 2017. As construction progressed, some 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 has required additional works to be undertaken to strengthen the structure of the temporary cofferdam, and more ground treatment has been necessary to improve the strength of the underlying soil.

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. This would delay completion of the main tunnel (east) which is critical to the operation of the complete London Tideway Tunnels system. Any delay in the delivery of the main tunnel (east) has the potential to delay the start of the system testing and commissioning process and completion of the wider project.

The national need for the Thames Tideway Tunnel is set out in the National Policy Statement for Waste Water (‘the NPS’). The NPS refers to the urgent need to progress with a tunnel-based solution to address discharges into the River Thames. These improvements are required to enable the UK’s obligations under the Urban Waste Water Treatment Directive to be met. The NPS refers to significant pollution incidents in 2004 and 2011 and states at paragraph 2.6.19 that: *‘It is essential to reduce the likelihood of such incidents, which also have a reputational impact on the UK, as they take place in the capital city’s river. The above impacts impose an economic cost on the capital, country and society. These costs include direct financial costs such as the costs of measures to mitigate against low oxygen, fish re-stocking, costs on the health service and the wider economy due to people falling ill and costs of cleaning up debris. The pollution also imposes wider ‘external’ social and environmental costs on society.’*

The proposed realignment of the main tunnel (east) would de-link the KEMPF shaft construction from the tunnelling activities. This would enable tunnelling to progress as planned and mitigate the risk of programme wide delay that would result from the unexpected ground conditions at KEMPF enabling the environmental, social and economic benefits of the scheme to be delivered as early as possible.

Further details of the proposals are set out in the enclosed Application Statement.

## **Materiality of the Proposed Amendment**

Schedule 6 of the Planning Act 2008 makes provision for the Secretary of State to grant both material and non-material changes to a DCO. The 2008 Act and the 2011 Regulations do not, however, provide any definition of a material or non-material change. The 'Guidance on Changes to Development Consent Orders' (published by the former DCLG in December 2015) states that, given the range of infrastructure projects that are consented through the 2008 Act whether a change is material or non-material will depend on the circumstances of the specific case. The guidance does provide examples of four characteristics that might indicate that a change may be more likely to be treated as material. Importantly, these are noted as examples and provide a starting point for assessing the materiality of any proposed changes.

Each of the four examples provided in the DCLG Guidance are considered below, and for the reasons set out we believe that the changes proposed in this application are not material.

### **1 Environmental Statement**

The DCLG Guidance states that a change should be treated as material if it would require an updated Environmental Statement (from that provided at the time the original Development Consent Order was made) to take account of new or materially different likely significant effects on the environment.

The proposed amendments in this application are localised in nature and for the reasons set out in section 3 of the enclosed Application Statement, will not give rise to any new or materially different environmental effects from those assessed in the original ES for the consented scheme. No update to the Environmental Statement submitted with the original DCO application is required.

### **2 Habitats and Protected Species**

The DCLG Guidance indicates that a change is likely to be material if it would invoke a need for a Habitats Regulations Assessment, or the need for a new or additional licence in respect of a protected species.

The changes do not require a Habitats Regulations Assessment and will not result in the need for any European Protected Species licences.

### **3 Compulsory Acquisition**

The DCLG Guidance states that a proposed change "*should be considered material if it would authorise the compulsory acquisition of any land, or an interest in or rights over land that was not authorised through the existing DCO. This is because consideration of the need for compulsory acquisition must include a right for the person whose land or rights are being acquired to express their views at a hearing, and this is not provided for under the 2011 Regulations governing non-material changes (where there is no examination).*"

The proposed amendment does seek consent to increase the area of Order Land associated with the realigned main tunnel at subsoil level only and in relation to that additional subsoil land to benefit from the powers to permanently acquire the land at subsoil only. Plots 23 and 23a on the approved Land Plan currently benefit from powers to temporarily use or acquire the land. Plot 23 has been split to create plots 23b, 23c and 23d and additional powers are now sought to permanently acquire the subsoil land of plots 23a, 23b and 23c to accommodate the realigned tunnel. Currently the area of subsoil as defined by the limits of deviation for tunnels and shafts (LOD) within the Order limits is 1,003,644 m<sup>2</sup> (100.4 ha). The proposed alignment change at KEMPF would increase the area of subsoil contained within the Order limits to 1,011,163 m<sup>2</sup> (101.1 ha).

