

<b>Committee(s):</b>	<b>Date(s):</b>
Board of Governors City of London School	24 February 2014
<b>Subject:</b> Thames Tideway Tunnel Project	<b>Public</b>
<b>Report of:</b> Headmaster and the Director of the Built Environment	<b>For Information</b>
<p><b>Summary</b></p> <p>The Thames Tideway Tunnel Project will involve a permanent relocation of Blackfriars Pier to the east of Blackfriars Bridge and closer to the City of London School.</p> <p>The purpose of this paper is to give Governors further information about this project and to update them on the steps being taken to mitigate the effect upon the School of both (i) disruption during construction works and (ii) ongoing implications in terms of noise and footfall.</p> <p><b>Recommendation</b></p> <p>Governors are asked to note the contents of the report.</p>	

## Main Report

### Introduction

1. The Thames Tideway Tunnel project involves the construction of a super sewer under some land but mostly under the bed of the river Thames from Acton in the London Borough of Ealing east to Beckton in the London Borough of Newham. Some 16 miles in total. This sewer (which will have a diameter of some 24 feet) will pass at depth under the bed of the Thames under all of the City's bridges (Tower Bridge, London Bridge, Southwark Bridge, the Millennium Bridge and Blackfriars Bridge). In each case, the tunnel is located under the bridges, but between bridge piers. The depth is approximately 55 metres down in the area of the bridges.

The estimated cost and duration of the project is £4.1 billion and 8 or 9 years respectively.

The project will be undertaken under the powers provided by a development consent order (**DCO**). This is a form of statutory planning permission by statutory instrument. Thames have applied for the DCO, and this is currently being examined by the Planning Inspectorate in a planning inquiry which is due to conclude in mid-March

2. The main impact in the City would be at Blackfriars where the Sewer would intercept the Fleet Combined Sewer outfall within a structure to be constructed in the foreshore of the River west of Black friars Bridge. A key element of the project would be a permanent relocation of the Blackfriars Pier to the east of Blackfriars Bridge and closer to the City of London School.

### **Impact of the project on the City of London School**

3. The School's concerns regarding this project are;
  - a) The disruption which it could experience during the construction period; and
  - b) The on-going implications in terms of potential increases in boat noise and/or footfall following the construction of the pier.
4. The purpose of this paper is give Governors a brief update on the current position and a member of the team which has been representing the City will be present to answer any queries which governors may have.

### **Disruption during construction works**

5. Thames Water has advised that the School could experience some disruption for up to two months during construction works and there was a particular week when noise levels would be very high. The DCO if issued would require that the developer complies with a code of construction practice (CoCP) which includes both project wide and site specific requirements. The site-specific scheme of protective works for noise and vibration which would include the works to relocate the Blackfriars Millennium Pier. This supersedes the requirement for a separate Section 61 application, although the developer would retain the right to submit Section 61 applications to the City of London.
6. The scheme must include a statement setting out the means by which disruption to the school would be mitigated and that the contractor should liaise with the City of London Corporation before submitting the statement. This approach is supported by the City's pollution team.
7. The CoCP includes the following statement:

Except for anchor piles, the contractor would use push piling to construct the cofferdam for the Millennium Pier dredged pocket unless this is impossible. Where this is impossible, this shall make an application to the City to use an alternative piling method. The

contractor shall agree periods when piling can proceed without causing adverse noise impacts.

8. The City's pollution team have been consulted on the CoCP and the proposed arrangements and suggest that the requirement for the contractor to discuss methods of working and noise mitigation. In its submission to the Planning Inspectorate the City has requested that any works which could prove disruptive to the life of the School should (i) ideally be conducted during the School's holidays or (ii) failing this outside normal school hours – i.e. 08:00 to 17:00.
9. The Blackfriars Pier works are currently programmed to start in approximately March 2015 with completion in August 2016. This is subject to the DCO being granted and obtaining the relevant consents etc so may be subject to change. This includes site set up through the opening of the pier to vessels.
10. The construction of the relocated pier must be completed before the existing pier is removed to enable the construction of the main works site at Blackfriars.

### **Ongoing implications in terms of noise and footfall**

11. The pier would be owned and operated by Transport for London (TfL). Thames Water has conducted a survey based on the use of the existing pier which concludes on going noise implications from boats would not be significant.
12. Thames Water has not prepared any estimates of future footfall numbers. In response to a request from stakeholders as part of the targeted engagement exercise, potential effects of noise from the operation of the Thames Clippers at the relocated Blackfriars Millennium Pier on the City of London School was assessed. For this assessment, noise measurements were made of arriving and departing vessels and the movement of passengers on the existing pier. The assessed noise level at the City of London School would be below the measured ambient noise level in the area and therefore effects from the operation of the pier are considered not significant at this receptor.
13. Thames Water has agreed that a requirement be added which would limit the use of the pier for embarkation and disembarkation of passengers. It shall not be used for servicing, maintaining or repairing of vessels on the river, except in the case of emergency.

### **Conclusion**

14. Governors are asked to note the contents of the report and, if desired, seek further information from a member of the Department of the Built Environment who will be present at the Board meeting.

### **Annex 1 – Proposed Location of the Blackfriars Millennium Pier.**

## **Contacts**

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