Appendix U – Deptford Church Street (formerly Borthwick Wharf Foreshore)

U.1 Introduction

U.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 Deptford Storm Relief CSO.

Type of site

U.1.2 We need a worksite to connect the local combined sewer overflow (CSO), known as the Deptford Storm Relief 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 line of the existing sewers.

Site selection process

U.1.3 All potential worksites have been identified in accordance with our Site selection methodology paper (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.

U.1.4 A plan showing all the sites considered for the interception of the Deptford Storm Relief CSO and how they progressed during the site selection process can be found in Annex U.1.

Preferred site for phase one and phase two consultation

U.1.5 The table below identifies our preferred sites at phase one and phase two consultation to intercept the Deptford Storm Relief CSO. Section U2 of this appendix provides the details of how we identified our preferred phase one site. Sections U3 to U5 provide details of why we have identified a different preferred site for phase two consultation.

<table>
<thead>
<tr>
<th>Phase one consultation site:</th>
<th>Borthwick Wharf Foreshore</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase two consultation site:</td>
<td>Deptford Church Street</td>
</tr>
</tbody>
</table>
U.2 Site selection up to phase one consultation

Assessment of the long list sites

U.2.1 The long list of potential sites to intercept the Deptford Storm Relief CSO was created by conducting a desktop survey of the land in the vicinity of the existing sewer.

U.2.2 After an initial group of sites were identified in the vicinity of the CSO, further investigations found that the CSO could also be intercepted further inland near the Deptford Creek. This resulted in an additional group of sites being considered to intercept the Deptford Storm Relief CSO.

U.2.3 In total, 23 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 facilities), 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.

U.2.4 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 a site 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.

Table U.1 Long list to draft short list for the interception of the Deptford Storm Relief 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>C32XA</td>
<td>Borthwick Wharf Foreshore*</td>
<td><strong>Recommendation:</strong> To draft shortlist</td>
</tr>
<tr>
<td>C32XB</td>
<td>The AHOYCentre*</td>
<td><strong>Recommendation:</strong> To draft shortlist</td>
</tr>
<tr>
<td>C32XC</td>
<td>Gardens of block of flats fronting Deptford Green*</td>
<td><strong>Recommendation:</strong> To draft shortlist</td>
</tr>
</tbody>
</table>
| C32XD   | Gardens between blocks of flats off Benbow Street* | **Recommendation:** Not to draft shortlist  
**Rationale:** The engineering connection to the sewer is technically impractical due to length of connection. |
<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site name/description</th>
<th>Recommendation and rationale</th>
</tr>
</thead>
</table>
| C32XE  | Parking area to flats fronting Deptford Green* | Recommendation: Not to draft shortlist   
Rationale: The site is small and very restrictive making it impractical for construction works. |
| C32XF  | Parking area for development off Stowage* | Recommendation: Not to draft shortlist   
Rationale: The engineering connection to the sewer is long and difficult. |
| C32XG  | Parking area for development off Basevi Way* | Recommendation: Not to draft shortlist   
Rationale: The engineering connection to the sewer is technically impractical due to length of connection. |
| C32XH  | Open area fronting McMillan Street | Recommendation: To draft shortlist |
| C32XJ  | Grounds in front of St Paul’s Church, Deptford Church Street** | Recommendation: Not to draft shortlist   
Rationale: There are a number of heritage constraints which would restrict proposed development. |
| C32XK  | Parking area rear of flat off Deptford Church Street/Deptford Church Street* | Recommendation: To draft shortlist |
| C32XL  | Land adjacent Bronze Street ** | Recommendation: To draft shortlist |
| C32XM  | Grounds of Charlotte Turner Primary School off Borthwick Street* | Recommendation: To draft shortlist |
| C32XN  | Gardens fronting flats off Mary Ann Buildings** | Recommendation: To draft shortlist |
| C32XP  | Car park to sports complex off Resolution Way** | Recommendation: Not to draft shortlist   
Rationale: The engineering connection to the sewer is technically impractical due to length of connection. |
| C32XQ  | Gardens fronting Frankham Street** | Recommendation: Not to draft shortlist   
Rationale: The site includes residential curtilage. |
<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site name/ description</th>
<th>Recommendation and rationale</th>
</tr>
</thead>
</table>
| C32XR   | Playground and car park off Frankham Street** | Recommendation: Not to draft shortlist  
Rationale: The site comprises a playground and parking for a school. The land comprises special land for the purposes of the ALA 1981 or Crown land. Furthermore, the acquisition costs likely to be relatively high. |
| C32XS   | Grass verge and adventure area off Deptford Church Street** | Recommendation: To draft shortlist                                                                                                                          |
| C32XT   | Entrance area to Lewisham College**         | Recommendation: Not to draft shortlist  
Rationale: There will be operational impact on Lewisham College. The land comprises special land for the purposes of the ALA 1981 or Crown land. Furthermore, the acquisition costs likely to be relatively high. |
| C32U    | Industrial area off Creekside**            | Recommendation: Not to draft shortlist  
Rationale: The site is too narrow and restrictive.                                                                                                           |
| C32V    | Hardstanding, garage and office off Creekside** | Recommendation: Not to draft shortlist  
Rationale: The site is small and restrictive.                                                                                                               |
| C32W    | Garden areas to flats**                    | Recommendation: Not to draft shortlist  
Rationale: The site is very restrictive with poor access and the engineering connection to the sewer is technically impractical due to length of connection. |
| C32X    | Garden area to flats**                     | Recommendation: Not to draft shortlist  
Rationale: The site is very restrictive with poor access and the engineering connection to the sewer is technically impractical due to length of connection. |
| C32XY   | Garden area and parking to flats**         | Recommendation: Not to draft shortlist  
Rationale: The site is very restrictive with poor access and the engineering connection to the sewer is technically impractical due to length of connection. |

