

# SCHEDULES

## SCHEDULE 1

Article 2

### AUTHORISED PROJECT

#### PART 1

#### AUTHORISED DEVELOPMENT

A nationally significant infrastructure project as defined in sections 14 and 29(1A) of the Planning Act 2008 (as amended) ('the Act') comprising the works described in column (1) of the table below. Associated development within the meaning of section 115(2) of the Act including the works described in column (2) of the table below.

**Table 1**

(1)	(2)
Works comprising a nationally significant infrastructure project as defined in sections 14 and 29(1A) of the Act	Works comprising associated development within the meaning of section 115(2) of the Act
Work Nos. 1a, 1b, 1c, 1d, 2a, 3a, 3b, 4a, 4b, 5a, 5b, 6a, 7, 8a, 9a, 10a, 10b, 11a, 11b, 12a, 12b, 13a, 14a, 14b, 15a, 15b, 16a, 16b, 17a, 19a, 20, 21a, 22a, 23a, and 24a.	Work Nos. 2b, 3c, 4c, 5c, 5d, 6b, 8b, 8c, 9b, 10c, 11c, 12c, 13b, 14c, 15c, 16c, 17b, 18, 19b, 21b, 22b, 23b, 23c, 24b, 25, 26 and 27.

These works are marked with an asterisk in the description below.

---

The description set out in this Schedule is subject to article 2(4) of this Order.

In the London Boroughs of Ealing, Hounslow, Hammersmith and Fulham, Richmond-upon-Thames and Wandsworth, the Royal Borough of Kensington and Chelsea, the London Borough of Lambeth, the City of Westminster and the City of London, and the London Boroughs of Southwark, and Lewisham, the Royal Borough of Greenwich and the London Boroughs of Tower Hamlets and Newham

#### MAIN TUNNEL

\*Work No. 1a: Main tunnel (west): A tunnel with an internal diameter of 6.5 metres and 6950 metres in length between Acton Storm Tanks main tunnel shaft (Work No.2a) and Carnwath Road Riverside main tunnel shaft (Work No.6a).

\*Work No. 1b: Main tunnel (west central): A tunnel with an internal diameter of 7.2 metres and 5000 metres in length between Carnwath Road Riverside main tunnel shaft (Work No.6a) and Kirtling Street main tunnel shaft (Work No.13a).

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

\*Work No.1c: Main tunnel (east central): A tunnel with an internal diameter of 7.2 metres and 7670 metres in length between Kirtling Street main tunnel shaft (Work No.13a) and Chambers Wharf main tunnel shaft (Work No.19a).

\*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).

In the London Borough of Ealing

#### ACTON STORM TANKS

\*Work No.2a: Acton Storm Tanks main tunnel shaft – A shaft with an internal diameter of 15 metres and a depth (to invert level) of 31 metres.

Work No.2b: Acton Storm Tanks associated development - Works to intercept and divert flow from the Acton Storm Relief CSO to the Acton Storm Tanks main tunnel shaft (Work No.2a) and into main tunnel (west) (Work No.1a), including the following above and below ground works and structures:

- (i) decommissioning, partial demolition and infilling of two existing storm tanks;
- (ii) modification and partial demolition of existing above ground overflow weir chamber;
- (iii) demolition and subsequent rebuilding of boundary wall and fence along south-west boundary of the Acton Storm Tanks site;
- (iv) works to establish a main tunnel reception site;
- (v) construction of an interception chamber, hydraulic structures, chambers with access covers and other structures including culverts, pipes and ducts to modify, connect, control, ventilate, de-aerate, and intercept flow;
- (vi) temporary modifications (including installation of pumping equipment) to existing storm tanks during the construction of Works Nos. 2a and 2b;
- (vii) works to isolate and by-pass the remaining four storm tanks from the existing system;
- (viii) construction of structures for air management plant and equipment, including filters, fans, ventilation columns and acoustic attenuation chambers and associated ducts and other chambers;
- (ix) construction of pits, chambers, ducts and pipes for cables, hydraulic pipelines, utility connections, utility diversions and drainage, including facilities for drainage attenuation;
- (x) construction of a temporary access point off Warple Way and subsequent reinstatement to original highway layout;
- (xi) construction of a permanent access off Canham Road;
- (xii) modifications to junction of Canham Road and Stanley Gardens, and Canham Road and Warple Way;
- (xiii) works to strengthen carriageway to Canham Road, Stanley Gardens and Warple Way;
- (xiv) works for the management of traffic entering and leaving the car park to the south-west of the site accessed off Warple Way; and
- (xv) provision of temporary noise enclosure over Work No. 2a, areas for storage of construction materials including temporary enclosures and workshops, concrete batching plant, fixed and mobile craneage, provision of power

supplies and other utilities including temporary buildings and other means of enclosure, office and welfare facilities and installations and equipment for monitoring the construction activity with associated installation of a tunnel lining.

In the London Borough of Hammersmith and Fulham

#### HAMMERSMITH PUMPING STATION

\*Work No.3a: Hammersmith Pumping Station CSO drop shaft - A shaft with an internal diameter of 11 metres and a depth (to invert level) of 33 metres.

\*Work No.3b: Hammersmith connection tunnel - A tunnel between Hammersmith Pumping Station CSO drop shaft (Work No.3a) and the main tunnel (west) (Work No.1a).

Work No.3c: Hammersmith Pumping Station associated development - Works to intercept and divert flow from the Hammersmith Pumping Station CSO to the Hammersmith Pumping Station CSO drop shaft (Work No.3a) and into the Hammersmith connection tunnel (Work No.3b) including the following above and below ground works and structures:

- (i) demolition or modification of existing screen house;
- (ii) demolition and subsequent rebuilding of boundary wall between Hammersmith Pumping Station and the adjacent development site;
- (iii) construction of a new secondary dry weather flow pumping station;
- (iv) construction of an interception chamber, hydraulic structures, chambers with access covers and other structures including culverts, pipes and ducts to modify, connect, control, ventilate, de-aerate, and intercept flow;
- (v) construction of structures for air management plant and equipment, including filters and ventilation columns and associated below ground ducts and chambers;
- (vi) construction of pits, chambers, ducts and pipes for cables, hydraulic pipelines, utility connections, utility diversions and drainage, including facilities for drainage attenuation;
- (vii) construction of a penstock control panel;
- (viii) construction of temporary construction access from Distillery Road and subsequent reinstatement to original layout;
- (ix) construction of a permanent vehicle access off Distillery Road; and
- (x) junction improvements to junction of Chancellor's Road and Distillery Road.