The additional subsoil only land requirements relate to a single land interest, the Port of London Authority (PLA). Thames Water Utilities Limited ("Thames Water") have a general responsibility for securing land interests for construction, operation and maintenance of the Thames Tideway Tunnel. Thames Water currently benefits from a property agreement with the PLA in relation to surface and subsoil land within the Order limits, including rights for temporary access and permanent acquisition of the subsoil comprising the tunnel. Within the existing PLA Agreement and based on the spatial data provided by the PLA in April 2016, the current area of PLA subsoil to be acquired by the project is 591,249.1 m<sup>2</sup>. The proposed amendment would increase the area of PLA subsoil to 598,767.8m<sup>2</sup>, an increase of 7,518.7m<sup>2</sup>. This is an increase of 0.7%.

The PLA has been briefed by the project team on the proposed amendment to the DCO at KEMPF and they have confirmed in writing that, in principle, they have no objection to the proposed changes to the permitted area of construction under the DCO (correspondence enclosed). Thames Water have put forward proposals to the PLA for the transfer to Thames Water of the additional subsoil land required to deliver the amendment in line with the existing property agreement.

Both Thames Water and Tideway had anticipated that these discussions would have been completed and the property agreement would have been amended in advance of submitting this amendment application, but discussions are still ongoing between Thames Water and the PLA and the amendment to the property agreement has not yet been concluded. It is important for the project team to secure the necessary amendment to the DCO to authorise the proposed realignment of the main tunnel (east) as the project needs the certainty of development consent for the realignment proposed to enable detailed design decisions relating to the CSO drop shaft and main tunnel (east) to be made to maintain the project programme. Given the expected time for determination of this application, it is considered necessary to submit our non-material amendment application now, prior to the formal completion of negotiations between Thames Water and the PLA.

Whilst the intention remains for Thames Water to secure the additional subsoil land by agreement with the PLA, it is now considered necessary to seek additional compulsory acquisition powers as part of this amendment. This ensures that the necessary powers are available to secure the additional subsoil land required to deliver the amendment in the unlikely event that a commercial arrangement isn't reached with the PLA prior to requiring the subsoil area for construction. Thames Water are fully supportive of the amendment proposed. We enclose letters to the Secretaries of State on their behalf. If compulsory acquisition powers are not secured as part of this amendment there is a risk that the launch of the TBM from Chambers Wharf would need to be delayed until the commercial discussions between the PLA and Thames Water were resolved. This would delay to the start of the system testing and commissioning process and the completion of the wider project

which the proposed amendment is seeking to mitigate. Compulsory acquisition powers will provide certainty that the proposed amendment can be delivered and that tunnelling can progress as planned.

The DCLG Guidance sets out that inclusion of compulsory acquisition powers are likely to be considered material as there is no right for the person whose land is affected to express views to the Secretary of State at a hearing. The PLA is the only person with an interest in the additional area of subsoil land and have already confirmed that they have no objection in principle to the proposed changes to the permitted area of construction under the DCO. The land is subsoil approximately 60m below ground level. The land is not currently utilised by the PLA and nor are we aware of any proposed future use of the land. There is a contractual mechanism in place with Thames Water and the PLA governing the access to and transfer of subsoil. 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 the terms of the existing property agreement. It remains both Thames Water's and the project team's intentions to secure the land through amending this agreement. In these specific circumstances, given (i) the nature of the land; and (ii) there is a single landholder that has already stated that it has no in principle objection to the proposed changes, we believe the PLA suffers no detriment through the lack of a hearing relating to the impact of the compulsory acquisition power of its land. We therefore do not consider that the precautionary inclusion of the compulsory purchase powers for the additional subsoil land constitutes a material change.