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. Sites marked * are located in the London Borough of Greenwich while sites marked ** are located in the London Borough of Lewisham.

U.2.5 Of the 23 sites identified, nine were assessed as potentially suitable and passed to the draft short list, while 14 sites were eliminated as being unsuitable.
**Assessment of draft short list sites**

**U.2.6** The nine draft short list sites identified for further assessment at the next stage were:

- C32XA: Borthwick Wharf Foreshore
- C32XB: The AHOY Centre
- C32XC: Gardens of block of flats fronting Deptford Green
- C32XH: Open area fronting McMillan Street
- C32XK: Parking area rear of flat off Deptford Church Street/Deptford Church Street
- C32XL: Land adjacent Bronze Street
- C32XM: Grounds of Charlotte Turner Primary School off Borthwick Street
- C32XN: Gardens fronting flats off Mary Ann Buildings
- C32XS: Grass verge and adventure area off Deptford Church Street.

**U.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.

**U.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.

**U.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 U.2 Draft short list to final short list for the interception of the Deptford Storm Relief CSO (Table 2.3 assessment)

<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site name/description</th>
<th>Recommendation and rationale</th>
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<tbody>
<tr>
<td>C32XA</td>
<td>Borthwick Wharf Foreshore*</td>
<td><strong>Recommendation:</strong> Retain on short list</td>
</tr>
<tr>
<td>C32XB</td>
<td>The AHoy Centre*</td>
<td><strong>Recommendation:</strong> Retain on short list</td>
</tr>
<tr>
<td>C32XC</td>
<td>Gardens of block of flats fronting Deptford Green*</td>
<td><strong>Recommendation:</strong> Retain on short list</td>
</tr>
</tbody>
</table>
| C32XH   | Open area fronting McMillan Street | **Recommendation:** Not to shortlist  **Rationale:**  
  - Engineering – Very difficult location for interception with major electrical services running through the site.  
  - Planning/Environment – While several planning applications for residential units have been refused, the site is allocated for housing, so there is a risk the site may not be available if redeveloped.  
  - Property – If residential planning permission is granted and redevelopment proceeds then the cost would significantly increase.  
  - Community – There will be impacts upon a church and open space. These are likely to affect community cohesion, health and wellbeing and equality groups. |
| C32XK   | Parking area rear of flat off Deptford Church Street/Deptford Church Street* | **Recommendation:** Not to shortlist  **Rationale:**  
  - Engineering – The engineering connection is likely to be difficult as the large interception chamber would need to be in busy Deptford Church Street and likely to cause major disruption across the whole road.  
  - Planning/Environment – There will be a cumulative impact on a number of designations including open space as well as an effect on residential amenity.  
  - Community – There will be impacts on residential areas in the area. |
<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site name/ description</th>
<th>Recommendation and rationale</th>
</tr>
</thead>
</table>
| C32XL   | Land adjacent Bronze Street** | **Recommendation:** Not to shortlist  
**Rationale:**  
- Engineering – The engineering connection is likely to be difficult as the large interception chamber would need to be in busy Deptford Church Street and likely to cause major disruption across the whole road.  
- Planning/Environment – There will be a cumulative impact on a number of designations including open space as well as an effect on residential amenity.  
- Community – There will be impacts on residential areas and community facilities in the area. |
| C32XM   | Grounds of Charlotte Turner Primary School off Borthwick Street* | **Recommendation:** Not to shortlist  
**Rationale:**  
- Engineering – The connection arrangements are very constrained by lack of space very close to flats.  
- Community – The site is located within the grounds of a school, so it is likely to have impact on community cohesion, health and well-being and young people, an equality group. |
| C32XN   | Gardens fronting flats off Mary Ann Buildings** | **Recommendation:** Not to shortlist  
**Rationale:**  
- Engineering – The engineering connection is likely to be difficult as the large interception chamber would need to be in busy Deptford Church Street and likely to cause major disruption across the whole road.  
- Planning/Environment – There will be a cumulative impact on a number of designations including open space as well as an effect on residential amenity.  
- Community – There will be impacts on residential areas and community facilities in the area. |
### Appendix U – Deptford Church Street (formerly Borthwick Wharf Foreshore)

