Appendix T – Earl Pumping Station

T.1 Introduction

T.1.1 This appendix sets out the site selection process that we used and our rationale for identifying our preferred phase one and phase two consultation sites to intercept the Earl Pumping Station CSO.

Type of site

T.1.2 We need a worksite to connect the local combined sewer overflow (CSO), known as the Earl Pumping Station CSO, to the Greenwich connection tunnel which will transfer flows to the main tunnel. To enable the connection to be made, the site needs to be as close as possible to the existing CSO outfall.

Site selection process

T.1.3 All potential worksites have been identified in accordance with our site selection methodology (SSM), which involved a ‘sieving’ approach, commencing with identification of all potentially suitable areas of land (excluding concentrated residential sites and World Heritage Sites) and passing these sites through increasingly detailed levels of assessment to move from a long list to a draft short list, a final short list and finally a list of preferred sites for phase one consultation.

T.1.4 A plan showing all the sites considered for the interception of the Earl Pumping Station CSO and how they progressed during the site selection process can be found in Annex T.1.

Preferred site for phase one and phase two consultation

T.1.5 The table below identifies our preferred site to intercept the Earl Pumping Station CSO at phase one and phase two consultation. Section T.2 provides details of how we identified our preferred phase one site. Sections T.3 and T.4 provide the details of why our preferred site for phase one remains our preferred site for phase two consultation.

<table>
<thead>
<tr>
<th>Phase one consultation site:</th>
<th>Earl Pumping Station</th>
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</thead>
<tbody>
<tr>
<td>Phase two consultation site:</td>
<td>Earl Pumping Station</td>
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</table>

T.2 Site selection up to phase one consultation

Assessment of the long list sites

T.2.1 The long list of potential sites to intercept the Earl Pumping Station CSO was created by conducting a desktop survey of the land in the vicinity of the existing sewer.
T.2.2 In total, 33 sites were included on the long list. These sites were assessed having regard to the high-level considerations set out in Table 2.2 of the SSM (hereafter referred to as Table 2.2) including engineering (site size, site features, access and availability of jetty/wharf), planning and environment (heritage, landscape/townscape, open space and ecological) and community and property (neighbouring land uses, site use, Special Land/Crown Land and acquisition costs) considerations.

T.2.3 The table below provides a summary of the outcome of the Table 2.2 assessment in respect of the long list of sites considered for the interception of this CSO. Sites which were assessed as being the least constrained when considered against Table 2.2 considerations passed to the draft short list. This did not necessarily mean that these sites would ultimately be judged as suitable, but that no significant constraints were identified in relation to the high-level considerations addressed at Table 2.2. Sites that were judged to be more constrained were not recommended to be retained on the draft short list for more detailed assessment. The main rationale for the exclusion of these sites at this stage is summarised in the table below.