In the London Boroughs of Richmond-upon-Thames and Wandsworth

#### BARN ELMS

\*Work No.4a: Barn Elms CSO drop shaft - A shaft with an internal diameter of 6 metres and which has a depth (to invert level) of 34 metres.

\*Work No.4b: West Putney connection tunnel - A tunnel between Barn Elms CSO drop shaft (Work No.4a) and the main tunnel (west) (Work No.1a).

Work No.4c: Barn Elms associated development - Works to intercept and divert flow from the West Putney Storm Relief CSO to the Barn Elms CSO drop shaft (Work No.4a) and into the West Putney connection tunnel (Work No.4b) including the following above and below ground works and structures:

- (i) demolition and replacement of existing changing rooms at Barn Elms Schools Sports Centre including works to car park;

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

- (ii) formation of a construction vehicle access road to Queen Elizabeth Walk (including suitable means of enclosure), to be subsequently rebuilt as a permanent access road, modifications to the existing sports track and field facilities, diversion of the existing pedestrian access route to Barn Elms Schools Sports Centre;
- (iii) construction of an interception chamber, hydraulic structures, chambers with access covers and other structures including culverts, pipes and ducts to modify, connect, control, ventilate, de-aerate, and intercept flow;
- (iv) construction of structures for air management plant and equipment including filters and ventilation columns and associated below ground ducts and chambers;
- (v) construction of pits, chambers, ducts and pipes for cables, hydraulic pipelines, utility connections, utility diversions and drainage, including facilities for drainage attenuation;
- (vi) construction of a permanent operational maintenance area, including hardstanding, landscaping and raising existing ground levels; and
- (vii) construction of an integrated electrical and control kiosk, incorporating a habitat enclosure and ventilation column.

In the London Borough of Wandsworth

#### PUTNEY EMBANKMENT FORESHORE

\*Work No.5a: Putney Embankment Foreshore CSO drop shaft - A shaft with internal diameter of 6 metres and a depth (to invert level) of 36 metres.

\*Work No.5b: Putney Bridge connection tunnel - A tunnel between Putney Embankment Foreshore CSO drop shaft (Work No.5a) and the main tunnel (west) (Work No.1a).

Work No.5c: Putney Embankment Foreshore associated development - Works to intercept and divert flow from the Putney Bridge CSO to the Putney Embankment Foreshore CSO drop shaft (Work No.5a) and into the Putney Bridge connection tunnel (Work No.5b) including the following above and below ground works and structures:

- (i) dredging and construction of a cofferdam including the placement of fill material, connection to the existing river wall and construction of a campshed;
- (ii) 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. 5a and 5c(iv), and scour protection works, relocation of Putney Bridge CSO, and a new CSO outfall apron;
- (iii) removal of existing CSO apron in the foreshore;
- (iv) construction of an interception chamber, hydraulic structures, chambers with access covers and other structures including culverts, pipes and ducts to modify, connect, control, ventilate, de-aerate, and intercept flow;
- (v) construction of electrical and control kiosks;
- (vi) works to the listed Putney Bridge including attaching the interception chamber (Work No. 5(c)(iv)) to the bridge abutment including protection to the underside of the bridge arch, installing ventilation ducts through the listed bridge, and attaching ventilation column through the bridge structure;

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

- (vii) works to attach an electrical kiosk to the listed wall behind Waterman's Green, including coming through the listed wall;
- (viii) relocation and replacement of listed bollards;
- (ix) construction of structures for air management plant and equipment including filters and ventilation columns and associated below ground ducts and chambers;
- (x) construction of pits, chambers, ducts and pipes for cables, hydraulic pipelines, utility connections, utility diversions and drainage;
- (xi) works for the protection and reinstatement of public draw dock/slipway;
- (xii) construction of a new permanent access off the Embankment; and
- (xiii) temporary relocation of existing houseboat to the west of the existing Putney Pier including dredging, provision of associated mooring and access.

Work No.5d: Putney Embankment Foreshore temporary slipway associated development – Works to provide a replacement temporary slipway, including works to strengthen or support the existing river wall to the landward of the temporary slipway, demolition of part of the existing river wall and slipway and construction of the temporary public slipway and its subsequent removal and reinstatement of land.

In the London Borough of Hammersmith and Fulham

#### CARNWATH ROAD RIVERSIDE

\*Work No.6a: Carnwath Road Riverside main tunnel shaft - A shaft with an internal diameter of 25 metres and a depth (to invert level) of 42 metres.

Work No.6b: Carnwath Road Riverside associated development – Works to establish a tunnel drive and reception site for use in constructing, connecting and operating the main tunnel (west) (Work No.1a) and the main tunnel (west central) (Work No.1b), and the Frogmore connection tunnel (Work No.7), including the following above and below ground works and structures:

- (i) demolition of existing buildings and ground preparation works including land remediation;
- (ii) demolition of existing boundary wall to Carnwath Road on Whiffin and Hurlingham Wharves and demolition of boundary wall between Hurlingham Wharf and Carnwath Road Industrial Estate and partial rebuilding of wall for Whiffin Wharf and reinstatement around Hurlingham Wharf;
- (iii) strengthening and alteration of existing river wall to the south of Whiffin Wharf, and strengthening or replacing the existing river wall to the south of Hurlingham Wharf and Carnwath Road Industrial Estate;
- (iv) dredging and construction of a temporary jetty with campsheds or campsheds adjacent to the river wall;
- (v) provision of areas for assembly of plant and machinery, storage of construction materials and excavated materials including temporary enclosures and workshops, concrete batching plant, fixed and mobile craneage, plant and equipment for ground treatment and dewatering and facilities and equipment for the processing of excavated materials from shaft and tunnel excavation including silos, tanks and conveyors (with and without noise enclosures), provision of power supplies (including substations) and other utilities including temporary buildings and other means of enclosure,

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

- office and welfare facilities and installations and equipment for monitoring the construction activity;
- (vi) construction of a noise enclosure building over Work No 6a for use in association with the construction of Work No. 1a;
  - (vii) construction of pits, chambers, ducts and pipes for cables, hydraulic pipelines, utility connections, utility diversions and drainage, including facilities for drainage attenuation;
  - (viii) construction of a ventilation building to accommodate air management plant and equipment including filters and fans and construction of ventilation columns and acoustic attenuation chambers and associated below ground ducts and chambers;
  - (ix) modifications to the Carnwath Road / Wandsworth Bridge Road junction and subsequent reinstatement to original layout;
  - (x) provision of construction accesses to Whiffin Wharf, Hurlingham Wharf, and highway works site adjacent to Wandsworth Bridge Road;
  - (xi) construction of permanent access off Carnwath Road; and
  - (xii) construction of boundary wall between Hurlingham Wharf and Whiffin Wharf.