<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site name/description</th>
<th>Recommendation and rationale</th>
</tr>
</thead>
</table>
| C32XS   | Grass verge and adventure area off Deptford Church Street** | **Recommendation:** Not to shortlist  
**Rationale:**  
- Planning/Environment – The London Borough of Lewisham has identified this site within the Deptford Town Centre Regeneration Plan, and its use for the Thames Tunnel project may interfere with the regeneration objectives for the area. |

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. Sites marked * are located in the London Borough of Greenwich while sites marked ** are located in the London Borough of Lewisham.

#### U.2.10
Of the nine sites on the draft short list, three were assessed as potentially suitable and passed to the final short list whilst six sites did not proceed to the final short list.

**Assessment of the final short list sites**

- **U.2.11** The three sites identified for inclusion on the final short list and assessment at the next stage were:
  - C32XA: Borthwick Wharf Foreshore
  - C32XB: The AHOY Centre
  - C32XC: Gardens of block of flats fronting Deptford Green.

- **U.2.12** 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.

- **U.2.13** A summary of the conclusions of each discipline’s assessment from the site suitability reports is provided below.

**C32XA: Borthwick Wharf Foreshore**

- **U.2.14** Site C32XA is located on the foreshore of the River Thames, adjacent to the AHOY Centre yacht club within the London Borough of Greenwich.

- **U.2.15** To the southwest of the site is an electrical substation, while to the southeast is a residential development.

- **U.2.16** **Engineering:** The site was considered suitable for use as a CSO site as it is adequate in size and in close proximity to the assumed alignment of the main tunnel. However, road access appears to be restricted and
would need to investigate potential use of the existing jetty and barging movements.

**U.2.17 Planning:** On balance, the site was considered **less suitable** for a CSO interception site because the site is within close proximity of residential properties and there will also be potential conflict with the existing yacht club use.

**U.2.18 Environment:** Overall, the site was assessed as **less suitable** for use as a CSO site. The site was considered likely to be **suitable** from the perspectives of archaeology, built heritage and groundwater. However, the site was considered **less suitable** from the perspective of transport, townscape, surface water, ecology, flood risk, noise, air quality and land quality, and these impacts would require mitigation.

**U.2.19 Socio-economic and community:** The site was considered **less suitable** for a CSO interception site due to its potential impacts on the AHOY Centre yacht club and the equalities groups that use this. This centre requires access to the river for its activities which would be severely disrupted by the proposed works.

**U.2.20 Property:** The site was considered **suitable** for use as a CSO site as the acquisition cost should be low and the site is undeveloped. However, the land is likely to be Crown land and an additional compensation may be needed with the AHOY Centre.

**C32XB: The AHOY Centre**

**U.2.21** Site C32XB is currently occupied by the AHOY Centre yacht club on the waterfront of the River Thames within the London Borough of Greenwich.

**U.2.22** To the northwest of the site is an EDF substation, while to the southeast is a residential development.

**U.2.23 Engineering:** The site was considered **suitable** for use as a CSO site. However, road access is restricted and there are engineering complexities as a result of the adjacent electricity substation and associated buried cables.

**U.2.24 Planning:** On balance, the site was considered **less suitable** as a CSO site because there are a number of planning considerations relating to the site including adjacent residential properties and loss of the yacht club.

**U.2.25 Environment:** Overall, the site was assessed as **suitable** for use as a CSO site. The site was considered likely to be **suitable** from the perspectives of archaeology, built heritage and townscape, surface water, ecology and groundwater. However, the site was considered **less suitable** from the perspective of transport, flood risk, noise, air quality and land quality and these impacts would require mitigation.

**U.2.26 Socio-economic and community:** The site was considered **not suitable** as a CSO site due to the loss of the AHOY Centre and the impacts on the equalities groups that use this. Obtaining a relocation site in the area with access to the river is likely to be difficult.
U.2.27 **Property:** The site was considered **less suitable** for use as a CSO site on the grounds of unacceptable acquisition costs, unless the design can be revised to reduce the impact on the AHOY Centre.

**C32XC: Gardens of block of flats fronting Deptford Green**

U.2.28 Site C32XC is currently occupied by the communal gardens of an adjacent block of flats which front onto Deptford Green, within the London Borough of Greenwich. The site also takes up a small area of a primary school.

U.2.29 The site is adjacent to a park to the west, an electricity substation to the north and Benbow Street to the south. The residential flats are situated to the east of the site. A public footpath also crosses the site.

U.2.30 **Engineering:** The site was assessed as **suitable** for use as a CSO site. However, road access is restricted and there are engineering complexities as a result of the adjacent electricity substation and associated buried cables.