**Table T.1 Long list to draft short list for the interception of the Earl Pumping Station CSO (Table 2.2 assessment)**

<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site name/description</th>
<th>Recommendation and rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td>C31XA</td>
<td>Foreshore</td>
<td><strong>Recommendation:</strong> To draft shortlist</td>
</tr>
<tr>
<td>C31XB</td>
<td>Parking and seating area in St George’s Square</td>
<td><strong>Recommendation:</strong> To draft shortlist</td>
</tr>
<tr>
<td>C31XC</td>
<td>Boat yard off Calypso Way</td>
<td><strong>Recommendation:</strong> To draft shortlist</td>
</tr>
</tbody>
</table>
| C31XD   | Albert House and Deptford Wharf road and residential car parking | **Recommendation:** Not to draft shortlist  
**Rationale:** Would require a long/difficult connection between drop shaft and interception chamber. |
| C31XE   | Private gardens and car parking | **Recommendation:** Not to draft shortlist  
**Rationale:** Would require a long/difficult connection between drop shaft and interception chamber and would include residential curtilage. |
| C31XF   | Private gardens and car parking for residential properties on Windsock Close | **Recommendation:** Not to draft shortlist  
**Rationale:** Would include residential curtilage. |
<table>
<thead>
<tr>
<th>Site ID</th>
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<th>Recommendation and rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td>C31XG</td>
<td>Marina</td>
<td>Recommendation: To draft shortlist</td>
</tr>
<tr>
<td>C31XH</td>
<td>Private gardens and car parking for flats on Rope Street and Rainbow Quay</td>
<td>Recommendation: Not to draft shortlist</td>
</tr>
<tr>
<td></td>
<td><strong>Rationale:</strong> Site very restrictive and would require a long/difficult connection between drop shaft and interception chamber.</td>
<td></td>
</tr>
<tr>
<td>C31XJ</td>
<td>Gardens and car parking of houses on Dunnage Crescent</td>
<td><strong>Recommendation:</strong> Not to draft shortlist</td>
</tr>
<tr>
<td></td>
<td><strong>Rationale:</strong> Would include residential curtilage.</td>
<td></td>
</tr>
<tr>
<td>C31XK</td>
<td>Car parking to factory/office/commercial on Plough Way</td>
<td><strong>Recommendation:</strong> To draft shortlist</td>
</tr>
<tr>
<td>C31XL</td>
<td>Strip of grass open space between C31XK and houses on Kempthorne Road</td>
<td><strong>Recommendation:</strong> Not to draft shortlist</td>
</tr>
<tr>
<td></td>
<td><strong>Rationale:</strong> Would require a long/difficult connection between drop shaft and interception chamber and would include residential curtilage.</td>
<td></td>
</tr>
<tr>
<td>C31XM</td>
<td>Grounds of flats along Grove Street, Kempthorne Road and Cartaret Rd</td>
<td><strong>Recommendation:</strong> Not to draft shortlist</td>
</tr>
<tr>
<td></td>
<td><strong>Rationale:</strong> Site very restrictive and would require a long/difficult connection between drop shaft and interception chamber. Would include residential curtilage.</td>
<td></td>
</tr>
<tr>
<td>C31XN</td>
<td>Hardstanding/car park serving large factory/warehouse</td>
<td><strong>Recommendation:</strong> To draft shortlist</td>
</tr>
<tr>
<td>C31XP</td>
<td>Gardens for apartments on Rope Street</td>
<td><strong>Recommendation:</strong> Not to draft shortlist</td>
</tr>
<tr>
<td></td>
<td><strong>Rationale:</strong> Site very restrictive and would require a long/difficult connection between drop shaft and interception chamber. Would include residential curtilage.</td>
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</tr>
<tr>
<td>C31XQ</td>
<td>Gardens for apartments on Rope Street</td>
<td><strong>Recommendation:</strong> Not to draft shortlist</td>
</tr>
<tr>
<td></td>
<td><strong>Rationale:</strong> Site very restrictive and would require a long/difficult connection between drop shaft and interception chamber.</td>
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<tr>
<td>Site ID</td>
<td>Site name/description</td>
<td>Recommendation and rationale</td>
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| C31XR   | Car park and Rope St properties (and sailing club) | **Recommendation:** Not to draft shortlist  
**Rationale:** Site too narrow and would require a long/difficult connection between drop shaft and interception chamber. |
| C31XS   | Car and boat park for sailing club on Rope St | **Recommendation:** Not to draft shortlist  
**Rationale:** Would require a long/difficult connection between drop shaft and interception chamber. |
| C31XT   | Car park for residential apartments between Plough Way and Rope Street | **Recommendation:** Not to draft shortlist  
**Rationale:** Would require a long/difficult connection between drop shaft and interception chamber. |
| C31XU   | Car park serving commercial properties off Plough Way | **Recommendation:** To draft shortlist |
| C31 XV  | Car park for apartments off Plough Way | **Recommendation:** To draft shortlist |
| C31X W  | Factory/warehouses accessed via Rainsborough Avenue | **Recommendation:** Not to draft shortlist  
**Rationale:** Would impact upon high-density employment use. |
| C31XX   | Yeoman Street Industrial Area | **Recommendation:** To draft shortlist |
| C31XZ   | Industrial/warehouses | **Recommendation:** To draft shortlist |
| C31XY   | Earl Pumping Station | **Recommendation:** To draft shortlist |
| C31YA   | Timber yard off Yeoman Street | **Recommendation:** To draft shortlist |
| C31YB   | Area of hardstanding for industrial building off Yeoman Street. | **Recommendation:** To draft shortlist |
### Site ID | Site name/description | Recommendation and rationale
--- | --- | ---
C31YC | Sub station | **Recommendation:** Not to draft shortlist  
**Rationale:** Public infrastructure – electricity substation. Land comprises special land in legislative terms. Acquisition costs likely to be relatively high.

