Appendix N – Albert Embankment Foreshore

N.1 Introduction

N.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 Clapham Storm Relief and Brixton Storm Relief CSOs.

Type of site

N.1.2 We need a worksite to connect the local combined sewer overflows (CSOs), known as the Clapham Storm Relief CSO and Brixton Storm Relief CSO, to the main tunnel. To enable the connection to be made, the site needs to be as close as possible to the existing CSO outfalls, which are located close to the abutment either side of Vauxhall Bridge in Lambeth.

Site selection process

N.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.

N.1.4 A plan showing all the sites considered for the interception of the Clapham Storm Relief and Brixton Storm Relief CSOs and how they progressed during the site selection process can be found in Annex N.1 and N.2.

Preferred site for phase one and phase two consultation

N.1.5 The table below identifies our preferred site to intercept the Clapham Storm Relief and Brixton Storm Relief CSOs at phase one and phase two consultation. Section N.2 provides details of how we identified our preferred phase one site. Sections N.3 and N.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>Albert Embankment Foreshore</th>
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<tbody>
<tr>
<td>Phase two consultation site:</td>
<td>Albert Embankment Foreshore</td>
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Site selection up to phase one consultation

Assessment of the long list sites

The long list of potential sites to intercept the Clapham Storm Relief and Brixton Storm Relief CSOs was created by conducting a desktop survey of the land in the vicinity of the existing sewers.

The Clapham Storm Relief (CS19X) and Brixton Storm Relief (CS20X) CSOs are close together either side of Vauxhall Bridge, and therefore have been considered together.

In total, 28 sites were included on the combined 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 the engineering (site size, site features, availability of jetty/wharf and access), 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.

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>
<thead>
<tr>
<th>Site ID</th>
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<th>Recommendation and rationale</th>
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<tbody>
<tr>
<td>C19XA</td>
<td>Foreshore, adjacent to St George Wharf and Vauxhall Bridge</td>
<td><strong>Recommendation:</strong> To draft shortlist</td>
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</table>
| C19XB   | Spring Gardens        | **Recommendation:** Not to draft shortlist  
**Rationale:** The engineering connection to the sewer is long and difficult |
| C19XC   | Large traffic island along side of Wandsworth Road | **Recommendation:** Not to draft shortlist  
**Rationale:** The site has very restricted working area and the engineering connection to the sewer is long and difficult |
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| C19XD  | Small business area adjacent South Lambeth Road | **Recommendation:** Not to draft shortlist  
**Rationale:** The site has very restricted working area. |
| C19XE  | Vauxhall Park | **Recommendation:** To draft shortlist |
| C19XF  | Gardens to properties along Fentiman Road | **Recommendation:** Not to draft shortlist  
**Rationale:** The site is too narrow and the engineering connection to the sewer is long and difficult. |
| C19XG  | Travis Perkins yard | **Recommendation:** To draft shortlist |
| C19XH  | Area at junction of Wyvil Road and Kings House | **Recommendation:** To draft shortlist |
| C19XJ  | Area of gardens behind block of flats fronting Wandsworth Road | **Recommendation:** Not to draft shortlist  
**Rationale:** The site has very restricted working area and the engineering connection to the sewer is long and difficult. |
| C19XK  | Parking and access area to flats adjacent Luscombe Way | **Recommendation:** Not to draft shortlist  
**Rationale:** The site is too narrow and the engineering connection to the sewer is long and difficult. |
| C19XL  | Gardens to properties adjacent Wyvil Road | **Recommendation:** Not to draft shortlist  
**Rationale:** The site has very poor access |
| C20XA  | Foreshore, adjacent to SIS Building and Vauxhall Bridge | **Recommendation:** To draft shortlist |
| C20XB  | Traffic island adjacent Wandsworth Road | **Recommendation:** Not to draft shortlist  
**Rationale:** The engineering connection to the sewer is long and difficult. |
<p>| C20XC  | Spring Gardens Park | <strong>Recommendation:</strong> To draft shortlist |
| C20XD  | Playing fields at St Anne's RC Primary School on Harleyford Rd | <strong>Recommendation:</strong> To draft shortlist |</p>
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<tbody>
<tr>
<td>C20XE</td>
<td>Community Gardens</td>
<td><strong>Recommendation:</strong> To draft shortlist</td>
</tr>
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</table>
| C20XF   | St. Marks C of E Primary School and grounds | **Recommendation:** Not to draft shortlist  
**Rationale:** The site comprises a school and its grounds. This is special land and the acquisition costs are likely to be relatively high. |
| C20XG   | Car parking to flats                      | **Recommendation:** Not to draft shortlist  
**Rationale:** The site is very irregular shape and working would be very restricted. |
| C20XH   | Open Space, Claylands Road                | **Recommendation:** To draft shortlist                            |
| C20XJ   | Gardens to flats                          | **Recommendation:** Not to draft shortlist  
**Rationale:** The site is too narrow and the engineering connection to the sewer is long and difficult. |
| C20XK   | Gardens to flats                          | **Recommendation:** Not to draft shortlist  
**Rationale:** The engineering connection to the sewer is long and difficult. |
| C20XL   | Parking adjacent business unit             | **Recommendation:** Not to draft shortlist  
**Rationale:** The site is too small and narrow and the engineering connection to the sewer is long and difficult. |
| C20XM   | Grounds of Orchard Hill Developed College  | **Recommendation:** Not to draft shortlist  
**Rationale:** The engineering connection to the sewer is long and difficult. |
| C20XN   | Grass fronting flats on Kennington Lane    | **Recommendation:** Not to draft shortlist  
**Rationale:** The site is too narrow and the engineering connection to the sewer is long and difficult. |
| C20XP   | Gardens between flats on Kennington Lane   | **Recommendation:** Not to draft shortlist  
**Rationale:** The engineering connection to the sewer is long and difficult. |
| C20XQ   | Parking within blocks of flats off Brockwall House | **Recommendation:** Not to draft shortlist  
**Rationale:** The site is too narrow and the engineering connection to the sewer is long and difficult. |
| C20XR   | Parking for gasometers                    | **Recommendation:** Not to draft shortlist  
**Rationale:** The engineering connection to the sewer is long and difficult. |
Appendix N – Albert Embankment Foreshore