U.2.31 **Planning:** On balance, the site was considered **not suitable** as a CSO site because there are a number of planning and environmental designations relating to the site. Furthermore, the proximity of the site to residential properties and a primary school is likely to be unacceptable.

U.2.32 **Environment:** Overall, the site was assessed as **less suitable** for use as a CSO site. The site was considered likely to be **suitable** from the perspectives of archaeology, built heritage, hydrogeology, surface water, ecology and flood risk. However, the site was considered **less suitable** from the perspective of transport, townscape, noise, air quality and land quality, and these impacts would require mitigation.

U.2.33 **Socio-economic and community:** The site was considered **not suitable** as a CSO site. The main impact from a community perspective would be the loss of open space during the construction period. Local residents and users of the Thames Path, Twinkle Park and the AHOY Centre are likely to be impacted during construction. Furthermore, a primary school is also likely to experience disruption throughout the construction period.

U.2.34 **Property:** The site was considered **suitable** for use as a CSO site as it is undeveloped and the acquisition costs should be acceptable. However, a special parliamentary procedure may be needed to acquire it.

**Identification of the preferred site**

U.2.35 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.

U.2.36 From the three shortlisted sites, **Borthwick Wharf Foreshore (C32XA)** was **identified as the preferred site** for a number of reasons which are summarised below:

- Construction access to all three sites would be constrained. Land access to the foreshore site would be off the A200 Creek Road and then along Glaisher Street.
- C32XA would have the best potential to provide the required working area. C32XB and C32XC would both be too small to provide an efficient and safe working area for the type of shaft construction envisaged.

- Use of site C32XB would mean an extended period that the AHOY Centre would be affected and there would be difficulty in providing alternative sailing facilities. The site is also in close proximity to a major high voltage (HV) substation, which would have a number of severe construction implications.

- C32XC is in close proximity to residential properties, a school and play area, meaning significant conflict with Greenwich Unitary Development Plan policies. The interception works would be outside of the site and would impact on the local road network and major HV substation. In addition, the site may require the use of a special parliamentary procedure for its acquisition as it is owned by the local authority.

- While there are likely to be impacts resulting from the use of C32XA, including impacts on the AHOY Centre, it is considered that constraints at this site are better able to be addressed and mitigation provided than for the alternative sites.

U.3 Review of site selection following phase one consultation

Phase one consultation responses

U.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.

U.3.2 The main issues and concerns raised during phase one consultation for in relation to Borthwick Wharf Foreshore included:

- impact on residential, visitor and business amenity
- Glaisher Street is a private road and not suitable for heavy goods vehicles
- impact on the river wall should be assessed as residents are liable for maintenance
- design and visual impact of permanent proposals.

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

- support use of the site because it is underused, would have fewer impacts on local residents than the alternatives and offers opportunities for river transport
- after-use proposals are appropriate, particularly given their requirements.

U.3.4 Full details of the consultation responses relating to this site are provided within Report on phase one consultation.
Appendix U – Deptford Church Street (formerly Borthwick Wharf Foreshore)

**Back-check process**

U.3.5 Since phase one consultation began, we have carried out more technical studies, which have suggested that the use of our preferred site at Borthwick Wharf Foreshore may not be the best solution. We considered factors such as difficult site access and, in this particular location, the construction constraints caused by the position of the existing wharf and sewer outfall.

U.3.6 As a result of these factors, and having regard to the feedback received during phase one consultation including that received from the Environment Agency, we began a ‘back-check’ (as outlined in the *Site selection methodology paper*) to review our selection of Borthwick Wharf Foreshore. This included an investigation to see if there were any feasible land-based sites to intercept the existing local CSO. We are also reconsidering the alignment of the connection tunnel that will link the Greenwich Pumping Station and Deptford Storm Relief CSOs to the main tunnel.

U.3.7 The ‘back-check’ involved a targeted repeat of each relevant stage of our site selection process to reconsider which site would be most suitable for the interception of the Deptford Storm Relief CSO. The following outlines the results from each stage of the back-check process.

**Assessment of the back-check long list**

U.3.8 The original long list sites for Deptford Storm Relief CSO contained 23 sites (see Table U.1). These sites were reviewed along with any new sites identified in the back-checking exercise (ie, a reassessment to establish if there is any change of circumstances or new information has emerged).

U.3.9 All sites on the original long list were put on the back-check long list for this CSO except site C32XH, which was withdrawn as this site is now being developed for residential use. The following new sites were also added to the back-check long list:

- C32XZ: Deptford Church Street
- C32YA: Paynes and Borthwick Wharves.

U.3.10 It should be noted that consideration was also given to other alternative sites suggested by consultees. However, there were no other sites identified that were located within feasible distance to intercept this CSO.

U.3.11 Despite the difficulties that triggered this back-check, we rechecked the assessment for the following sites: C32XC and C32XM. This documented the technical interception issues related to use of these sites.