C31YD | Grounds of flats along Chilton Grove. | **Recommendation:** Not to draft shortlist  
**Rationale:** Would include residential curtilage.

C31YE | Car park and grounds of flats along Plough Way. | **Recommendation:** Not to draft shortlist  
**Rationale:** Site very restrictive and would require a long/difficult connection between drop shaft and interception chamber. Would include residential curtilage.

C31YG | Garden/grounds of flats along Plough Way, Yeoman St and Chilton Grove. | **Recommendation:** Not to draft shortlist  
**Rationale:** Would require a long/difficult connection between drop shaft and interception chamber. Would include residential curtilage.

C31YK | Waste ground off Plough way. | **Recommendation:** To draft shortlist

C31YL | Canal to marina and quayside including Rainbow Quay. | **Recommendation:** Not to draft shortlist  
**Rationale:** Would require a long/difficult connection between drop shaft and interception chamber.

C31YM | Parking at Lightner Close | **Recommendation:** Not to draft shortlist  
**Rationale:** Site very restrictive.

---

**NB.** The Site ID and Site name/description were used as an internal mechanism to record and describe the site but may be updated if necessary.

**T.2.4** Full details are provided in the Table 2.2 assessment tables and accompanying plans.

**T.2.5** Of the 33 sites identified, 14 were assessed as potentially suitable and passed to the draft short list, while 19 sites were eliminated as being unsuitable.
Assessment of draft short list sites

T.2.6 The 14 draft short list sites identified for further assessment at the next stage were:

- C31XA: Foreshore
- C31XB: Parking and seating area in St George’s Square
- C31XC: Boat yard off Calypso Way
- C31XG: Marina
- C31XX: Car park to factory/office/commercial on Plough Way
- C31XN: Hardstanding/car park serving large factory/warehouse
- C31XU: Car park serving commercial properties off Plough Way
- C31XY: Car park for apartments off Plough Way
- C31XX: Yeoman Street Industrial Area
- C31YA: Timber Yard off Yeoman Street
- C31YK: Area of hardstanding for industrial building off Yeoman Street
- C31YK: Waste ground off Plough Way.

T.2.7 These sites were further assessed by the engineering, planning, environment, community and property disciplines, having regard to the considerations set out in Table 2.3 of the SSM (hereafter referred to as Table 2.3). This stage of the process built on the information gathered and assessment undertaken at long list stage but focussed on more detailed local considerations.

T.2.8 At this stage, we also consulted with each of the London boroughs and pan-London stakeholders, such as the Environment Agency and English Heritage, to seek their views on the suitability of sites for the short list.

T.2.9 The table below summarises the outcome of the Table 2.3 assessment of the draft short list of sites. Sites which were assessed as being the least constrained when considered against Table 2.3 considerations were retained on the short list to pass to the next stage of assessment. This did not necessarily mean that a site would ultimately be judged as suitable, but that no significant constraints were identified in relation to the considerations addressed at Table 2.3. Sites that were judged to be more constrained were not recommended to be retained on the short list for more detailed assessment. The main rationale for the exclusion of these sites at this stage is summarised below.
Table T.2 Draft short list to final short list for the interception of the Earl Pumping Station CSO (Table 2.3 assessment)