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<td>C20XS</td>
<td>Foreshore, adjacent to offices, Albert Embankment.</td>
<td>Recommendation: To draft shortlist</td>
</tr>
</tbody>
</table>

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.

N.2.5 Full details are provided in the Table 2.2 assessment tables and accompanying plans.

N.2.6 Of the 28 sites identified, ten were assessed as potentially suitable and passed to the draft short list, while 18 sites were eliminated as being unsuitable.

N.2.7 Sewer network hydraulic modelling of the system indicated that, in order to achieve the required reduction in CSO flows from the Clapham SR CSO, it would be necessary to intercept the flow downstream of the connection between the Clapham Sewer and the Southern Low Level Sewer No 1. Therefore, any sites that would necessitate intercepting the Clapham Sewer upstream of this connection would not be suitable.

N.2.8 The consequence of this was that three sites identified for further assessment were no longer suitable to intercept this CSO. Consequently, these sites were ‘parked’ and were not assessed at the next stage. These sites were:

- C19XE: Vauxhall Park
- C19XG: Travis Perkins yard
- C19XH: Area at junction of Wyvil Road and Kings House.

Assessment of draft short list sites

N.2.9 The remaining seven draft short list sites identified for further assessment at the next stage were:

- C19XA: Foreshore, adjacent to St George Wharf and Vauxhall Bridge
- C20XA: Foreshore, adjacent to SIS Building and Vauxhall Bridge
- C20XC: Spring Gardens Park
- C20XD: Playing fields at St Anne’s RC Primary School on Harleyford Rd
- C20XE: Community Gardens
- C20XH: Open Space, Claylands Road
- C20XS: Foreshore, adjacent to offices, Albert Embankment.

N.2.10 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.

N.2.11 At this stage, we also consulted with each of the London local authorities 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.