In the London Borough of Wandsworth

#### FROGMORE CONNECTION TUNNEL

\*Work No.7: Frogmore connection tunnel - A tunnel with an internal diameter of 2.6 to 3 metres and 1120 metres in length between Carnwath Road Riverside main tunnel shaft (Work No.6a) and King George's Park CSO drop shaft (Work No.9a).

#### DORMAY STREET

\*Work No.8a: Dormay Street CSO drop shaft - A shaft with an internal diameter of 12 metres and which has a depth (to invert level) of 24 metres.

Work No.8b: Dormay Street associated development - Works to establish a tunnel drive site for use in constructing and operating the Frogmore connection tunnel (Work No. 7), including the following above and below ground works and structures:

- (i) demolition of existing buildings and ground preparation works including land remediation;
- (ii) strengthening and alteration or replacement of the existing river wall to the south of Bell Lane Creek and works to protect and or strengthen the river wall on the north side of Bell Lane Creek;
- (iii) works for the protection of, or the relocation of, the existing electricity sub-station to the south of Bell Lane Creek;
- (iv) provision of areas for assembly of plant and machinery, storage of construction materials and excavated materials including temporary enclosures and workshops, concrete batching plant, fixed and mobile craneage, plant and equipment for piling, ground treatment and dewatering and facilities and equipment for the processing of excavated materials from shaft and tunnel excavation including silos, tanks and conveyors (with and without noise enclosures), provision of power supplies (including substations), office and welfare facilities and installations and equipment for monitoring the construction activity; and
- (v) construction of temporary vehicle bridge over Bell Lane Creek.

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

Work No.8c: Dormay Street associated development - Works to intercept and divert flow from the Frogmore Storm Relief – Bell Lane Creek CSO to the Dormay Street CSO drop shaft (Work No. 8a) and into the Frogmore connection tunnel (Work No. 7) including the following above and below ground works and structures:

- (i) construction of an interception chamber, hydraulic structures, chambers with access covers and other structures including culverts, pipes and ducts to modify, connect, control, ventilate, de-aerate, and intercept flow;
- (ii) construction of structures for air management plant and equipment including filters and ventilation columns and associated below ground ducts and chambers;
- (iii) construction of an integrated electrical and control kiosk and ventilation column;
- (iv) construction of pits, chambers, ducts and pipes for cables, hydraulic pipelines, utility connections, utility diversions and drainage, including facilities for drainage attenuation;
- (v) construction of new temporary access to the Causeway and subsequent reinstatement to original layout;
- (vi) provision of construction access off Dormay Street;
- (vii) construction of permanent vehicular access off Dormay Street; and
- (viii) alterations to the junction of Dormay Street, The Causeway and Armoury Way.

#### KING GEORGE'S PARK

\*Work No.9a: King George's Park CSO drop shaft - A shaft with an internal diameter of 9 metres and a depth (to invert level) of 21 metres.

Work No.9b: King George's Park associated development - Works to intercept and divert flow from the Frogmore Storm Relief – Buckhold Road CSO to the King George's Park CSO drop shaft (Work No.9a) and into the Frogmore connection tunnel (Work No.7), including the following above and below ground works and structures:

- (i) removal of existing park gates and fencing;
- (ii) construction of an interception chamber, hydraulic structures, chambers with access covers and other structures including culverts, pipes and ducts to modify, connect, control, ventilate, de-aerate, and intercept flow;
- (iii) construction of structures for air management plant and equipment including filters and ventilation columns and associated below ground ducts and chambers;
- (iv) construction of integrated electrical and control kiosk and ventilation columns;
- (v) construction of pits, chambers, ducts and pipes for cables, hydraulic pipelines, utility connections, utility diversions and drainage, including facilities for drainage attenuation;
- (vi) construction of permanent access off Neville Gill Close;
- (vii) construction of permanent pedestrian access off the junction of Buckhold Road and Neville Gill Close;
- (viii) junction alterations at the junction of Buckhold Road and Neville Gill Close and subsequent reinstatement to original layout;

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

- (ix) provision of depression for the purposes of flood mitigation; and
- (x) construction of a permanent hardstanding area including raising existing ground levels.

#### FALCONBROOK PUMPING STATION

\*Work No.10a: Falconbrook Pumping Station CSO drop shaft - A shaft with an internal diameter of 9 metres which extends 1 metre above the proposed ground level and which has a depth (to invert level) of 40 metres (measured from the top of Work No.10a).

\*Work No.10b: Falconbrook connection tunnel - A tunnel between Falconbrook Pumping Station CSO drop shaft (Work No.10a) and the main tunnel (west central) (Work No.1b).

Work No.10c: Falconbrook Pumping Station associated development - Works to intercept and divert flow from the Falconbrook Pumping Station CSO to the Falconbrook Pumping Station CSO drop shaft (Work No.10a) and into the Falconbrook connection tunnel (Work No.10b) including the following above and below ground works and structures:

- (i) demolition of existing screen house and disused public convenience to include the formation of new cover slabs on the existing substructure, demolition of boundary wall to Pumping Station compound and subsequent rebuilding, removal of existing railings between York Gardens and York Road, and demolition of advertising screen;
- (ii) construction of an interception chamber, hydraulic structures, chambers with access covers and other structures including culverts, pipes and ducts to modify, connect, control, ventilate, de-aerate, and intercept flow;
- (iii) construction of structures for air management plant and equipment including filters and ventilation columns and associated below ground ducts and chambers;
- (iv) construction of pits, chambers, ducts and pipes for cables, hydraulic pipelines, utility connections, utility diversions and drainage, including facilities for drainage attenuation;
- (v) relocation of existing Pumping Station compound vehicle access;
- (vi) relocation of bus stop (including provision of new layby); and
- (vii) construction of temporary accesses for construction from York Road and subsequent reinstatement including revised pedestrian access layout.

In the Royal Borough of Kensington and Chelsea

#### CREMORNE WHARF DEPOT

\*Work No.11a: Cremorne Wharf Depot CSO drop shaft – A shaft with an internal diameter of 8 metres and a depth (to invert level) of 42 metres.

\*Work No.11b: Lots Road connection tunnel - A tunnel between Cremorne Wharf Depot CSO drop shaft (Work No.11a) and the main tunnel (west central) (Work No.1b).