<table>
<thead>
<tr>
<th>Site ID</th>
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</thead>
<tbody>
<tr>
<td>C31XA</td>
<td>Foreshore</td>
<td>Recommendation: Retain on short list</td>
</tr>
<tr>
<td>C31XB</td>
<td>Parking and seating area in St George’s Square</td>
<td>Recommendation: Retain on short list</td>
</tr>
<tr>
<td>C31XC</td>
<td>Boat yard off Calypso Way</td>
<td>Recommendation: Retain on short list</td>
</tr>
</tbody>
</table>
| C31XG   | Marina                  | Recommendation: Not to shortlist Rationale:  
  • Engineering – Considerable constraints on connection feasibility.  
  • Community – Cumulative effect on the marina and adjacent residential properties, so likely to have impact on community cohesion and health and well-being as well as some disturbance to local economy.  
  • Property – Overall costs including compensation claims likely to be significant. |
| C31XK   | Car park to factory/office/commercial on Plough Way | Recommendation: Retain on short list |
| C31XN   | Hardstanding/car park serving large factory/warehouse | Recommendation: Not to shortlist Rationale:  
  • Planning/Environment – Major planning application pending.  
  • Community – Residential uses on three sides of site.  
  • Property – Redevelopment values (including residential land) make costs of acquiring site significant. |
| C31XU   | Car park serving commercial properties off Plough Way | Recommendation: Not to shortlist Rationale:  
  • Engineering – Several engineering constraints including access, site features and shaft level.  
  • Planning/Environment – Potential impact on several designations. |
<table>
<thead>
<tr>
<th>Site ID</th>
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</tr>
</thead>
</table>
| C31XV   | Car park for apartments off Plough Way  | **Recommendation:** Not to shortlist  
Rationale:  
• Engineering – Constrained by adjacent buildings and connection difficult.  
• Planning/Environment – Potential impact on several designations. Potentially significant impact on residential amenity.  
• Community – Number of sensitive receptors adjacent to site.  
• Property – Potential impact on residential flats and implications in terms of claims. |
| C31XX   | Yeoman Street Industrial Area           | **Recommendation:** Not to shortlist  
Rationale:  
• Engineering – Several engineering constraints including access, connection feasibility and shaft level.  
• Community – Site is located adjacent to a number of residential properties. |
| C31XY   | Earl Pumping Station                   | **Recommendation:** Retain on short list                                                     |
| C31XZ   | Industrial/warehouses                  | **Recommendation:** Retain on short list                                                     |
| C31YA   | Timber Yard off Yeoman Street          | **Recommendation:** Not to shortlist  
Rationale:  
• Engineering – Several engineering constraints including access and shaft level.  
• Community – Concern about potential effect on operation of on-site and adjacent businesses which could affect the local economy. |
<table>
<thead>
<tr>
<th>Site ID</th>
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</tr>
</thead>
</table>
| C31YB  | Area of hardstanding for industrial building off Yeoman Street | **Recommendation:** Not to shortlist  
**Rationale:**  
• Engineering – Concerns about site dimensions and other constraints.  
• Community – Number of sensitive receptors adjacent to the site. |
| C31YK  | Waste ground off Plough Way | **Recommendation:** Not to shortlist  
**Rationale:**  
• Engineering – Relatively narrow site. |

NB. The Site ID and Site name/description were used as an internal mechanism to record and describe the site but may be updated if necessary.

T.2.10 Full details are provided in the Table 2.3 assessment tables and accompanying plans.

T.2.11 Of the 14 sites on the draft short list, six were assessed as potentially suitable and passed to the final short list, while eight sites did not proceed to the final short list. Further details of all the sites shortlisted at this stage of the site selection process can be found in the *Shortlisted sites report*.

### Assessment of the final short list sites

T.2.12 The six sites identified for inclusion on the final short list and assessment at the next stage were:
- C31XA: Foreshore
- C31XB: Parking and seating area in St George’s Square
- C31XC: Boat yard off Calypso Way
- C31XK: Car park to factory/office/commercial on Plough Way
- C31XY: Earl Pumping Station
- C31XZ: Industrial/warehouses.

T.2.13 A site suitability report (SSR) was prepared for each of the final shortlisted sites. These reports contained an assessment of each site’s suitability, having regard to engineering, planning, environment, community and property considerations. At this stage in the process, sites were assessed in isolation without comparison to other sites or regard to tunnelling strategy. Sites were evaluated by each discipline, using technical knowledge and professional judgement as appropriate, and assessed as either **suitable**, **less suitable** or **not suitable** from that discipline’s perspective.

T.2.14 A summary of the conclusions of each discipline’s assessment from the site suitability reports is provided below.
C31XA: Foreshore

T.2.15 The site is located on the foreshore, adjacent to a parking and seating area known as St George’s Square. It is roughly square in shape and accessed by Plough Way and Enterprise Way. The site is split between two boroughs, with more than half of its area within the London Borough of Lewisham, while the rest of the site, to the north, is located in the London Borough of Southwark.

T.2.16 Engineering: The site was judged suitable as a CSO site as it would be of adequate size and would have good vehicular access. The site would be in close proximity to the proposed alignment of the tunnel. There would be no requirement for demolition except possibly part removal of St George’s Stairs.

T.2.17 Planning: The site was considered less suitable for a CSO site as there are a number of applicable planning and environmental designations restricting development of the site. Although mitigation should reduce any potential adverse impacts arising from the construction works, the proximity of residential properties to the worksite and likely impact on views towards the river mean that this site is considered less suitable.