U.3.12 The back-check long list sites were assessed against the engineering, planning, environment, community and property considerations set out in Table 2.2.

U.3.13 The table below summarises the outcome of the ‘back-check’ assessment of the back-check long list of sites. Sites which were assessed as being the least constrained when considered against Table 2.2 considerations passed to the next phase 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 high-level considerations addressed at Table 2.2. Sites that were judged to be more constrained were not recommended to be passed to the back-check draft short list for more detailed assessment. The main rationale for the exclusion of these sites at this stage is summarised in the table.

Table U.3 Long list to draft short list for the interception of the Deptford Storm Relief CSO (Table 2.2 assessment)

<table>
<thead>
<tr>
<th>Site ID</th>
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<td>The AHoy Centre*</td>
<td>Recommendation: To draft shortlist</td>
</tr>
<tr>
<td>C32XC</td>
<td>Gardens of block of flats fronting Deptford Green*</td>
<td>Recommendation: Not to draft shortlist</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Rationale: Building the interception chamber may not be feasible due to the large number of major electrical cables that are on top of the existing sewer.</td>
</tr>
<tr>
<td>C32XD</td>
<td>Gardens between blocks of flats off Benbow Street*</td>
<td>Recommendation: Not to draft shortlist</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Rationale: There is a long and difficult connection between drop shaft and interception chamber.</td>
</tr>
<tr>
<td>C32XE</td>
<td>Parking area to flats fronting Deptford Green*</td>
<td>Recommendation: Not to draft shortlist</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Rationale: The site is small and very restrictive.</td>
</tr>
<tr>
<td>C32XF</td>
<td>Parking area for development off Stowage*</td>
<td>Recommendation: Not to draft shortlist</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Rationale: There is a long and difficult connection between drop shaft and interception chamber.</td>
</tr>
<tr>
<td>C32XG</td>
<td>Parking area for development off Basevi Way*</td>
<td>Recommendation: Not to draft shortlist</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Rationale: There is a long and difficult connection between drop shaft and interception chamber.</td>
</tr>
<tr>
<td>C32XJ</td>
<td>Grounds in front of St Paul's Church, Deptford Church Street**</td>
<td>Recommendation: Not to draft shortlist</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Rationale: There are significant heritage constraints within the site.</td>
</tr>
<tr>
<td>C32XK</td>
<td>Parking area rear of flat off Deptford Church Street/Deptford Church Street*</td>
<td>Recommendation: To draft shortlist</td>
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</tr>
<tr>
<td>C32XL</td>
<td>Land adjacent Bronze Street **</td>
<td><strong>Recommendation</strong>: To draft shortlist</td>
</tr>
</tbody>
</table>
| C32XM  | Grounds of Charlotte Turner Primary School off Borthwick Street* | **Recommendation**: Not to draft shortlist  
**Rationale**: Building the interception chamber may not be feasible due to the large number of major electrical cables that are on top of the existing sewer. |
| C32XN  | Gardens fronting flats off Mary Ann Buildings** | **Recommendation**: To draft shortlist |
| C32XP  | Car park to sports complex off Resolution Way** | **Recommendation**: Not to draft shortlist  
**Rationale**: There is a long and difficult connection between drop shaft and interception chamber. |
| C32XQ  | Gardens fronting Frankham Street** | **Recommendation**: Not to draft shortlist  
**Rationale**: The site is located within residential curtilage. |
| C32XR  | Playground and car park off Frankham Street** | **Recommendation**: Not to draft shortlist  
**Rationale**: The site is a playground and parking for a school. |
| C32XS  | Grass verge and adventure area off Deptford Church Street** | **Recommendation**: To draft shortlist |
| C32XT  | Entrance area to Lewisham College** | **Recommendation**: Not to draft shortlist  
**Rationale**: There will be an operational impact on Lewisham College. |
| C32XU  | Industrial area off Creekside** | **Recommendation**: Not to draft shortlist  
**Rationale**: The site is too narrow and very restrictive. |
| C32XV  | Hardstanding, garage and office off Creekside** | **Recommendation**: Not to draft shortlist  
**Rationale**: The site is too narrow and very restrictive. |
| C32XW  | Garden areas to flats** | **Recommendation**: Not to draft shortlist  
**Rationale**: There is a long and difficult connection between drop shaft and interception chamber. Furthermore, the site is very restrictive and the access is poor. |
Appendix U – Deptford Church Street (formerly Borthwick Wharf Foreshore)

<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site name/ description</th>
<th>Recommendation and rationale</th>
</tr>
</thead>
</table>
| C32XX   | Garden area to flats**  | **Recommendation:** Not to draft shortlist  
**Rationale:** There is a long and difficult connection between drop shaft and interception chamber. Furthermore, the site is very restrictive and the access is poor. |
| C32XY   | Garden area and parking to flats**  | **Recommendation:** Not to draft shortlist  
**Rationale:** There is a long and difficult connection between drop shaft and interception chamber. Furthermore, the site is very restrictive and the access is poor. |
| C32XZ   | Deptford Church Street**  | **Recommendation:** To draft shortlist |
| C32YA   | Paynes and Borthwick Wharves*   | **Recommendation:** To draft shortlist |

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. Sites marked * are located in the London Borough of Greenwich while sites marked ** are located in the London Borough of Lewisham.