Work No.11c: Cremorne Wharf Depot associated development – Works to intercept and divert flow from the Lots Road Pumping Station CSO to the Cremorne Wharf Depot CSO drop shaft (Work No.11a) and into the Lots Road connection tunnel (Work No.11b) including the following above and below ground works:

- (i) demolition of existing depot building and associated structures;



*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

- (ii) works for the provision of a campshed including the dredging and renovation of the existing campshed;
- (iii) replacement or other works to protect or strengthen the existing flood defence on the western boundary of the site;
- (iv) construction of an interception chamber, hydraulic structures, chambers with access covers and other structures including culverts, pipes and ducts to modify, connect, control, ventilate, de-aerate, and intercept flow;
- (v) construction of structures for air management plant and equipment including filters and ventilation columns and associated below ground ducts and chambers;
- (vi) installation of electrical and control equipment within the listed Lots Road Pumping Station including a below ground penetration through the external wall north-east elevation and modifications to the interior of the pumping station, provision of a local control pillar outside the pumping station and replacement of or modification to an existing ventilation column on the north-eastern elevation of the existing pumping station;
- (vii) construction of pits, chambers, ducts and pipes for cables, hydraulic pipelines, utility connections, utility diversions and drainage, including facilities for drainage attenuation;
- (viii) construction of replacement depot building and associated structures to replace that demolished under paragraph (i) above following completion of Work Nos. 11a and 11b; and
- (ix) alterations of existing accesses from Lots Road and subsequent reinstatement.

#### CHELSEA EMBANKMENT FORESHORE

\*Work No.12a: Chelsea Embankment Foreshore CSO drop shaft – A shaft with an internal diameter of 12 metres and a depth (to invert level) of 45 metres.

\*Work No.12b: Ranelagh connection tunnel - A tunnel between Chelsea Embankment Foreshore CSO drop shaft (Work No.12a) and the main tunnel (west central) (Work No.1b).

Work No.12c: Chelsea Embankment Foreshore associated development - Works to intercept and divert flow from the Ranelagh CSO and connect the northern Low Level Sewer No.1 to the Chelsea Embankment Foreshore CSO drop shaft (Work No.12a) and into the Ranelagh connection tunnel (Work No.12b) including the following above and below ground works:

- (i) 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. 12a and 12c (iv), (v), (vi) and (vii) and scour protection works, relocation of existing CSO, and new CSO outfall apron;
- (ii) removal of existing CSO apron in foreshore;
- (iii) dredging and construction of a cofferdam including the placement of fill material, connection to the existing river wall and construction of a campshed;
- (iv) construction of an interception chamber, overflow weir chamber, hydraulic structures, chambers with access covers and other structures including culverts, pipes and ducts to modify, connect, control, ventilate, de-aerate, and intercept flow;

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

- (v) construction of structures for air management plant and equipment including filters and ventilation columns and associated below ground ducts and chambers;
- (vi) construction of electrical and control equipment kiosks;
- (vii) construction of pits, chambers, ducts and pipes for cables, hydraulic pipelines, utility connections, utility diversions and drainage;
- (viii) provision of construction access from Chelsea Embankment and subsequent reinstatement to original highway layout;
- (ix) provision of permanent access from Chelsea Embankment;
- (x) provision of temporary signalised pedestrian crossing and its subsequent removal;
- (xi) permanent relocation of existing pedestrian traffic island;
- (xii) realignment of existing kerb line of the Bull Ring; and
- (xiii) removal and subsequent reinstatement of existing walls and railings to frontage of Ranelagh Gardens, with new gate to provide access to diverted utilities.

In the London Borough of Wandsworth

#### KIRTLING STREET

\*Work No.13a: Kirtling Street main tunnel shaft – A shaft with an internal diameter of 30 metres and a depth (to invert level) of 48 metres.

Work No.13b: Kirtling Street associated development - Works to establish a main tunnel drive site for use in constructing, connecting and operating the main tunnel (west central) (Work No.1b) and main tunnel (east central) (Work No.1c), including the following above and below ground works and structures:

- (i) demolition of existing office and warehouse buildings and other structures, to the north of Kirtling Street, to the north and south of Cringle Street and demolition of structures within Kirtling Wharf (also known as Cringle Wharf) including existing concrete batching plant, offices and electricity sub-station and ground preparation works including land remediation;
- (ii) provision of a permanent concrete batching plant including conveyors, aggregate storage, silos, concrete plant, tanks, pits, offices and associated structures, and electricity substation at Kirtling Wharf;
- (iii) dredging and construction of temporary jetty including conveyors with acoustic enclosures and works to protect or strengthen the existing river wall;
- (iv) provision of areas for assembly of plant and machinery, storage of construction materials and excavated materials including temporary enclosures and workshops, concrete batching plant, fixed and mobile craneage, plant and equipment for ground treatment and dewatering and facilities and equipment for the processing of excavated materials from shaft and tunnel excavation including silos, tanks and conveyors (with and without noise enclosures), provision of power supplies (including substations), and other utilities including temporary buildings and other means of enclosure, office and welfare facilities and installations and equipment for monitoring the construction activity;
- (v) construction of an acoustic enclosure building(s) over Work No. 13a for use in association with the construction of Work Nos. 1b and 1c;

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

- (vi) construction of structures for air management plant and equipment including filters and ventilation columns and associated below ground ducts and chambers;
- (vii) construction of electrical and control kiosks;
- (viii) construction of pits, chambers, ducts and pipes for cables, hydraulic pipelines, utility connections, utility diversions and drainage, including facilities for drainage attenuation;
- (ix) provision of construction accesses off Cringle Street and subsequent reinstatement of original highway layout; and
- (x) provision of a permanent access off Kirtling Street.

#### HEATHWALL PUMPING STATION

\*Work No.14a: South West Storm Relief CSO drop shaft – A shaft with an internal diameter of 16 metres and a depth (to invert level) of 46 metres.

\*Work No.14b: Heathwall / South West Storm Relief connection tunnel - A tunnel between the South West Storm Relief CSO drop shaft (Work No.14a) and the main tunnel (east central) (Work No.1c).