As stated, the PLA are the only interest in the additional land to be acquired within the Order limits. Of the additional land to be included within Order limits, the London Borough of Tower Hamlets has an interest in plot AP-3 which relates to subsoil below hardstanding and access (Shadwell Stairs), and river (River Thames) foreshore and bed thereof; Transport for London (TfL) has an interest in plots AP-4 and AP-5 in respect of Rotherhithe Tunnel, London. The project will not need to access these areas for construction or operational purposes and no acquisition rights over these third party interests are required.

#### **4 Impact on Business and Residents**

The potential impact of the proposed changes on local people will also be a consideration when determining whether a change is material. The DCLG Guidance acknowledges that in some cases these impacts may already have been identified, directly or indirectly, in terms of likely significant effects on the environment. The guidance recognises that there may be other situations where this is not the case such as changes to visual amenity arising from changes to the size or height of buildings; impacts on the natural or historic environment; and impacts arising from additional traffic which were not considered at the time of the original application.

The proposed amendments would affect below ground works at subsoil level only with no changes required to the position of the CSO drop shaft or any of the surface works or permanent above ground structures at KEMPF.

As set out in 1-3 above the changes are very limited when considered in the context of the Project overall. They do not give rise to any new or materially different environmental or habitat issues and although compulsory purchase powers are being sought, these relate to subsoil only at a depth of approximately 60m below the bed of the River Thames.

### **Previous Amendments to the DCO**

Paragraph 2 (2) of Schedule 6 of the 2008 Act states that:

*“In deciding whether a change is material, the Secretary of State must have regard to the effect of the change, together with any previous changes made under this paragraph, on the development consent order as originally made.”*

Two previous non-material amendments to the DCO have been approved. The first approved changes to the location and depth of the inlet and outlet shafts and siphon tunnel to be constructed within the Beckton Sewage Treatment Works. The second was required to remove ambiguities on the approved site works parameter plan for the Falconbrook Pumping Station site which had the effect of removing the flexibility required to enable the works to be constructed as originally intended at the site.

In considering the materiality of the current application we have taken into consideration the two previous non-material amendments to the DCO. The amendments approved at Beckton and Falconbrook were both localised in nature and did not result in any new significant environmental effects. The cumulative impact of both the approved amendments and the amendments proposed in this application are not considered to result in any material change to the consented scheme.

For the reasons detailed in this letter and the Application Statement the changes proposed in this application are considered to be non-material and can be dealt with as a non-material change.

To support the Secretaries of State’s consideration of the materiality of the proposed application we enclose one hard copy of our application. An electronic copy has also been emailed to [thamestunnel@planninginspectorate.gov.uk](mailto:thamestunnel@planninginspectorate.gov.uk).

Tideway’s application for a non-material change is supported by the information required by Regulation 4 of the 2011 Regulations. Appendix 1 of this letter contains the relevant details.

A full list of the application documents is provided at Appendix 2. These documents include:

- An Application Statement which details the proposed changes, environmental information in respect of the proposed changes and details of engagement with stakeholders in respect of the proposed changes;
- A Draft Amendment Order which sets out the amendments required to the DCO to provide development consent for the changes proposed;
- A Consultation and Publicity Statement that provides details of the consultation and publicity that will be undertaken as required by Regulations 6 and 7 of the 2011 Regulations;
- Existing and proposed plans. Appendix 3 identifies those plans which are submitted for approval and those which are provided for information;

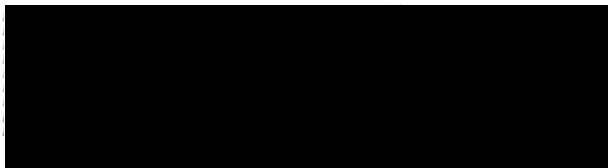
- An Addendum to the Book of Reference submitted with the original application for information.