U.3.14 Full details are provided in back-check Table 2.2 assessment tables and accompanying plans.

U.3.15 Of the 24 sites identified, eight were assessed as potentially suitable and passed to the draft short list while 16 sites were eliminated as being unsuitable.

**Assessment of the back-check draft short list sites**

U.3.16 The eight back-check draft shortlisted sites were then 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.

U.3.17 The table below summarises the outcome of the ‘back-check’ 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 back-check 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 back-check short list for more detailed assessment.

U.3.18 The main rationale for the exclusion of these sites at this stage is summarised below.
Table U.4 Draft short list to final short list for the interception of the Deptford Storm Relief CSO (Table 2.3 assessment)

<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site name/ description</th>
<th>Recommendation and rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td>C32XA</td>
<td>Borthwick Wharf Foreshore*</td>
<td><strong>Recommendation:</strong> Retain on short list</td>
</tr>
<tr>
<td></td>
<td><strong>Rationale:</strong></td>
<td></td>
</tr>
<tr>
<td>C32XB</td>
<td>The AHOY Centre*</td>
<td><strong>Recommendation:</strong> Not to shortlist</td>
</tr>
<tr>
<td></td>
<td><strong>Rationale:</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Engineering – There are constraints on general access, site features and size. There are also considerable constraints on connection feasibility.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Community – Concerned about overall community impact. The AHOY Centre aims to help disabled and disadvantaged youths, so there would be a disproportionate impact on them and other users of the centre. There is also dense residential use adjacent to the site and a nearby park.</td>
<td></td>
</tr>
<tr>
<td>C32XK</td>
<td>Parking area rear of flat off Deptford Church Street/Deptford Church Street*</td>
<td><strong>Recommendation:</strong> Not to shortlist</td>
</tr>
<tr>
<td></td>
<td><strong>Rationale:</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Engineering – Difficult connection as the large interception chamber would need to be in busy Deptford Church Street and likely to cause major disruption.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Planning/Environment – Cumulative impact on a number of designations, loss of parking as well as the affect on residential amenity, disruption to Deptford Church Street.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Community – Main concern is impact on sensitive receptors, affect on residential amenity and likely loss of parking may be an equalities issue.</td>
<td></td>
</tr>
<tr>
<td>C32XL</td>
<td>Land adjacent Bronze Street**</td>
<td><strong>Recommendation:</strong> Retain on short list</td>
</tr>
<tr>
<td>Site ID</td>
<td>Site name/ description</td>
<td>Recommendation and rationale</td>
</tr>
<tr>
<td>---------</td>
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<td>-----------------------------</td>
</tr>
</tbody>
</table>
| C32XN  | Gardens fronting flats off Mary Ann Buildings** | **Recommendation:** Not to shortlist  
**Rationale:**  
- Engineering – Difficult interception and some constraint due to site being narrow.  
- Planning/Environment – Cumulative impact on a number of designations including open space as well as the affect on residential amenity. May cause some disruption to Deptford Church Street, but less than sites on the other side of the road.  
- Community – Main concern is impact on a number of sensitive receptors adjacent to the site including a church and affect on residential amenity. |
| C32XS  | Grass verge and adventure area off Deptford Church Street** | **Recommendation:** Not to shortlist  
**Rationale:**  
- Engineering – Difficult connection as the large interception chamber would need to be in busy Deptford Church Street close to the roundabout, which may make single lane in each direction difficult to maintain.  
- Planning/Environment – Cumulative impact on a number of designations and potential effect on school/residential amenity, but may be able to mitigate. TfL may oppose any significant closure of Deptford Church Street.  
- Property – Site may be possible, but disruption to a major road is not ideal.  
- Community – Main concern is impact on sensitive receptors (school and residential amenity) and likely loss of parking may be an equalities issue. |
| C32XZ  | Deptford Church Street** | **Recommendation:** Retain on short list |
### Appendix U – Deptford Church Street (formerly Borthwick Wharf Foreshore)

<table>
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<tr>
<th>Site ID</th>
<th>Site name/description</th>
<th>Recommendation and rationale</th>
</tr>
</thead>
</table>
| C32YA      | Paynes and Borthwick Wharves*                     | Recommendation: Not to draft shortlist  
Rationale:  
Engineering - constraints working in the river, site features (including listed structures on the site), shaft level, connection to interception chamber and on general site access  
Planning/Environment - extant planning permission for mixed use residential redevelopment  
Property - if development commences, site may no longer be available. Acquisition cost likely to be significant.  
Community - park and primary school are located to the south of the site could affect community cohesion, the health and well-being of the local community and may disproportionately impact on young people in the area |

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. Sites marked * are located in the London Borough of Greenwich while sites marked ** are located in the London Borough of Lewisham.

