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19<sup>th</sup> September 2019

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Dear Sir/Madam

**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**

This letter sets out the Council's response to the submission of the above application made by Bazalgette Tunnel Limited (trading as Tideway) made on the 14<sup>th</sup> August 2019.

As the Planning Inspectorate will be very aware, the council supported the principle of the Thames Tideway Tunnel but originally strongly opposed the proposals for the location of the KEMPF construction site within the King Edward Memorial Park. The Council's objections were based on the serious adverse impact upon the local community from loss of open space and noise impacts arising from the construction works extending over a 3 year period. The council's objections were then pursued at the Examination into the Application for the Order that commenced in September 2013 and completed in March 2014.

The Examining Authority's report was published in September 2014 and, whilst agreeing that the use of part of the park as a construction site would be a serious loss to the local community, concluded that there were no alternative proposals that would not create as great an impact elsewhere. In its Decision confirming the Order the Secretaries of State agreed with the Examining Authority's comments on the adverse impact of the construction works on users of the Park and therefore accepted the recommendation that no Saturday working should take place.

Following the Secretaries of State decision and the appointment of a contractor, the council has worked closely with both Tideway and the contractor in order to minimise the impact of construction works on the local community and Park users. Furthermore, the council has cooperated with Tideway and the contractor to facilitate and support, wherever possible, actions to minimise the period for construction in order to allow the Park to become fully available to the local community as soon as possible.

Clearly, therefore, the council has been very disappointed that the adverse ground condition referred to in paragraph 2.2.2 of the Statement submitted in support of the Application has seriously delayed the construction programme. This is now estimated to extend until 2023, two years longer than envisaged at the time of the Examination. It is therefore very much in the council and local's community's interest to support any proposals that will avoid further delays to the completion of construction works in the Park.

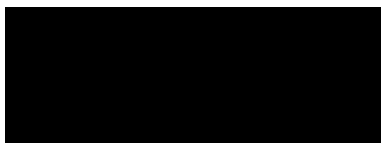
In this respect, for the reasons put forward in paragraph 2.2.3 of the above Statement, the council accepts that the delay in the construction of the CSO drop shaft would delay the launch of the TBM from Chambers Wharf resulting in a further unacceptable delay to the completion of the project as set out in paragraph 2.2.4.

As stated in paragraph 4.2, the Applicant met Council officers in January 2019 and presented the proposals, as set out in section 2.3 of the Statement, for the diversion of the main tunnel away from the CSO drop shaft to which it would be linked by a short connection tunnel. Subject to the necessary public consultation and an updated Environmental Statement, no objection was raised to the proposed amendment to the approved scheme. It was recognised that the proposals would avoid further delay to the project and appeared to give rise to no additional adverse environmental impacts.

It is noted that the applicant has now carried out full consultation with local residents as requested by the council and also consulted the local CLWG and residents of Free Trade Wharf, neither of whom have raised objections to the proposal. The council has also now considered the Environmental Information set out in Table 3.1 of the Application Statement and accepts that the only above ground impact would be limited increase in construction vehicle traffic. It recognises that this would have no significant environmental impact on Park users or local residents. It is also noted and welcomed that the Schedule to the Amendment Order proposes no changes to the main parts of the 2014 Order or the Requirements set out in Schedule 3.

Taking the above comments into account, the Council confirms that it supports and welcomes the proposals set out in the Application for a non-material change to the development as set out in the approved 2014 Development Consent Order. In view of the minimal above ground impacts, the council also supports the Applicant's case that the proposals set out in the Application should be considered as non-material amendment to the Thames Water Utilities Limited (Thames Tideway Tunnel) Order (SI: 2014/2384)<sup>1</sup>

Yours faithfully



**David Williams**  
Acting Divisional Director  
Planning & Building Control