N.2.12 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 N.2 Draft short list to final short list for the interception of the Clapham Storm Relief and Brixton Storm Relief CSOs (Table 2.3 assessment)**

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<td>Foreshore, adjacent to SIS Building and Vauxhall Bridge</td>
<td><strong>Recommendation:</strong> To draft shortlist</td>
</tr>
</tbody>
</table>
| C20XC   | Spring Gardens Park | **Recommendation:** Not to shortlist  
**Rationale:**  
- Engineering – There is a very difficult tunnel connection that may have considerable impact on the public highway.  
- Community – There will be an impact on the park and City Farm, but the site is large so it may be possible to mitigate impacts and to locate the site to reduce disruption. |
<table>
<thead>
<tr>
<th>Site ID</th>
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</tr>
</thead>
</table>
| C20XD   | Playing fields at St Anne's RC Primary School on Harleyford Rd | **Recommendation:** Not to shortlist  
**Rationale:**  
- Planning/Environment – There will be impacts on a number of designations including open space and sports facilities.  
- Property – The playing fields have a good quality surface which may mean replacement costs could be significant.  
- Community – There will be a temporary loss of playing fields which is likely to impact on community cohesion and children, as an equality group. |
| C20XE   | Community Gardens      | **Recommendation:** Not to shortlist  
**Rationale:**  
- Engineering – The site is very constrained.  
- Planning/Environment – The site is disadvantaged due to the potential significant cumulative impact on heritage, landscape and ecological designations.  
- Community – The site is a community garden in the midst of a combination of potentially sensitive receptors, so this makes this site less suitable due to the likely impact on community cohesion and health and wellbeing of the local community. |
| C20XH   | Open Space, Claylands Road | **Recommendation:** To draft shortlist |
| C20XS   | Foreshore, adjacent to offices, Albert Embankment. | **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.

N.2.13 Full details are provided in the Table 2.3 assessment tables and accompanying plans.

N.2.14 Of the seven sites on the draft short list, four were assessed as potentially suitable and passed to the final short list, while three sites did not proceed to the final short list.
Assessment of the final short list sites

N.2.15 The four sites identified for inclusion on the final short list and assessment at the next stage were:

- C19XA: Foreshore, adjacent to St George Wharf and Vauxhall Bridge
- C20XA: Foreshore, adjacent to SIS Building and Vauxhall Bridge
- C20XH: Open Space, Claylands Road
- C20XS: Foreshore, adjacent to offices, Albert Embankment.

N.2.16 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.

N.2.17 A summary of the conclusions of each discipline’s assessment from the site suitability reports is provided below.

**C19XA: Foreshore, adjacent to St George Wharf and Vauxhall Bridge**

N.2.18 Site C19XA is located on the foreshore of the River Thames within the Vauxhall area of the London Borough of Lambeth.

N.2.19 The site is situated to the south of Vauxhall Bridge adjacent to a large high-rise residential development to the south. To the northeast is the Secret Intelligence Service (SIS) building.

N.2.20 **Engineering:** The site was considered less suitable for use as a CSO site as the site does not have any viable means of land based access.

N.2.21 **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 its prominent location may impact on the conservation area.

N.2.22 **Environment:** Overall, the site was assessed as less suitable for use as a CSO site due to the substantial environmental constraints identified. The site was considered likely to be less suitable from the perspectives of all environmental disciplines, which include archaeology, built heritage, groundwater, transport, townscape, surface water, ecology, flood risk, noise, air quality and land quality.

N.2.23 **Socio-economic and community:** The site was considered less suitable for a CSO interception site due to its proximity of residences and businesses within the St George Wharf development which would be impacted upon throughout construction. Users of the Thames Path also appear likely to be impacted.
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N.2.24 **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, there are risks of delays in acquisition.

**C20XA: Foreshore, adjacent to SIS Building and Vauxhall Bridge**

N.2.25 Site C20XA is located on the foreshore of the River Thames within the Vauxhall area of the London Borough of Lambeth.

N.2.26 The site is situated to the north of Vauxhall Bridge. Adjacent to the southeast of the site is Secret Intelligence Service (SIS) building.

N.2.27 **Engineering:** The site was considered **less suitable** for use as a CSO site as the site does not have any viable means of land-based access if road access through Lack’s Dock is not permitted. Proximity to Vauxhall Bridge also presents additional difficulties.

N.2.28 **Planning:** On balance, the site was considered **less suitable** for a CSO interception site because the site is within close proximity of office buildings and its prominent location may impact on the conservation area.