Notice of the application will be placed for two consecutive weeks in the East London Advertiser commencing 15<sup>th</sup> August 2019 edition.

The fee of £6,891 for the application will be paid to the Department for Environment, Food and Rural Affairs on receipt of their invoice for this amount.

If you have any questions in relation to this application, please contact Liz Wood-Griffiths on 0800 030 8080 or by email at [info@tideway.london](mailto:info@tideway.london), or by post to Tideway, Cottons Centre, Cottons Lane, London SE1 2QG.

Yours sincerely,



Liz Wood-Griffiths  
Head of Consents Authority

**Appendix 1**  
**Details Required under Regulation 4 of the 2011 Regulations, as amended**

Details Required	Applicant Response
Name and address of the applicant	Bazalgette Tunnel Limited Cottons Centre Cottons Lane London SE1 2QG
Name and address of and agent, if appointed	Not applicable.
The Secretaries of State's reference for the development consent order to which the application relates	The Thames Water Utilities Limited (Thames Tideway Tunnel) Order (SI:2014/2384) 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.
Details of change being applied for	Partial realignment of the main tunnel to the south of the King Edward Memorial Park Foreshore (KEMPF) CSO drop shaft and consent for the construction of a short connection tunnel between the CSO drop shaft and the main tunnel.
Any documents or plans considered necessary to support the application	See Appendix 2 for the list of documents and plans considered necessary to support the application.
A statement that the applicant is either: (a) the person who applied for the development consent order to which the application relates or a successor in title; (b) a person with an interest in the land to which the development consent order relates; or (c) any other person for whose benefit the development consent order has effect.	Bazalgette Tunnel Limited has the benefit of the development consent order by virtue of a transfer of powers by Thames Water Utilities Limited dated 24 August 2015 made pursuant to Article 9 of the DCO.  Thames Water Utilities Limited was the applicant for the DCO to which this application relates.
The consultation and publicity statement referred to in regulation 7A	Document reference 2530-TDWAY-TTTUN-990-ZZ-RG-704424 is included with the application.



<p>Details of the applicant's interest in the land</p>	<p>Thames Water benefits from a property agreement with the Port of London Authority (PLA) of the land adjoining the additional land which is required. This agreement includes the right to permanently acquire the required subsoil land on a permanent basis. Thames Water also has a lease of the subsoil adjoining the additional land required for the purpose of constructing the Thames Tideway Tunnel. Thames Water is seeking to agree amendments to this agreement to include the additional land forming part of this application so that the subsoil can be permanently acquired. The amendment sought will also grant to Thames Water a supplemental lease of this additional area of land so that construction works can be carried out on it. Powers to temporarily use and permanently acquire the additional land are also being sought as part of the amendment in the event agreement is not reached in sufficient time.</p> <p>Provided Thames Water has secured the required interests, an agreement between the applicant and Thames Water enables the applicant access to the relevant land for the purposes of construction, and which provides for a long leasehold interest to be granted to enable the applicant to maintain the completed tunnel and shaft.</p>
<p>Three paper copies of the application and other supporting plans and documents</p>	<p>3 no. hard copies of the application will be provided if requested.</p>

