Currently, untreated sewage regularly overflows into the River Thames from London’s Victorian sewerage system via combined sewer overflows (CSOs). The proposed Thames Tunnel would intercept these overflows through the use of a new storage and transfer tunnel, which would link west London and Abbey Mills Pumping Station. The sewage flow would then be transferred to Beckton Sewage Treatment Works via the Lee Tunnel. The reduction in untreated sewage entering the River Thames would bring long-term benefits for the environment and users of the River Thames.

**Key facts**

- **Local authority:** Tower Hamlets
- **CSO name:** Holloway Storm Relief
- **CSO spill volume in an average year:** 8,000m$^3$ (equivalent to approximately three Olympic swimming pools)
- **Site type:** Modifications to the existing sewerage system*
- **Duration of main construction works:** Approximately seven months

*replacement works for the interception of Holloway Storm Relief CSO at Butcher Row proposed at phase one consultation.
Section 1: Introduction and site information

We would seek to control the existing local CSO, known as the Holloway Storm Relief CSO, which will not be intercepted by the main tunnel. In order to deliver the project, sites would be needed at Bekesbourne Street and Ratcliffe Road, which are adjacent to John Scurr House, a six storey block of flats. The site at Ratcliffe Road is partially within the York Square Conservation Area. The locations of the sites are shown in Figure 1A.

This site information paper sets out our proposals at Bekesbourne Street. We have also produced project information papers, which cover overarching topics relating to the project. Where we consider that a project information paper is particularly relevant, we have highlighted this in a related documents box. At the end of this site information paper is a list of other documents, which may be of interest and a glossary of terms.
Figure 1A: Bekesbourne Street and Butcher Row location plan
How we chose this site

What we proposed at phase one consultation

At phase one consultation, which was held between September 2010 and January 2011, we identified the need to connect the Holloway Storm Relief CSO, to the main tunnel. We proposed the use of vacant land off Butcher Row for this construction work and to accommodate permanent structures required to operate the main tunnel. The location of our preferred site at phase one consultation, Butcher Row, is shown in Figure 1A.

What we are proposing at phase two consultation

Since phase one consultation, further technical work has established that there is no longer a need to connect the Holloway Storm Relief CSO to the main tunnel. This is due to the capacity identified in northern Low Level Sewer No.1 to which the Holloway Storm Relief CSO is connected and into which storm flows can be diverted. The site at Butcher Row is therefore not required.

Our site for these works is Bekesbourne Street where we would make the necessary improvements to the northern Low Level Sewer No.1 to allow the diversion of storm flows from the Holloway Storm Relief CSO to the northern Low Level Sewer No.1. The site was chosen due to its location above the section of the Holloway Storm Relief CSO where the works would need to be undertaken to allow storm flows to be diverted. A small site would also be needed at the junction of Bekesbourne Street and Ratcliffe Lane, to the south of Limehouse Station for a small electrical and control kiosk.

Related documents:

Changes
Section 2: Construction

Construction activities

The work would last approximately seven months and would be undertaken during typical standard working hours. The works consist of:

- Construction of an approximately 5m internal diameter shaft to allow the introduction of a controlled gate within the sewer.
- Installation of an electrical and control kiosk.
- Testing of the system and restoration of the site.

Site layout

The works would be contained within the site boundaries shown in Figure 1A, with the exact layout subject to the construction method chosen by the contractor.

Our typical working hours are expected to be:

Standard: 8am-6pm weekdays, 8am-1pm Saturday*

* Standard working hours would also include, subject to agreement with the local authority:
  - a short period (up to one hour) before works start and after they have finished to allow our workers to prepare for work and check the site.
  - equipment and machinery maintenance could also take place 1pm-5pm Saturday and 10am-4pm Sunday.

Construction transport and access

We would transport materials to and from the site by road. Construction traffic would access the site from Commercial Road (A13) turning into Branch Road (A101), right into Ratcliffe Lane and left into Bekesbourne Street. Traffic leaving the site would turn left into Ratcliffe Lane and into Butcher Row (B126).

We would need to undertake road and footpath diversions along Bekesbourne Street which would also affect the junction with Ratcliffe Lane and require suspension of parking bays. Based on our current design, we do not anticipate that any junction changes or bus stop relocations would be required.
Management of construction works

Our construction works would be managed in accordance with an agreed *Code of construction practice (CoCP)*. For phase two consultation, we have produced a draft *CoCP Part A: General requirements*, informed by CoCPs from other major construction projects in London and consultation with the local authorities. Through the environmental impact assessment process, scheme-wide principles to address potential effects on the local environment have been identified and integrated into the design. The CoCP Part A sets out scheme-wide control measures that would be used to minimise potential effects during the construction process.

Table 2.1 sets out what we consider to be the key issues for this site during construction, and how we are currently proposing to address them.