Work No.14c: Heathwall Pumping Station associated development - Works to intercept and divert flow from the Heathwall Pumping Station CSO and South West Storm Relief CSO to the South West Storm Relief CSO drop shaft (Work No.14a) and into the Heathwall / South West Storm Relief connection tunnel (Work No.14b), including the following above and below ground works and structures:

- (i) dredging and construction of a cofferdam including the placement of fill material, connection to the existing river wall and construction of a campshed;
- (ii) works to protect or strengthen the existing river wall to the east and west of Work No. 14(c)(i) and the existing Middle Wharf jetty, 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 No. 14c(iii), (iv) and (vi) and scour protection works, relocation of existing CSO, and new CSO outfall apron;
- (iii) construction of interception chambers and Heathwall CSO drop shaft, hydraulic structures, chambers with access covers and other structures including culverts, pipes and ducts to modify, connect, control, ventilate, de-aerate, and intercept flow;
- (iv) construction of structures for air management plant and equipment including filters and ventilation columns and associated below ground ducts and chambers;
- (v) provision of local control pillar;
- (vi) construction of pits, chambers, ducts and pipes for cables, hydraulic pipelines, utility connections, utility diversions and drainage, including facilities for drainage attenuation;
- (vii) temporary relocation of the Battersea Barge to the west including provision of associated mooring and access; and
- (viii) alterations to existing accesses on Nine Elms Lane and subsequent reinstatement to original highway layout.

In the London Borough of Lambeth

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

## ALBERT EMBANKMENT FORESHORE

\*Work No.15a: Albert Embankment Foreshore CSO drop shaft – A shaft with an internal diameter of 16 metres and a depth (to invert level) of 48 metres.

\*Work No.15b: Clapham / Brixton connection tunnel – A tunnel between Albert Embankment Foreshore CSO drop shaft (Work No.15a) and the main tunnel (east central) (Work No.1c).

Work No.15c: Albert Embankment Foreshore associated development - Works to intercept and divert flow from the Brixton Storm Relief CSO and the Clapham Storm Relief CSO to the Albert Embankment Foreshore CSO drop shaft (Work No.15a) and into the Clapham / Brixton connection tunnel (Work No.15b) including the following above and below ground works:

- (i) 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 elements of Work No.15c (vii), (ix) and (x) under and adjacent to the listed Vauxhall Bridge including protection of bridge abutment and arch, and scour protection works including new CSO outfall aprons, relocation of the existing Clapham Storm Relief CSO and Brixton Storm Relief CSO to form the new Effra CSO;
- (ii) works to protect and strengthen the existing slipway and existing river wall;
- (iii) 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 No. 15a and elements of Work No. 15c(vi), (ix) and (x) to the north of Lacks Dock slipway and scour protection works;
- (iv) removal of existing CSO aprons and overflow structures (including timber dolphins and posts) in the foreshore;
- (v) dredging and construction of cofferdam (relating to Works No. 15c(i)) including the placement of fill material, connection to the existing river wall and construction of campsheds adjacent to cofferdam and temporary ramp from foreshore;
- (vi) dredging and construction of cofferdam (relating to Works No. 15c(iii)) including the placement of fill material, connection to the existing river wall and construction of campsheds adjacent to cofferdam;
- (vii) construction of an interception chamber, hydraulic structures, chambers with access covers and other structures including culverts, pipes and ducts to modify, connect, control, ventilate, de-aerate, and intercept flow;
- (viii) works to the listed Vauxhall Bridge abutment and pier(s) in connection with Work Nos. 15c(i), (v) and (vii);
- (ix) construction of structures for air management plant and equipment including filters and ventilation columns and associated below ground ducts and chambers;
- (x) construction of electrical and control kiosks and local control pillars;
- (xi) construction of pits, chambers, ducts and pipes for cables, hydraulic pipelines, utility connections, utility diversions and drainage;
- (xii) works to create two new construction accesses from Albert Embankment, between Camelford House and Tintagel House (including demolition of steps and boundary walls, and modifications to ramp to basement car park to Camelford House) and subsequent reinstatement to original layout, and

additionally via the existing Lack's Dock (including demolition of existing concrete wall and planter on north side of Lack's Dock) and subsequent reinstatement;

- (xiii) temporary relocation of existing vehicle control barrier and security kiosk at entrance to Lack's Dock from Albert Embankment and temporary provision of traffic control measures; and
- (xiv) provision of permanent access from Albert Embankment via Lack's Dock.

In the City of Westminster

#### VICTORIA EMBANKMENT FORESHORE

\*Work No.16a:Victoria Embankment Foreshore CSO drop shaft – A shaft with an internal diameter of 13 metres and a depth (to invert level) of 51 metres.

\*Work No.16b: Regent Street connection tunnel – A tunnel between Victoria Embankment Foreshore CSO drop shaft (Work No.16a) and the main tunnel (east central) (Work No.1c).

Work No.16c: Victoria Embankment Foreshore associated development - Works to control and divert flow from the northern Low Level Sewer No.1 to the Victoria Embankment Foreshore CSO drop shaft (Work No.16a) and into the Regent Street connection tunnel (Work No.16b) including the following above and below ground works:

- (i) dredging and construction of cofferdam, including the placement of fill material, connection to the existing river wall and construction of campsheds;
- (ii) partial demolition of existing listed 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. 16a and 16c(iii), (v), (vi) and (vii) and scour protection works, new Regent Street B CSO, and new CSO outfall apron;
- (iii) construction of an overflow weir chamber, hydraulic structures, chambers with access covers and other structures including culverts, pipes and ducts to modify, connect, control, ventilate, de-aerate, and intercept flow;
- (iv) removal and subsequent reinstatement of existing listed features including lamp standards and benches;
- (v) construction of structures for air management plant and equipment including filters and ventilation columns and associated below ground ducts and chambers;
- (vi) construction of electrical and control kiosks;
- (vii) construction of pits, chambers, ducts and pipes for cables, hydraulic pipelines, utility connections, utility diversions and drainage including reinstatement of pipe subway;
- (viii) provision of construction access from Victoria Embankment and subsequent reinstatement to original layout;
- (ix) provision of permanent access from Victoria Embankment;
- (x) removal of a section of central reservation and its subsequent re-instatement;
- (xi) removal of existing mooring for the Tattershall Castle attached to listed wall (and associated access ramps), construction and use of a new temporary and permanent mooring (over listed wall) for a vessel to the south of Work No. 16c(ii), and means of access for both attached to the listed wall including access brows, gangways, guide piles, mooring chains and anchors fixed to the

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

river bed, construction dredging and associated sheet piling to accommodate the relocated vessel in both the permanent and temporary locations for the vessel;

- (xii) temporary removal and then reinstatement of the service mooring / service pontoon to the east of the junction of Victoria Embankment and Horse Guards Avenue including guide piles;
- (xiii) permanent removal of service mooring / service pontoon to the north of the junction of Victoria Embankment and Horse Guards Avenue; and
- (xiv) construction of amenity buildings.

In the City of London

#### BLACKFRIARS BRIDGE FORESHORE

\*Work No.17a: Blackfriars Bridge Foreshore CSO drop shaft – A shaft with an internal diameter of up to 24 metres and a depth (to invert level) of 53 metres.