T.2.18 Environment: Overall, the site was judged suitable as a CSO site, although mitigation would be required. The site was considered suitable from the perspectives of transport, archaeology, water resources (hydrogeology) and land quality, but was considered less suitable for both site sizes from the perspective of built heritage and townscape, water resources (surface water), ecology, flood risk, air quality and noise.

T.2.19 Socio-economic and community: From a community impacts perspective, this site appeared less suitable for use as a CSO site. Use of the site appears likely to lead to the loss of a viewing area which extends into the river, and to result in a significant impact on users of the adjacent Thames Path and residential properties in Deptford Wharf.

T.2.20 Property: The site was considered suitable for use as a CSO site, with acceptable acquisition cost, given that the site is wholly within the foreshore.

C31XB: St George’s Square

T.2.21 The site is a parking and seating area known as St George’s Square. It is located on the waterfront in the London Borough of Lewisham, adjoining the boundary with the London Borough of Southwark. It is roughly square in shape and is accessed by Plough Way and Enterprise Way.

T.2.22 Engineering: The site was considered suitable as a CSO site as it would be of adequate size and would have good road access.

T.2.23 Planning: On balance, the site was considered less suitable as a CSO site. A high level of appropriate mitigation may be required to avoid unacceptable impacts, particularly on residential amenity.

T.2.24 Environment: The site was judged suitable from the perspectives of transport, archaeology, built heritage and townscape, water resources
(hydrogeology and surface water) and ecology but less suitable from the perspectives of flood risk, air quality, noise and land quality.

T.2.25 Overall, the site is considered suitable, subject to further investigation of whether flood risk, air quality, noise and land quality impacts as well as townscape and hydrogeology impacts could be adequately mitigated.

T.2.26 **Socio-economic and community:** From a community impacts perspective, this site was judged suitable for use as a CSO site, subject to appropriate mitigation measures.

T.2.27 **Property:** The site was considered suitable for use as a CSO site with acceptable acquisition cost, given that it is a public square. The site is likely to be special land and there is therefore a risk that acquisition may require special parliamentary procedures, with the possibility of delay to the programme.

**C31XC: Boat Yard off Calypso Way**

T.2.28 The site is a boatyard located in the London Borough of Southwark, known as South Dock Marina boatyard. The site is roughly rectangular in shape, and existing access to the site is taken from Calypso Way. The nearest residential properties are located within approximately ten metres of the site boundary. Approximately 80% of the site is occupied by a boatyard, and a riverside walk runs through the north and east of the site.

T.2.29 **Engineering:** This site was considered suitable as a CSO site.

T.2.30 **Planning:** On balance, the site was considered suitable as a CSO site. There are a number of planning designations that are applicable to the site. However, with suitable mitigation, it was considered that the site may be appropriate for use.

T.2.31 **Environment:** Overall, this site was considered suitable as a CSO site. The site was suitable from the perspectives of transport, archaeology, townscape, water resources (hydrogeology and surface water) and ecology. The site was considered less suitable from the perspectives of built heritage, flood risk, air quality, noise and land quality. Overall, the site was considered suitable, subject to further investigation of whether built heritage, flood risk, air quality, noise and land quality impacts, as well as hydrogeology impacts, could be adequately mitigated.

T.2.32 **Socio-economic and community:** This site was judged less suitable as a CSO site. The use of the site is likely to impact on the use of the boatyard and the people working there. St George’s Square to the south of the site may be affected due to the increase in noise from the use of the site. The local residents adjacent to the west of the site and opposite the site to the south are also likely to be affected by the noise and visual disturbance.

T.2.33 **Property:** The site was considered suitable for use as a CSO site at acceptable acquisition cost, given that it is a boatyard and car park for the adjacent marina. It is likely that some disturbance would be caused to the marina operation, but as only part of the site would be required for CSO works, the effect should be limited.
C31XK: Car park to factory/office/commercial on Plough Way

T.2.34 The site is a car park adjacent to a two-storey commercial building, with access from Plough Way. The site, known as Marine Wharf, is located in the London Borough of Lewisham and lies adjacent to the boundary of the London Borough of Southwark, to the north.

T.2.35 **Engineering:** The site was assessed as **suitable** as a CSO site as it would have good road access potential.

T.2.36 **Planning:** On balance, the site was considered **suitable** as a CSO site. It was considered that, with appropriate mitigation to avoid unacceptable impacts on residential amenity, the site was **suitable**. However, the result of the pending planning application would have implications for the use of this site.