<table>
<thead>
<tr>
<th>Issue</th>
<th>Our response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Possible effect of noise and vibration on neighbouring areas.</td>
<td>The contractor would be required to implement noise control measures at the worksite, which will be set out in the CoCP.</td>
</tr>
<tr>
<td>Temporary partial closure of Bekesbourne Street and suspension of adjacent parking spaces to allow work to be carried out in the highway, adjacent to John Scurr House.</td>
<td>Bekesbourne Street is not a through route, and access would be maintained with a single signal controlled access road. The suspension of on-street parking would be minimised as far as possible. We are investigating options for temporary replacement parking provision during construction where necessary.</td>
</tr>
</tbody>
</table>

*Table 2.1: Key issues relating to construction*
Section 3: Future use

This section describes the site after the completion of the construction work, ie when the main tunnel is in use – the ‘operational phase’.

Design

The design of the permanent use and appearance of the structures at Bekesbourne Street follows our scheme-wide principles and takes into account comments raised during ongoing engagement with the London Borough of Tower Hamlets and other technical consultees.

Our permanent works include:

- An electrical and control kiosk.
- Access covers.

Further information can be found in the Design development report.

Operation and maintenance

Once the tunnel is operational, we would need access to the site occasionally for inspection and maintenance purposes. We expect to visit the site approximately once every three to six months to carry out inspections and maintenance of the below ground equipment. This is likely to involve a visit by staff in a small van, and may take several hours.

We may also need to make visits to the site for unplanned maintenance or repairs, for example, if there is a blockage or equipment failure. This may require the use of mobile cranes and vans.

Permanent vehicular access would be from Bekesbourne Street.

Management of operational effects

We have not identified any key issues associated with this site once it is operational, as the works comprise modifications to the existing sewerage system only.
Further information

This section sets out documents which may be of particular interest. Further information on our proposals can be found on our website (www.thamestunnelconsultation.co.uk) or is available upon request (call our customer centre on 0800 0721 086).

Phase two public consultation material

Project information papers include general information about the Thames Tunnel project. There are 17 project information papers, which cover various aspects of the project. Those project information papers that may be of particular interest are set out below.

<table>
<thead>
<tr>
<th>Icon</th>
<th>Title</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>🔄</td>
<td>Changes</td>
<td>Explains how the scheme has changed compared to that presented at phase one consultation, including changes to the tunnelling strategy for the main tunnel and changes to sites.</td>
</tr>
<tr>
<td>🌳</td>
<td>Environment</td>
<td>Sets out the process the project is following to assess potential environmental effects of the Thames Tunnel project.</td>
</tr>
<tr>
<td>🧥</td>
<td>Managing construction</td>
<td>Includes information on what measures our contractors will put in place at our sites during construction.</td>
</tr>
<tr>
<td>🌦️</td>
<td>Overflow</td>
<td>Sets out how London’s sewerage system works and why the capital has an overflow problem.</td>
</tr>
<tr>
<td>🚛</td>
<td>Transport</td>
<td>Contains information on the different transport options we have considered for delivering and removing materials from our sites.</td>
</tr>
</tbody>
</table>
### Technical reports

<table>
<thead>
<tr>
<th>Phase one consultation</th>
<th>Report on phase one consultation: summary report</th>
<th>Provides a summary of the comments made at phase one consultation and our responses.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase two construction information</td>
<td>Code of construction practice Part A: General requirements (CoCP)</td>
<td>Sets out control measures to be adopted during the project construction period.</td>
</tr>
<tr>
<td>Phase two scheme development</td>
<td>Design development report</td>
<td>Provides a general overview of how the scheme design at each site has evolved to date. Please refer to chapter 25 for more information on this site.</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
<td></td>
</tr>
<tr>
<td>-------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Combined sewer</td>
<td>A single sewer system that takes both rainwater and domestic and industrial wastewater.</td>
<td></td>
</tr>
<tr>
<td>Combined sewer overflow (CSO)</td>
<td>A structure, or series of structures, that allows sewers to overflow into the river when they are full as a result of increased rainfall. Without the overflows, the sewers would back up and cause flooding in streets or houses.</td>
<td></td>
</tr>
<tr>
<td>Conservation area</td>
<td>An area designated by the local authority or English Heritage as having special architectural or historical interest.</td>
<td></td>
</tr>
<tr>
<td>Draft limit of land to be acquired or used</td>
<td>The extent of land that we may need to use or acquire, or over which rights may be needed to carry out works that are essential to the project.</td>
<td></td>
</tr>
<tr>
<td>Main tunnel</td>
<td>The tunnel from Acton Storm Tanks to Abbey Mills Pumping Station.</td>
<td></td>
</tr>
<tr>
<td>Operational phase</td>
<td>After the completion of the construction work, when the main tunnel is in use.</td>
<td></td>
</tr>
<tr>
<td>Thames Tunnel project</td>
<td>The Thames Tunnel project comprises a storage and transfer tunnel, from west London to Beckton Sewage Treatment Works in east London, and the control of 34 CSOs along the Thames Tideway.</td>
<td></td>
</tr>
<tr>
<td>Transport for London Road Network (TLRN)</td>
<td>The network of roads managed by Transport for London. These are the major or ‘strategic’ roads, which have high capacity.</td>
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</tbody>
</table>
Phase two consultation: Bekesbourne Street

Autumn 2011

110-ED-PNC-00000-000072

For further information or to comment on our proposals see our website: www.thamestunnelconsultation.co.uk

It is very important that you understand the information we have provided. If you need further information in another language, braille, large print or audio format please contact us on 0800 0721 086.