Work No.17b: Blackfriars Bridge Foreshore associated development – Works to intercept and divert flow from the Fleet Main CSO and connect the northern Low Level Sewer No.1 to the Blackfriars Bridge Foreshore CSO drop shaft (Work No.17a) and into the main tunnel (east central) (Work No.1c), including the following above and below ground works:

- (i) demolition of the existing Blackfriars Millennium Pier (including associated ramps, steps, and offices adjacent to the Pier) and relocation to the east of Blackfriars Bridge, including dredging and associated sheet piled wall, a new pontoon (including enclosed waiting area and associated office accommodation) and means of access including access brows, bank seats and gangways;
- (ii) removal of section of wall to the north of Work No. 17b(i) and construction of pedestrian gate for emergency services access to the relocated pier;
- (iii) dredging and construction of a cofferdam including the placement of fill material, connection to the existing listed river wall, and protection to listed Blackfriars Road Bridge;
- (iv) partial demolition of existing listed and non-listed 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. 17a and 17b(v), (xi), (xii), and (xiii) and scour protection works, relocation of Fleet Main CSO, and a new CSO outfall apron;
- (v) construction of an interception chamber, overflow weir chamber, hydraulic structures, chambers with access covers and other structures including culverts, pipes and ducts to modify, connect, control, ventilate, de-aerate, and intercept flow;
- (vi) demolition of existing west bound Victoria Embankment on-slip ramp and its subsequent reconstruction;
- (vii) removal of existing mooring for the President and subsequent reinstatement after construction of Work Nos. 17a and 17b (save for this reinstatement) including pontoon. and means of access over listed river wall including access brows, bank seats and gangways, guide piles, mooring chains and anchors fixed to the river bed and dredging and associated sheet piling to accommodate the vessel. Construction of a temporary mooring at Chrysanthemum Pier to accommodate the President, including modification to the existing mooring or its demolition and construction of a new mooring;

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

- including means of access over listed river wall, including access brows, bank seats and gangways to accommodate the temporary mooring of the President; mooring chains and anchors fixed to the river bed, and dredging and associated sheet piling to accommodate the relocated vessel; and reinstatement of existing mooring at Chrysanthemum Pier after construction of Work Nos. 17a and 17b (save for this reinstatement);
- (viii) works to the listed Blackfriars Road Bridge to remove and subsequently relocate the existing stairs from the Thames Path and subway and Blackfriars Road Bridge on the west side of the bridge;
  - (ix) works to the listed Blackfriars Road Bridge to remove the existing stairs on the east side of the bridge and provision of replacement stairs and lift from the existing Thames Path up to Blackfriars Road Bridge;
  - (x) removal and reinstatement of listed features including lamp standards and benches;
  - (xi) construction of structures for air management plant and equipment including filters and ventilation columns and associated below ground ducts and chambers;
  - (xii) construction of electrical and control kiosks;
  - (xiii) construction of pits, chambers, ducts and pipes for cables, hydraulic pipelines, utility connections, utility diversions and drainage;
  - (xiv) provision of temporary access from Victoria Embankment and subsequent reinstatement to original layout;
  - (xv) provision of permanent access from Victoria Embankment;
  - (xvi) construction of amenity building(s); and
  - (xvii) works to reprovide access to public toilets and sports club.

In the London Borough of Southwark

#### SHAD THAMES PUMPING STATION

Work No.18: Shad Thames Pumping Station upgrade associated development - works to the existing Shad Thames Pumping Station including:

- (i) demolition of existing three storey facilities building and adjacent suspended ground floor slab, and boundary wall and construction of new electrical switchgear and facilities building including new ventilation column and construction of new boundary wall;
- (ii) demolition of existing suspended ground floor slab and excavation within the existing pumping station and provision of structures to create area for new pumps and associated mechanical and electrical equipment and alterations to the external appearance of the pumping station building;
- (iii) modifications to existing sewers and the provision of new pumping main including chambers and ducts within Maguire Street and Gainsford Street;
- (iv) construction of pits, chambers, ducts and pipes for cables, hydraulic pipelines, utility connections, utility diversions and drainage, including facilities for drainage attenuation; and
- (v) construction of new permanent access to Maguire Street and works to create a turning head at the junction of Shad Thames and Maguire Street, and subsequent reinstatement of original highway layout.

#### CHAMBERS WHARF

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

\*Work No.19a: Chambers Wharf main tunnel shaft – A shaft with an internal diameter of 25 metres and which has a depth (to invert level) of 58 metres.

Work No.19b: Chambers Wharf associated development – Works to establish a main tunnel drive and reception site for use in constructing, connecting and operating the main tunnel (east central) (Work No.1c) and main tunnel (east) (Work No.1d) and the Greenwich connection tunnel (Work No.20) including the following above and below ground works and structures:

- (i) demolition of existing river wall and part of existing jetty, dredging and construction of cofferdam including fluvial training walls and the placement of fill material and new river wall and flood defence wall on remaining sections of jetty, works to replace, protect, or strengthen the existing river wall to the west of Fountain Green Square, and ground preparation works including land remediation;
- (ii) demolition of existing underground structures, removal of demolition arisings, and ground preparation works including land remediation;
- (iii) demolition of existing electricity substation and construction of new temporary building to accommodate relocated substation, and all necessary utility connections;
- (iv) provision of areas for assembly of plant and machinery, storage of construction materials and excavated materials including temporary enclosures and workshops, concrete batching plant, fixed and mobile craneage, plant and equipment for ground treatment and dewatering and facilities and equipment for the processing of excavated materials from shaft and tunnel excavation including silos, tanks and conveyors (with and without noise enclosures), provision of power supplies (including substations) and other utilities including temporary buildings and other means of enclosure, office and welfare facilities and installations and equipment for monitoring the construction activity;
- (v) construction of structures for air management plant and equipment including filters and ventilation columns and associated below ground ducts and chambers;
- (vi) construction of a noise enclosure building(s) over Work No. 19a for use in association with the construction of Work No. 1d;
- (vii) construction of electrical and control kiosks;
- (viii) construction of pits, chambers, ducts and pipes for cables, hydraulic pipelines, utility connections, utility diversions and drainage, including facilities for drainage attenuation;
- (ix) construction of temporary access from Chambers Street and subsequent reinstatement and permanent means of access from Loftie Street and hard standing area including means of enclosure and changes to existing ground levels; and
- (x) works to the highway at Bevington Street to provide pedestrian crossing.