T.2.37 **Environment:** Overall, the site was assessed as **suitable** for use as a CSO site. The site was **suitable** from the perspectives of built heritage and townscape, archaeology, water resources (hydrogeology and surface water), flood risk and ecology. The site was considered **less suitable** from the perspectives of transport, air quality, noise and land quality.

T.2.38 Overall, the site was considered **suitable** as a CSO site, subject to further investigation of whether transport, air quality, noise and land quality impacts, as well as townscape and hydrogeology impacts, can be adequately mitigated.

T.2.39 **Socio-economic and community:** This site was judged **suitable** as a small CSO site, subject to mitigation to reduce impacts on local residents.

T.2.40 **Property:** The site was considered **suitable** for use as a CSO site with acceptable acquisition cost, given that it is a car park. It is likely that the provision of, or payment for, alternative parking facilities nearby would be necessary during the project. Should redevelopment of the site commence prior to acquisition, the assessment could change to **not suitable**, depending on the arrangement of the proposed new buildings on the site.

C31XY/C31XZ: Earl Pumping Station (and Industrial/Warehouses)

T.2.41 Following further investigations of the Earl Pumping Station site, it was concluded that it would not be possible to locate the shaft to intercept the CSO within the boundaries of the site. As well as the above-ground structures, there are numerous underground chambers, culverts and utilities associated with the pumping station that need to remain operational, which preclude the use of an area large enough to sink and construct the size of shaft required. The addition of the industrial site to the south (C31XZ) was therefore included, in combination with Earl Pumping Station (C31XY).

T.2.42 Sites C31XY and C31XZ are located in the London Borough of Lewisham, adjacent to the boundary with the London Borough of Southwark. Thames Water Earl Pumping Station occupies site C31XY, and a number of commercial and industrial warehouse buildings occupy site C31XZ, including a two-storey office building. The sites are bounded to the north by Chilton Grove. To the east, the site is bounded by Yeoman Street.
T.2.43 **Engineering:** This site was considered *suitable* as a CSO site. It has good road access.

T.2.44 **Planning:** On balance, the site was considered to be *less suitable* for use as a CSO site. There are few designations relating to the site and, with suitable mitigation measures, most should not be unacceptably impacted upon. However, residential properties are in very close proximity to the site and significant mitigation may be required to avoid unacceptable amenity impacts from noise, vibration, dust and traffic movements.

T.2.45 **Environment:** Overall, the site was potentially *suitable* as a CSO site, although mitigation would be required to enable the site to be used. The site was *suitable* from the perspectives of transport, archaeology, built heritage and townscape, water resources and ecology. The site was considered *less suitable* from the perspectives of flood risk, air quality, noise and land quality.

T.2.46 **Socio-economic and community:** These sites were judged *less suitable* as a CSO site, due to potential impacts on commercial buildings on the site and residences adjacent to the site. Mitigation may involve discussions around compensation and potential relocation of the businesses and discussions around minimising noise levels and limiting working hours.

T.2.47 **Property:** The site was considered *suitable* for use as a CSO site, at acceptable acquisition cost. Acquisition would result in disturbance costs, but the existing units at the property are relatively small and the compensation is not expected to be substantial.

**Identification of the preferred site**

T.2.48 Following the completion of the SSRs, a multidisciplinary workshop was held to compare the suitability of each of the shortlisted sites based on the SSR assessments, and to make a recommendation on which site should be identified as the preferred site.

T.2.49 From the six shortlisted sites, sites **C31XY and C31XZ (Earl Pumping Station including land with industrial/warehouses)** were brought together as the preferred site for the following reasons:

- The selection of these two sites to form the preferred site facilitates the use of the Thames Water owned site and enables all new CSO assets to be located within an extended Thames Water operational site.
- The next most suitable alternative to the combined preferred sites was C31XC, Boatyard off Calypso Way. However, relocation of the boat yard business was judged problematic.
- The existing industrial setting of C31XY/C31XZ was considered more appropriate than the other shortlisted sites.
- C31XY/C31XZ was the only site that allowed CSO interception works and CSO drop shaft works to be contained within one area. Other shortlisted sites would have required interception works to be outside of the main working area.
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- The foreshore site, C31XA, was judged suitable in principle, but foreshore sites are not preferred where other viable land-based sites exist due to the increased health and safety risks and construction costs association with working in a river.