U.3.19 Full details are provided in back-check Table 2.3 assessment tables and accompanying plans.

U.3.20 Of the eight sites on the back-check draft short list, three were assessed as potentially suitable and passed to the final short list, while five sites were not shortlisted.

**Assessment of the back-check final short list sites**

U.3.21 The three back-check final shortlisted sites identified for assessment at the next stage were:

- C32XA: Borthwick Wharf Foreshore (phase one consultation preferred site)
- C32XL: Land adjacent Bronze Street
- C32XZ: Deptford Church Street.

U.3.22 A site suitability report (SSR) was prepared for the new back-check final short list sites and the SSR for the phase one shortlisted site was re-evaluated.

**C32XA: Borthwick Wharf Foreshore**

U.3.23 All discipline recommendations remain unchanged, except engineering. Further technical investigations found that the vehicular access route to the site was very restricted and difficult for heavy good vehicles to use. Although the use of barges to transport material could help to reduce
these potential effects, lorries would still need to be used to transport some materials to and from the site. Furthermore, the use of barges at this site would be complicated by the existing jetty and may conflict with other river users in this area. Therefore after engineering reviewed this SSR in light of this new information, they have changed their recommendation to less suitable.

U.3.24 Property also noted some road access would be needed, so there would be a need to acquire vehicular access rights over private estate roads. This may be difficult and potentially raise the issue of compensation. While property did not change their suitable recommendation, this element creates more risks.

C32XL: Land adjacent Bronze Street

U.3.25 Site C32XL is public open space located within the London Borough of Lewisham. The site is adjacent to the St Paul's Conservation Area and there are a number of listed buildings and structures in the vicinity.

U.3.26 The site is bounded by three roads with residential properties to the south, and a church and primary school to the west. A railway line also runs to the south of the site.

U.3.27 The original assessment was based on the premise the sewer to be intercepted was located in the central reservation of Deptford Church Street, which would be likely to require the complete closure of Deptford Church Street to undertake the interception works. Further detailed information on the location of the sewer suggested that the interception works would only require closure of two lanes, but it should be possible to maintain a single lane in each direction by removing parts of the central reservation. Construction of the interception chamber and connection culvert would need to be staged so that single lane traffic in each direction could be maintained. This is also applicable to C32XZ.

U.3.28 Engineering: The site was assessed as suitable for use as a CSO interception site. Since the existing sewer is located on the western side of Deptford Church Street and the site is on the eastern side, the phased lane closures necessary to connect the sewer to the site would have to move across the full width of the road.

U.3.29 Planning: On balance, the site was considered less suitable as a CSO site. There are a number of sensitive planning designations relating to this site. Proximity to residential properties, a conservation area and the Grade I listed St Paul's Church, St Joseph's RC Primary School, the loss of open space and site of nature conservation are of the most significance and it may be difficult to adequately mitigate all of them.

U.3.30 Environment: Overall, the site was assessed as less suitable for use as a CSO site. The site was considered likely to be suitable from the perspectives of archaeology, built heritage, water resources (surface water), flood risk, and land quality. However, the site was considered less suitable from the perspective of transport, townscape, water resources (hydrogeology), ecology, air quality and noise, and these impacts would require mitigation.
U.3.31 **Socio-economic and community:** The site was considered **less suitable** as a CSO site. Use of the site may result in temporary loss of open space which could have a value to the local community. Construction works are also likely to cause noise and visual disruption to surrounding residents and a children’s play area. The need to work in the carriageway of Deptford Church Street also appears likely to impact on traffic flow in the area, which could also impact on local residents.

U.3.32 **Property:** The site was considered **suitable** for use as a CSO site as the site acquisition costs are likely to be acceptable if assessed on a diminution in value basis, or on the basis of providing temporary replacement land. However, if acquisition cannot be agreed and replacement land cannot be provided, the order may need to pass through a special parliamentary procedure.

**C32XZ: Deptford Church Street**

U.3.33 Site C32XZ is public open space located within the London Borough of Lewisham. The site is within the St Paul’s Conservation Area and adjacent to listed buildings and structures in the vicinity.

U.3.34 The site is bounded by Deptford Church Street (A2209) to the east, Coffey Street to the north and Crossfield Street to the south. There are residential properties located to the east on the opposite side of Deptford Church Street, and a school is located to the southwest.

U.3.35 **Engineering:** The site was assessed as **suitable** for use as a CSO site as the site is close to the existing storm relief sewer and has access to Deptford Church Street.