In the London Boroughs of Southwark and Lewisham and the Royal Borough of Greenwich

#### GREENWICH CONNECTION TUNNEL

\*Work No.20: Greenwich connection tunnel – A tunnel with an internal diameter of 5.0 metres and 4610 metres in length between Chambers Wharf main tunnel site (Work No.19a) and Greenwich Pumping Station CSO drop shaft (Work No. 23a).



## In the London Borough of Lewisham

### EARL PUMPING STATION

\*Work No.21a: Earl Pumping Station CSO drop shaft – A shaft with an internal diameter of 17 metres (which extends 3 metres above the proposed ground level) and which has a depth (to invert level) of 51 metres (measured from the top of Work No.21a).

Work No.21b: Earl Pumping Station associated development – Works to intercept and divert flow from the Earl Pumping Station CSO to the Earl Pumping Station CSO drop shaft (Work No. 21a) and into the Greenwich connection tunnel (Work No. 20) including the following above and below ground works and structures:

- (i) demolition of existing industrial buildings and office building and associated structures, weighbridge and other structures including boundary wall, and ground preparation works including land remediation;
- (ii) construction of an interception chamber, hydraulic structures, chambers with access covers and other structures including culverts, pipes and ducts to modify, connect, control, ventilate, de-aerate, and intercept flow;
- (iii) construction of brown roof and parapet wall over the top of Work No. 21a and valve chamber forming part of Work No. 21b (ii);
- (iv) construction of structures for air management plant and equipment and associated ducts and chambers on top of Work No. 21a;
- (v) construction of other structures for air management plant and equipment including filters and ventilation columns and associated below ground ducts and chambers;
- (vi) construction of pits, chambers, ducts and pipes for cables, hydraulic pipelines, utility connections, utility diversions and drainage, including facilities for drainage attenuation;
- (vii) provision of new construction access from Yeoman Street and subsequent reinstatement of original highway layout;
- (viii) construction of a temporary and then permanent access from Croft Street; and
- (ix) modification of existing access on Chilton Grove.

### DEPTFORD CHURCH STREET

\*Work No.22a: Deptford Church Street CSO drop shaft – A shaft with an internal diameter of 17 metres and a depth (to invert level) of 48 metres.

Work No. 22b: Deptford Church Street associated development – Works to intercept and divert flow from the Deptford Storm Relief CSO to the Deptford Church Street CSO drop shaft (Work No. 22a) and into the Greenwich connection tunnel (Work No. 20) including the following above and below ground works and structures:

- (i) demolition of existing wall;
- (ii) construction of an interception chamber, hydraulic structures, chambers with access covers and other structures including culverts, pipes and ducts to modify, connect, control, ventilate, de-aerate, and intercept flow;
- (iii) construction of structures for air management equipment including filters and ventilation columns and associated below ground ducts and chambers;
- (iv) construction of electrical and control kiosks;

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

- (v) construction of pits, chambers, ducts and pipes for cables, hydraulic pipelines, utility connections, utility diversions and drainage, including facilities for drainage attenuation;
- (vi) construction of temporary and then permanent access from Coffey Street and Crossfield Street;
- (vii) temporary alterations to highway layout of Crossfield Street to include formation of school fire assembly point; and
- (viii) works to carriageway of Deptford Church Street, temporary relocation of existing pedestrian crossing and bus stops on Deptford Church Street, closure of bus lanes and removal of the central reservation.

In the Royal Borough of Greenwich

#### GREENWICH PUMPING STATION

\*Work No.23a: Greenwich Pumping Station CSO drop shaft – A shaft with an internal diameter of 17 metres (which extends 1 metre above the proposed ground level) and which has a depth (to invert level) of 46 metres (measured from the top of Work No. 23a).

Work No.23b: Greenwich Pumping Station associated development - Works to create a tunnel drive site for use in constructing and operating the Greenwich connection tunnel (Work No. 20), including the following above and below ground works and structures:

- (i) demolition of existing industrial buildings and other structures, works to protect or strengthen the existing river wall, and ground preparation works including land remediation;
- (ii) provision of areas for assembly of plant and machinery, storage of construction materials and excavated materials including temporary enclosures and workshops, concrete batching plant, fixed and mobile craneage, plant and equipment for ground treatment and dewatering and facilities and equipment for the processing of excavated materials from shaft and tunnel excavation including silos, tanks and conveyors (with and without noise enclosures), provision of power supplies (including substations) and other utilities including temporary buildings and other means of enclosure, office and welfare facilities and installations and equipment for monitoring the construction activity; and
- (iii) construction of an acoustic enclosure building(s) over Work No. 23a for use in association with the construction of Work No. 20.

Work No.23c: Greenwich Pumping Station associated development – Works to intercept and divert flow from the Greenwich Pumping Station CSO to the Greenwich CSO drop shaft (Work No. 23a) and into the Greenwich connection tunnel (Work No. 20) including the following above and below ground works and structures:

- (i) construction of an interception chamber, CSO overflow structures, hydraulic structures, chambers with access covers and other structures including culverts, pipes and ducts to modify, connect, control, ventilate, de-aerate, and intercept flow;
- (ii) alterations to the listed east Beam Engine House (including the replacement of the existing ground floor), to accommodate ventilation equipment (including filters and fans) and including the dismantling, storage and reconstruction of entrance steps;

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

- (iii) construction of brown roof, including handrail and ventilation structure on top of Work No. 23a;
- (iv) construction of structures for air management plant and equipment including filters, fans, and ventilation columns and associated below ground ducts and chambers;
- (v) installation of electrical control equipment within the listed Greenwich Pumping Station buildings;
- (vi) construction of pits, chambers, ducts and pipes for cables, hydraulic pipelines, utility connections, utility diversions and drainage, including facilities for drainage attenuation;
- (vii) alteration of accesses off Norman Road and Greenwich High Road;
- (viii) provision of security fencing and gates; and
- (ix) construction of temporary access off Norman Road and subsequent removal and reinstatement of original highway layout.

In the London Borough of Tower Hamlets

#### KING EDWARD MEMORIAL PARK FORESHORE

\*Work No.24a: 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.

Work No.24b: King Edward Memorial Park Foreshore associated development – 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, 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;
- (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

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

(xiii) refurbishment of existing multi-sports area.

#### BEKESBOURNE STREET

Work No.25: Bekesbourne Street sewer modifications associated development – works to modify the existing sewer including a chamber with approximate internal dimensions of 4.6 metres by 5 metres and an approximate depth (to invert level) of 8 metres to allow introduction of hydraulic structures within the sewer, installation of an electrical and control kiosk and ventilation column including provision of ducts, including construction of pits, chambers, ducts and pipes for cables, hydraulic pipelines, utility connections, utility diversions and drainage, and temporary relocation of existing lamp posts and CCTV camera.