**Appendix 2**  
**Schedule of Application Documents**

Document	Description
Application Statement (2530-TDWAY-TTTUN-990-ZZ-RG-704427)	This document demonstrates and confirms that the proposed amendments are not material and will not result in any new, or materially different, significant environmental effects.
Draft DCO Amendment Order	This document sets out the proposed changes to the DCO.
Existing Works Plan and Section main tunnel sheet 49	Works Plan and Section Main Tunnel Sheet 49 DCO-WP-000-ZZZZZ-010050
Existing Works Plan and Section main tunnel sheet 50	Works Plan and Section Main Tunnel Sheet 50 DCO-WP-000-ZZZZZ-010051
Existing Land Plan main tunnel sheet 49	Land Plan Main Tunnel Sheet 49 DCO-LP-000-ZZZZZ-030040-Rev 2
Updated Plans See Appendix 3 for details.	<p>Revised Works Plan and Section Main Tunnel Sheet 49 DCO-WP-000-ZZZZZ-010050 – Rev 1</p> <p>Revised Works Plan and Section Main Tunnel Sheet 50 DCO-WP-000-ZZZZZ-010051 -Rev 1</p> <p>Revised Land Plan Main Tunnel Sheet 49 DCO-LP-000-ZZZZZ-030040-Rev 3</p> <p>Updated Site Location Plan DCO-PP-24X-KEMPF-250001-Rev 1</p>
Book of Reference Addendum No. 1	Update to the Book of Reference to show additional plots within Order limits
Consultation and Publicity Statement (2530-TDWAY-TTTUN-990-ZZ-RG-704424)	Statement setting out details of the steps that have been taken by the applicant to comply with the requirements of Regulations 6 and 7 of the 2011 Regulations, including a copy of the notice prepared in accordance with Regulation 6.

**Appendix 3**  
**Schedule of Updated Plans**

Plan Number (DCO)	Plan Title	Plan Number (substituted)
DCO-WP-000-ZZZZZ-010050	Works Plan and Section Main Tunnel Sheet 49	DCO-WP-000-ZZZZZ-010050-Rev1  <b>For Approval</b>
DCO-WP-000-ZZZZZ-010051	Works Plan and Section Main Tunnel Sheet 50	DCO-WP-000-ZZZZZ-010051-Rev1  <b>For Approval</b>
DCO-LP-000-ZZZZZ-030040-Rev2	Land Plan Main Tunnel Sheet 49	DCO-LP-000-ZZZZZ-030040-Rev3  <b>For Approval</b>
	Site Location Plan	DCO-PP-24X-KEMPF-250001-Rev 1  <b>For Information</b>

**Appendix 4**

**Correspondence from Thames Water to the Secretaries of State dated 13<sup>th</sup> August 2019**



Secretary of State for Environment, Food and Rural Affairs  
Seacole Building  
2 Marsham Street  
London  
SW1P 4DF

13 August 2019

Dear Secretary of State,

Thames Water Utilities Limited (Thames Water) has the benefit of The Thames Water Utilities Limited (Thames Tideway Tunnel) Order (SI:2014/2384) (as amended) ("the DCO") together with Bazalgette Tunnel Limited (trading as Tideway).

Tideway are applying for an amendment to the DCO which would affect the alignment of the main tunnel (east) in the vicinity of the King Edward Memorial Park Foreshore (KEMPF) worksite. The proposed amendment seeks to realign the main tunnel to the south of the shaft and provide consent for the construction of a short connection tunnel between the shaft and the main tunnel.

Thames Water have a general responsibility for securing land interests for construction, operation and maintenance of the Thames Tideway Tunnel. The amendment seeks consent to increase the area of Order Land associated with the realigned main tunnel at subsoil level only and, in relation to that additional subsoil land, to benefit from the powers to temporarily and permanently acquire that land. The additional subsoil land is the ownership of the Port of London Authority (the PLA) and Thames Water benefit from a property agreement with the PLA in relation to surface and sub soil land within the Order limits.

Thames Water are fully supportive of the amendment proposed by Tideway. We have put forward proposals to the PLA for the subsoil transfer in line with the existing property agreement and are currently working with Tideway and the PLA to conclude the amendment to the property agreement as soon as possible.

In light of the above Thames Water have no objection to the amendment.

Yours sincerely,

A large black rectangular redaction box covering the signature of John Sullivan.

John Sullivan  
Head of Tideway Integration Group

A small black rectangular redaction box covering the contact information.  
john.sullivan@thameswater.co.uk



Secretary of State for Housing, Communities and Local Government  
2 Marsham Street  
London  
SW1P 4DF

13 August 2019

Dear Secretary of State,

Thames Water Utilities Limited (Thames Water) has the benefit of The Thames Water Utilities Limited (Thames Tideway Tunnel) Order (SI:2014/2384) (as amended) ("the DCO") together with Bazalgette Tunnel Limited (trading as Tideway).

