

Responses to those matters raised by DP9 in their letter dated 22 March 2007 are addressed below under paragraph headings:

Revised Layout

Section 5 of the Planning Statement describes the materials to be imported via the River. This will comprise crushed rock from Norway, secondary aggregates from the Cornish china clay extraction process, cementitious products and sea-dredged aggregates.

Once the site has been fully developed less than 10,000tpa of specialist aggregate for use in the ready mixed concrete plant would be delivered by road. Furthermore, specialist aggregates will be imported across the jetty if and when they become available from waterborne sources.

The Computed Aided Designed one-way lorry routing system has established that there are no significant safety concerns.

The Environment Agency has confirmed removal of all objections in their letter dated 22nd March 2007.

Details of the noise barrier will be submitted to and approved by the LPA pursuant to the planning conditions.

The 100mm diameter pipe-work to facilitate cement importation will be attached to the jetty in a location to be agreed with the Port of London Authority and in accordance with the requirement of the PPC Permit issued by the London Port Health Authority.

Development of the jetty will enable maximum use of the Safeguarded Wharf. The Environment Agency required retention of the existing structure for ecological enhancement.

Flood Risk Assessment

In the letter of 16th November 2006 the EA stated:

“A loss of tidal flood storage normally requires compensation. However, in this instance locating the raised crest of the flood defence closer to the river wall will improve access and the overall improved flood defence means that we can accept the loss of 36 cubic metres of flood storage capacity.”

Proposed Jetty

Changes to the alignment and to the support trestle arrangements were made following further consultation between the PLA, Environment Agency and specialist consultant Marico Marine.

I would also comment in response to the numbered paragraphs within the DP9 letter as follows:

1. The London Port Health Authority will be required to approve the cement unloading arrangements, as previously stated.
2. The PLA, as conservancy authority for the tidal River Thames raised no undue concerns with regard to the hydraulic impact of the revised jetty, although it should be noted, the detailed scheme including provision of the off-loading facilities will require formal approval from the PLA prior to commencement of development.
3. The shuttle conveyor system, located above the aggregate storage bays, has not been shown in detail, as it would not be discernable when viewed from south of the River, some 400 metres away.
4. The jetty and receiving hopper will be the subject of detailed design in conjunction with specialist consultants.
5. Noted and accepted.
6. This will be included within the detailed scheme.

This cargo handling facility for the importation of cement and aggregates and concrete batching plant for the production of ready mixed concrete will be well placed to meet the increasing demand for building materials in this part of London in readiness for construction of the Olympic Games, Cross Rail, the development of the Thames Gateway and Stratford City.