In the London Borough of Newham

#### ABBEY MILLS PUMPING STATION

Work No.26a: Abbey Mills Pumping Station shaft ‘G’ associated development – works to the existing Abbey Mills Pumping Station shaft ‘G’ and the connection to Abbey Mills Pumping Station shaft ‘F’.

Work No.26b: Abbey Mills Pumping Station associated development – Works to establish a main tunnel reception site for use in constructing, connecting and operating the main tunnel (east) (Work No. 1d), including the following above and below ground works and structures:

- (i) provision of temporary footbridge over Prescott Channel;
- (ii) construction of structures for air management equipment, including filters, ventilation columns and structures, and associated ducts and chambers, above Work No. 26a, and ducts to connect to the existing Lee Tunnel equipment;
- (iii) construction of electrical and control kiosk;
- (iv) construction of pits, chambers, ducts and pipes for cables, hydraulic pipelines, hardstanding areas, utility connections, utility diversions and drainage, including facilities for drainage attenuation;
- (v) provision of areas for storage of construction materials including temporary enclosures and workshops, concrete batching plant, fixed and mobile craneage, provision of power supplies (including substations) and other utilities including temporary buildings and other means of enclosure, office and welfare facilities and installations and equipment for monitoring the construction activity with associated installation of tunnel lining; and
- (vi) provision of fencing or other means of enclosure.

#### BECKTON SEWAGE TREATMENT WORKS

Work No.27: Beckton Sewage Treatment Works associated development – modifications to the sewage treatment works to cater for sewage flows from the Thames Tideway Tunnel Project, including:

- (i) construction of works above and below ground to transfer flows from the Tideway Pumping Station to the inlet works of the sewage treatment works;
- (ii) installation of additional equipment at the inlet works; and
- (iii) construction of a siphon tunnel inlet shaft with an internal diameter of 9 metres and which has a depth (to invert level) of 32 metres (when measured from the top of Work No. 27(iii));
- (iv) construction of a siphon tunnel outlet shaft with an internal diameter of 7 metres (which extends 3 metres above the proposed ground level) and which

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

has a depth (to invert level) of 31 metres (when measured from the top of Work No. 27(iv));

- (v) construction of a siphon tunnel with superstructure above the siphon inlet shaft between the siphon tunnel inlet and outlet shafts; and
- (vi) construction of pits, chambers, culverts, ducts and pipes for cables, hydraulic pipelines, utility connections, utility diversions and drainage, including facilities for drainage attenuation.

And in connection with Work Nos. 1 to 27

And in connection with Work Nos. 1 to 27, to the extent that they do not otherwise form part of any such work, the following further works, being associated development within the meaning of section 115(2) of the Act, including:-

- (a) establishment of temporary construction areas at each works site to include, as necessary, site hoardings/means of enclosure, demolition and site clearance (including of existing walls, fences, planters, and other buildings and other above and below ground structures), provision of services, including telecommunications, water and power supplies (including substations) including means of enclosure, and ground preparation works including land remediation and groundwater de-watering;
- (b) provision of hardstanding areas, welfare/office accommodation, workshops and stores, storage and handling areas, facilities for and equipment for processing of excavated materials, treatment enclosures and other temporary facilities, plant, cranes, machinery, temporary bridges and accesses, and any other temporary works required;
- (c) in connection with Work Nos. 5, 6, 8, 11, 12, 13, 14, 15, 16, 17, 19, 23, 24 and 26 the provision of temporary moorings (including dolphins) and other equipment and facilities for temporary use by barges, pontoons and other floating structures and temporary works platforms and apparatus (including as necessary piling for support of such structures) for use in construction of those works, and works for the strengthening and protecting of river walls and other flood protection defences;
- (d) temporary removal of coach and car parking bays and creation of temporary replacement coach and car-parking as required and temporary footpath diversions;
- (e) restoration of temporary construction areas, works to restore and make safe temporary work sites and work areas, including (as necessary) removal of hardstanding areas, temporary structures and other temporary works and works to re-establish original ground levels;
- (f) works to trees;
- (g) works to create temporary or permanent landscaping, including drainage and flood compensation, finished ground levels, means of enclosure, and reinstatement / replacement of, or construction of, boundary walls and fences including gates;
- (h) formation of construction vehicle accesses and provision of temporary gated or other site accesses and other works to streets;
- (i) diversions (both temporary and permanent) of existing traffic and pedestrian access routes and subsequent reinstatement of existing routes, and works to create permissive rights of way;
- (j) modifications of existing accesses, railings and pedestrian accesses;

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

- (k) relocation of existing bus stops and provision of temporary bus lay-bys;
- (l) construction of new temporary and permanent moorings and piers, including access brows, bank seats, gangways and means of access;
- (m) permanent and temporary works for the benefit or protection of land or structures affected by the authorised project (including protective works to buildings and other structures, and works for the monitoring of buildings and structures);
- (n) temporary landing places, moorings or other means of accommodating vessels in the construction and or maintenance of the authorised project;
- (o) provision of buoys, beacons, fenders and other navigational warning or ship impact protection works;
- (p) such other works as may be necessary or expedient for the purposes of or in connection with the construction of the authorised project which do not give rise to any materially new or materially different environmental effects from those assessed as set out in the Environmental Statement;

## PART 2

### ANCILLARY WORKS

At the Shad Thames Pumping Station—

- (a) modifications to the existing pumps and provision of new internal pipe work; and
- (b) provision of new pumps.

At the Beckton Sewage Treatment Works—

- (a) installation of pumps and associated equipment and power supply within Tideway Pumping Station;
- (b) installation of electrical equipment in existing building;

Generally—

- (a) works within the existing sewers, chambers and culverts and other structures that comprise the existing sewerage network for the purposes of enabling the authorised project, including reconfiguring, modifying, altering, repairing, strengthening or reinstating the existing network;
- (b) works within existing pumping stations including structural alterations to the interior fabric of the pumping station(s), works to reconfigure existing pipework, provision of new pipework, new penstock valves and associated equipment, modification of existing electrical, mechanical and control equipment, and installation or provision of new electrical, mechanical and control equipment;
- (c) installation of electrical, mechanical and control equipment in other buildings and kiosks and modification to existing electrical, mechanical and control equipment in such buildings and kiosks;
- (d) installation of pumps in chambers and buildings;
- (e) works to trees and landscaping works not comprising development;
- (f) works associated with monitoring of buildings and structures;
- (g) provision of construction traffic signage; and
- (h) suspension of existing moorings and the relocation of boats/vessels including works to attach mooring structures and equipment to the boats/vessels.