U.3.36 **Planning:** On balance, the site was considered **less suitable** as a CSO site because there are a number of sensitive planning designations and policy constraints relating to this site. The site is within a conservation area, in proximity to a number of listed buildings and a local landmark. It is within designated open space and a nature conservation site of local importance. Construction activities and permanent after-use structures would need to be sensitively designed and mitigated so as to avoid significant policy conflicts.

U.3.37 **Environment:** Overall, the site was assessed as **less suitable** for use as a CSO site. The site was considered likely to be **suitable** from the perspectives of archaeology, flood risk, surface water resources, noise and land quality. However, the site was considered **less suitable** from the perspective of transport, built heritage, townscape, hydrogeology, ecology and air quality, and these impacts would require mitigation.

U.3.38 **Socio-economic and community:** The site was considered **less suitable** as a CSO site. Use of the site will result in the temporary loss of an area of open space which may have a value to the local community. It also appears likely that there will be some noise and visual disruption to St Paul’s Church and St Joseph’s Catholic Primary School, although the potential to impact on the surrounding residential properties appears limited.
Appendix U – Deptford Church Street (formerly Borthwick Wharf Foreshore)

U.3.39 **Property:** The site was considered **suitable** for use as a CSO site as the site acquisition costs are likely to be acceptable if assessed on a diminution in value basis, or on the basis of providing temporary replacement land. However, if acquisition cannot be agreed and replacement land cannot be provided, the order may need to pass through a special parliamentary procedure.

U.4 **Preferred site recommendation**

U.4.1 Following the completion of the back-check process, a multidisciplinary workshop was held to compare the originally preferred site (Borthwick Wharf Foreshore) with the new sites identified via the back-check.

U.4.2 This workshop took into account the findings of all the SSRs and the feedback received during the phase one consultation. On the basis of the assessments described above and professional judgement, it was agreed by all disciplines that Deptford Church Street (C32XZ) should become the preferred site for the interception of the Deptford Storm Relief CSO at phase two consultation. This meant that we believe this to be the most appropriate site, subject to further engagement with stakeholders and further design development to verify this conclusion prior to phase two consultation.

U.4.3 In summary, Deptford Church Street (C32XZ) was identified as the most suitable site because:

- it has much better access than Borthwick Wharf foreshore
- unlike C32XA, there is no encroachment into the River Thames as Deptford Church Street is a land-based site and the Environment Agency favours the use of land-based sites where a viable site exists.

U.5 **Site development**

U.5.1 Following the selection of Deptford Church Street as the recommended preferred site for phase two consultation, further feedback from stakeholders and ongoing scheme development work have contributed to a number of further site changes.

**Engagement with stakeholders**

U.5.2 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.

U.5.3 We have engaged with community and interest groups through ongoing meetings and correspondence. Furthermore, we have had regular meetings and workshops with officers from the London Borough of Greenwich and London Borough of Lewisham, Transport for London (TfL), Environment Agency, English Heritage and our other pan-London stakeholders with respect to developing the design and construction of our works, mitigating our impacts on the river 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 Deptford Church Street were attended by the London Borough of Lewisham and our pan-London stakeholders.

U.5.4 We have undertaken a series of drop-in sessions to present and discuss the potential suitability of Deptford Church Street as an alternative preferred site. These comments have been considered and details are provided in the Interim engagement report.

Construction layout

U.5.5 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 located as centrally as possible within the site to maximise distance from sensitive receptors such as the Grade I listed St Paul’s Church, St Joseph’s Roman Catholic Primary School, and the Grade II listed viaduct.

- We have designed a construction access to this site that includes a one-way system. This would be safe for pedestrians and vehicles on surrounding roads and footpaths and provide a controlled access for vehicles entering and leaving site. It would also help ensure safety on site by reducing the need for vehicles to turn within the site.

- The location of the drop shaft has taken into consideration the proposed allocation of this site as part of a wider mixed-use strategic site in the London Borough of Lewisham’s adopted planning policies. The permanent layout and design of the site minimises the amount of land that is needed for the shaft and maintenance area, allowing as much of the site as possible to be developed in accordance with adopted planning policies.

U.5.6 Further information on the construction logistics and the site layouts for the construction and operational phases can be found in the Deptford Church Street site information paper.

Design

U.5.7 The design of the permanent use and appearance of the structures at Deptford Church Street follows our scheme-wide principles and has taken into account comments raised during ongoing engagement with the London Borough of Lewisham and other technical consultees.

U.5.8 Full details of design development for Deptford Church Street are provided in the Design development report.

U.6 Phase two consultation

U.6.1 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
Deptford Church Street should become the preferred site for the
interception of the Deptford Storm Relief CSO at phase two
consultation.

U.6.2 Phase two consultation will provide an opportunity for the public to
comment on our revised preferred site and scheme for the Thames Tunnel
project, before we publicise our proposed application.
Annex U.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 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.