N.2.29 **Environment:** Overall, the site was assessed as **suitable** for use as a CSO site, although mitigation would be required to enable the site to be used. The site was considered likely to be **suitable** from the perspectives of transport, subject to the construction of a new site access and widening of the existing slipway. The site was also **suitable** from the perspectives of archaeology, air quality and noise. The site is considered **less suitable** from the perspectives of built heritage, groundwater, townscape, surface water, ecology, flood risk and land quality.

N.2.30 **Socio-economic and community:** The site was considered **suitable** for a CSO interception site, although there are likely to be impacts on the SIS building and other buildings overlooking the site. Furthermore, the slipway to the north may also be affected. However, these impacts may be mitigated.

N.2.31 **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, there is a risk of delays in acquisition.

**C20XH: Open Space, Claylands Road**

N.2.32 Site C20XH is situated on an area of communal gardens and car parking serving local authority flats within the Oval area of the London Borough of Lambeth.

N.2.33 The site is situated in a predominantly residential area, bounded on all sides by multi-storey flats. A community hall and playground also lie adjacent to the proposed site.

N.2.34 **Engineering:** The site was considered **less suitable** for use as a CSO site because it is situated too far from the river and the interception of the sewer would be difficult.

N.2.35 **Planning:** On balance, the site was considered **not suitable** as a CSO interception site because the site is within close proximity of residential dwellings and use of the site would result in the loss of residential amenity.
N.2.36 **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, water resources (both hydrogeology and surface water), ecology, flood risk and land quality. The site is considered **less suitable** from the perspectives of transport, built heritage and townscape, air quality and noise.

N.2.37 **Socio-economic and community:** The site was considered **not suitable** for use as a CSO interception site. There will be significant construction impacts on adjacent residents with loss of a garden and parking facilities. Permanent features will also restrict long-term restoration of the area. There is also a community hall adjacent to the site which will be heavily disrupted.

N.2.38 **Property:** The site was considered **suitable** for use as a CSO site. **C20XS: Foreshore, adjacent to offices, Albert Embankment.**

N.2.39 Site C20XS is located on the foreshore of the River Thames within the Vauxhall area of the London Borough of Lambeth.

N.2.40 The site is situated to the north of Vauxhall Bridge and to the west of a high-rise office building. Adjacent to the southeast of the site is the Secret Intelligence Service (SIS) building.

N.2.41 **Engineering:** The site was considered **suitable** for use as a CSO site as it can accommodate the required works, requires no demolition and is close to the main tunnel alignment. Road access would be required outside the site boundary in Lack’s Dock. If this is not possible, river access will be required.

N.2.42 **Planning:** On balance, the site was considered **suitable** for a CSO interception site because the site is unlikely to impact upon any planning designations and minor impacts can be appropriately mitigated.

N.2.43 **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 transport, archaeology, air quality, noise and land quality. The site is considered **less suitable** from the perspectives of built heritage, groundwater, townscape, surface water, ecology and flood risk. However, the site is **suitable** providing these impacts can be adequately mitigated.

N.2.44 **Socio-economic and community:** The site was considered **suitable** for a CSO interception site. There will be impacts on the Thames Path and the two large office buildings opposite the site. Furthermore, open space adjacent to the SIS building and use of the existing slipway to the north may also be disrupted.

N.2.45 **Property:** The site was considered **suitable** for use as a CSO site, with acceptable acquisition cost.

**Identification of the preferred site**

N.2.46 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 assessment and to make a recommendation on which site should be identified as the preferred site.

N.2.47 From the four shortlisted sites, the foreshore, adjacent to offices, Albert Embankment (C20XS) was identified as the preferred site for the following reasons.

- Interception of the Brixton Storm Relief would be difficult from site C20XH and therefore had to be considered in conjunction with C19XA. Use of C20XH would result in substantial impacts on adjacent residential properties, including noise, vibration, dust and traffic movements, as well as a temporary loss of public open space and residents’ parking. This would lead to conflict with planning policies in the Lambeth Unitary Development Plan. In addition, the sewer interception works would be complex and disruptive, and an additional 700m connection tunnel would be required to connect the site to the main tunnel. For these reasons, and also the fact that site C19XA would also be required, C20XH was not preferred.

- C19XA is also situated adjacent to a large residential development which would cause disruption to businesses and residents. Furthermore, there will be impacts on a conservation area, archaeological resources and river ecology. These impacts would lead to conflict with planning policies in the Lambeth Unitary Development Plan. Access to this site is also difficult and for these reasons, C19XA was not preferred.