T.2.50 C31XY/C31XZ was therefore identified as the preferred site for the interception of flows from the Earl Pumping Station CSO.

T.3 Review of site following phase one consultation

Phase one consultation feedback

T.3.1 As part of the site selection methodology, all feedback received during the phase one consultation was reviewed and taken into account in the development of our scheme for phase two consultation.

T.3.2 The main issues and concerns raised during the phase one consultation in relation to the preferred site included:

- visual appearance of the proposed buildings
- impact of odour
- impact of construction on local residents
- local businesses should be suitably relocated
- use of land adjoining Earl Pumping Station, which is part of Plough Way Strategic Site in the London Borough of Lewisham’s emerging Core Strategy because it will affect regeneration plans.

T.3.3 The main comments received in support of the preferred site included:

- uses existing industrial/brownfield land in an industrial area
- site is partially owned by Thames Water
- site will limit impact on residents and traffic congestion.

T.3.4 More detail on the consultation responses relating to this site and our responses to the comments received are provided within Report on phase one consultation.

T.3.5 Having taken all comments received into account, we still believe that Earl Pumping Station is the most appropriate site to intercept the Earl Pumping Station CSO.

T.3.6 We recognise the concerns that have been raised including the impact on the regeneration plans and the impact on residential amenity and will take these into account when developing the project further, including measures that can be put in place to minimise any potential impacts. We are also looking at the potential to locate the permanent above-ground structures within the site in such a way that minimises the works long-term impact on potential for redevelopment in the area.

T.4 Site development

T.4.1 Following the selection of Earl Pumping Station as our preferred site, further feedback from stakeholders and ongoing scheme development
work have contributed to a number of further refinements relevant to this site.

**Engagement with stakeholders**

T.4.2 Engagement with stakeholders has been ongoing and has continued beyond the phase one consultation period. This has resulted in continual development of our proposals to take on board the comments made by stakeholders.

T.4.3 In particular, we have continually engaged through regular meetings and workshops with officers from the London Borough of Lewisham, TfL, the Environment Agency and English Heritage with respect to developing the design and construction of our works and the scope of our environmental assessments. To ensure our design process is transparent, we undertook a series of design reviews, hosted and chaired by the Design Council CABE (formerly the Commission for Architecture and the Built Environment). The reviews for Earl Pumping Station were attended by the London Borough of Lewisham and our pan-London stakeholders.

**Construction layout**

T.4.4 In response to stakeholder engagement, phase one consultation responses and scheme development, the construction layout of the site has been altered to minimise impact on the local community and environment, and is guided by operational and functional requirements. Particular factors at this site that have influenced the layout are as follows:

- The drop shaft has been moved further northwest within the boundary of the site following phase one consultation. This means the drop shaft is further away from the residential properties to the south of the site.

- The construction access to this site has been redesigned following phase one consultation and a one-way system would now operate through the site. This would increase safety on neighbouring highways and within the site by reducing the need for construction vehicles to manoeuvre within the site.

T.4.5 Further information on the construction logistics and the site layouts for the construction and operational phases can be found in the *Earl Pumping Station Site Information Paper* (SIP).

**Design**

T.4.6 Since phase one consultation, we have progressed the design for the permanent use and appearance of the structures at Earl Pumping Station. The design of the permanent proposals follows our scheme-wide principles and has taken into account comments made and ongoing engagement with the London Borough of Lewisham and other technical consultees.

T.4.7 Full details of design development for Earl Pumping Station are provided in the *Design Development Report*. 
Phase two consultation

T.5.1 A final preferred sites workshop was held in summer 2011 to verify the choice of preferred sites and to consider any outcomes of further engagement and scheme development. The conclusion reached was that Earl Pumping Station including adjacent land (C31XY/C31XZ) should remain the preferred site for the interception of the Earl Pumping Station CSO.

T.5.2 Phase two consultation will provide an opportunity for the public to comment on the further design development and additional information available on our preferred site and revised scheme for the Thames Tunnel project, before we publicise our proposed application.
Annex T.1
This is a working draft plan which has been produced for the purpose of phase two consultation on the Thames Tunnel project. The information shown on the plan is illustrative of what will be required for the purpose of constructing and operating the Thames Tunnel project. The information shown on the plan may change as a result of Thames Water’s consideration of the responses received to phase two consultation and any further design development that is carried out.