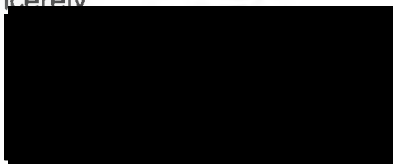
Tideway are applying for an amendment to the DCO which would affect the alignment of the main tunnel (east) in the vicinity of the King Edward Memorial Park Foreshore (KEMPF) worksite. The proposed amendment seeks to realign the main tunnel to the south of the shaft and provide consent for the construction of a short connection tunnel between the shaft and the main tunnel.

Thames Water have a general responsibility for securing land interests for construction, operation and maintenance of the Thames Tideway Tunnel. The amendment seeks consent to increase the area of Order Land associated with the realigned main tunnel at subsoil level only and, in relation to that additional subsoil land, to benefit from the powers to temporarily and permanently acquire that land. The additional subsoil land is the ownership of the Port of London Authority (the PLA) and Thames Water benefit from a property agreement with the PLA in relation to surface and sub soil land within the Order limits.

Thames Water are fully supportive of the amendment proposed by Tideway. We have put forward proposals to the PLA for the subsoil transfer in line with the existing property agreement and are currently working with Tideway and the PLA to conclude the amendment to the property agreement as soon as possible.

In light of the above Thames Water have no objection to the amendment.

Yours sincerely



John Sullivan  
Head of Tideway Integration Group



john.sullivan@thameswater.co.uk

**Appendix 5**  
**Correspondence from the Port of London Authority to Bazalgette Tunnel Limited dated 24<sup>th</sup>**  
**January 2019**



24 January 2019

Richard Lewis  
Bazalgette Tunnel Limited  
Cottons Centre  
Cottons Lane  
London SE1 2QG

Pinnacle House  
23-26 St Dunstan's Hill  
London  
EC3R 8HN  
United Kingdom  
Tel: 020 7743 7900  
Web: [www.pla.co.uk](http://www.pla.co.uk)

DIRECT LINE: 01474 - 562380  
DIRECT FAX: 01474 - 562398  
MOBILE: 07713 - 654595  
E-MAIL: [james.trimmer@pla.co.uk](mailto:james.trimmer@pla.co.uk)

Dear Richard

THAMES TIDEWAY TUNNEL  
CHANGE TO THE WORKS AT THE KING MEMORIAL PARK FORESHORE WORKSITE

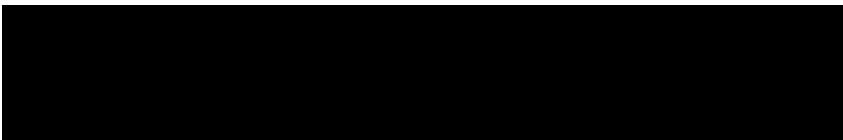
Thank you for your briefing regarding the proposed changes to the works at Tideway's King Edward Memorial Park Foreshore worksite, including the realignment of the main tunnel to the south of the CSO drop shaft and the construction of a short connection tunnel between the CSO drop shaft and the main tunnel.

We understand that Bazalgette Tunnel Limited (trading as Tideway) will be applying for a non-material amendment to its DCO in relation to these changes. We confirm that in principle the PLA has no objection to the proposed changes to the permitted area of construction under the DCO.

I understand you are working in parallel with Thames Water Utilities Limited with regards to facilitating a further transfer of the subsoil. I would be grateful if you could let me know of any proposal TWUL wish to put forward for the subsoil transfer as the PLA will need to consider any such arrangements.

I look forward to hearing from you.

Yours sincerely



JAMES TRIMMER  
DIRECTOR OF PLANNING AND ENVIRONMENT