- C20XA was also not preferred for similar reasons to C19XA. Access to the site would be very difficult and disruptive, and there would be impacts on Albert Embankment conservation area and amenity, leading to conflict with planning policy.

- C20XS offers a location where the new foreshore structure would be less prominent and minimise fluvial impact. A temporary access route along the foreshore from Albert Embankment Gardens would have to be provided to site C20XS during construction, as the Counter Terrorism Security Adviser (CTSA) has indicated that the use of the slipway in Lack’s Docks would be unlikely to be acceptable for construction purposes. However, permanent access would be facilitated through Lack’s Dock.

N.3 Review of site following phase one consultation

Phase one consultation feedback

N.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.

N.3.2 The main issues and concerns raised during the phase one consultation in relation to the Albert Embankment Foreshore site included:

- loss of open space at Albert Embankment Gardens from the access road
Appendix N – Albert Embankment Foreshore

- impact on the conservation area, listed buildings and structures
- impact on residential amenity
- an alternative access should be found
- design of the permanent structures for the site.

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

- the most sensible of the four options consulted on
- in principle, the site when completed, will be suitable.

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

N.3.5 Having taken all comments received during phase one consultation into account, we still believe Albert Embankment Foreshore (C20XS) is the most appropriate site to intercept the Clapham Storm Relief and Brixton Storm Relief CSOs. On balance, the potential impacts of its use appear less likely to be less than the other possible options identified during the site selection process. We do not believe there are any suitable alternative land-based sites. We recognise that concerns have been raised and will take these into account when developing the project further, including measures which can be put in place to minimise potential impacts. As a result, we have explored whether an alternative access parallel to Lack’s Dock would be possible and whether the ventilation column for this site could be reduced in size.

N.4 Site development

N.4.1 Following the selection of Albert Embankment Foreshore (C20XS) as our preferred site, further feedback from stakeholders and ongoing scheme development work have contributed to a number of refinements to the site.

Engagement with stakeholders

N.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.

N.4.3 In particular, we have continually engaged through regular meetings and workshops with officers from the London Borough of Lambeth, TfL, PLA, Environment Agency and English Heritage 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 Albert Embankment Foreshore were observed by the London Borough of Lambeth and our pan-London stakeholders.

N.4.4 In addition, we are engaging with affected businesses and property owners in order to mitigate the project’s impact on their interests. In
particular, there have had meetings with the Duchy of Cornwall and its tenants and the CTSA, who represents the occupiers of the SIS building.

**Construction layout**

N.4.5 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 access route to the site has been amended since phase one consultation. The proposed access during phase one consultation was along the foreshore using Albert Embankment Gardens to gain access from the road. We are now proposing to access the site via a temporary road parallel to Lacks Dock. This eliminates the potential effect on Albert Embankment Gardens and the listed embankment wall, and reduces the potential effects on nearby residential properties at Peninsula Heights.

- The change in access arrangements reduces the extent of the temporary works required in the foreshore of the River Thames.

N.4.6 Further information on the construction logistics and the site layouts for the construction and operational phases can be found in the *Albert Embankment Foreshore site information paper*.

**Design**

N.4.7 Since phase one consultation, we have progressed the design for the permanent use and look of Albert Embankment Foreshore, taking into account comments made at our phase one consultation and the ongoing engagement with the London Borough of Lambeth, Environment Agency, English Heritage and other technical consultees.

N.4.8 Full details of design development for the Albert Embankment Foreshore site are provided in the *Design development report*.

**N.5 Phase two consultation**

N.5.1 A final preferred site 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 *Albert Embankment Foreshore will remain the preferred site for the interception of the Clapham Storm Relief and Brixton Storm Relief CSOs.*

N.5.2 Phase two consultation will provide an opportunity for the public to comment on our revised arrangement of works at Albert Embankment Foreshore and the revised preferred scheme of the whole project, before we publicise our proposed application.
Annex N.1
Preferred List: CSO Sites

Clapham Storm Relief

Title: Preferred List: CSO Sites

C19X

CSO directly controlled

Site Selection

Yes at Table 2.3

No at Table 2.2, but parked

Not a preferred site

Legend

Local authority boundary (OS)

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.
Annex N.2