Appendix E – Dormay Street (formerly Bell Lane Creek)

E.1 Introduction
E.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 Frogmore Storm Relief – Bell Lane Creek CSO.

Type of site
E.1.2 We need a worksite to connect the local combined sewer overflow (CSO), known as the Frogmore Storm Relief – Bell Lane Creek CSO, to the main tunnel and from which to drive the Frogmore Connection Tunnel in two directions. To enable the connection to be made, the site needs to be as close as possible to the line of the existing sewer.

Site selection process
E.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.

E.1.4 A plan showing all the sites considered for the interception of the Frogmore Storm Relief – Bell Lane Creek CSO and how they progressed during the site selection process can be found in Annex E.1.

Preferred site for phase one and phase two consultation
E.1.5 The table below identifies our preferred sites at phase one and phase two consultation to intercept the Frogmore Storm Relief – Bell Lane Creek CSO. Section E.2 of this appendix provides the details of how we identified our preferred phase one site. Sections E.3 – E.5 explain why we have identified a different preferred site for phase two consultation.

<table>
<thead>
<tr>
<th>Phase one consultation site:</th>
<th>Bell Lane Creek</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase two consultation site:</td>
<td>Dormay Street</td>
</tr>
</tbody>
</table>

E.2 Site selection up to phase one consultation

Assessment of the long list sites
E.2.1 The long list of potential sites to intercept the Frogmore Storm Relief – Bell Lane Creek CSO was created by conducting a desktop survey of the land in the vicinity of the existing sewer.
E.2.2 In total, 15 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, 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.

E.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.

**Table E.1 Long list to draft short list for the interception of the Frogmore Storm Relief – Bell Lane Creek CSO (Table 2.2 assessment)**

<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site name/description</th>
<th>Recommendation and rationale</th>
</tr>
</thead>
</table>
| C07AA   | Bell Lane Creek Foreshore | **Recommendation:** Not to draft shortlist  
**Rationale:** Use of this site would effectively close off the creek and site access is poor. |
| C07AB   | LB of Wandsworth Maintenance Depot, Dormay Street | **Recommendation:** To draft shortlist |
| C07AC   | Area on islet adjacent to Bell Lane Creek | **Recommendation:** Not to draft shortlist  
**Rationale:** Access is poor and engineering connection to sewer long and difficult. |
| C07AD   | Area of land to the east of the Causeway | **Recommendation:** Not to draft shortlist  
**Rationale:** Engineering connection to sewer long and difficult. |
| C07AE   | Parking area for self drive vans off Armoury Way | **Recommendation:** Not to draft shortlist  
**Rationale:** Engineering connection to sewer long and difficult. |
| C07AF   | Bell Lane Creek | **Recommendation:** To draft shortlist |
| C07AG   | Small business | **Recommendation:** To draft shortlist |
Appendix E – Dormay Street (formerly Bell Lane Creek)

<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site name/description</th>
<th>Recommendation and rationale</th>
</tr>
</thead>
</table>
| C07AH   | Add'l land for LB of Wandsworth Maintenance Depot | Recommendation: Not to draft shortlist  
Rationale: Engineering connection to sewer long and difficult. |
| C07AJ   | Parking area for development off Frogmore | Recommendation: To draft shortlist |
| C07AK   | Parking area for development off Frogmore | Recommendation: Not to draft shortlist  
Rationale: Very restricted works area |
| C07AL   | Garden area to blocks of flats fronting Armoury Way and Wandsworth Plain. | Recommendation: Not to draft shortlist  
Rationale: Access is poor |
| C07AM   | Parking area for film studios | Recommendation: To draft shortlist |
| C07AN   | Small business off Armoury Way | Recommendation: Not to draft shortlist  
Rationale: Engineering connection to sewer long and difficult. |
| C07AP   | Waste facility, Smugglers Way | Recommendation: Not to draft shortlist  
Rationale: Engineering connection to sewer long and difficult. |
| C07AQ   | Parking area to Oddbins Wine Merchants | Recommendation: Not to draft shortlist  
Rationale: Engineering connection to sewer long and difficult. |

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.

E.2.4 Of the 15 sites identified, five were assessed as potentially suitable and passed to the draft short list while ten sites were eliminated as being unsuitable.

Assessment of draft short list sites

E.2.5 The five draft short list sites identified for further assessment at the next stage were:
- C07AB: LB of Wandsworth maintenance depot, Dormay Street
- C07AF: Bell Lane Creek
- C07AG: Small business (between Dormay Street and Frogmore)
- C07AJ: Parking area for development off Frogmore

E.2.6 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.

E.2.7 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.

E.2.8 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 E.2 Draft short list to final short list for the interception of the Frogmore Storm Relief – Bell Lane Creek 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>C07AB</td>
<td>LB of Wandsworth Maintenance Depot, Dormay Street</td>
<td><strong>Recommendation</strong>: Retain on short list</td>
</tr>
<tr>
<td>C07AF</td>
<td>Bell Lane Creek</td>
<td><strong>Recommendation</strong>: Retain on short list</td>
</tr>
</tbody>
</table>
| C07AG   | Small business         | **Recommendation**: Not to shortlist  
**Rationale:**  
- Engineering – Works area is very restricted for the engineering work required.  
- Community – Potential impact on the local economy of the need to relocate the three businesses on site, impact on surrounding businesses and residential properties in close proximity. |
Appendix E – Dormay Street (formerly Bell Lane Creek)

<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site name/description</th>
<th>Recommendation and rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td>C07AJ</td>
<td>Parking area for development off Frogmore</td>
<td><strong>Recommendation:</strong> Not to shortlist</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Rationale:</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Engineering – Engineering connection to sewer is potentially</td>
</tr>
<tr>
<td></td>
<td></td>
<td>very difficult.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Community – Site is surrounded by dense residential and there</td>
</tr>
<tr>
<td></td>
<td></td>
<td>is a primary school in the vicinity.</td>
</tr>
<tr>
<td>C07AM</td>
<td>Parking area for film studios</td>
<td><strong>Recommendation:</strong> Not to shortlist</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Rationale:</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Community – Impact on local residents caused by loss of parking</td>
</tr>
<tr>
<td></td>
<td></td>
<td>and on residential properties in the vicinity.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Property – Lack of alternative car parking facilities in the</td>
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<td></td>
<td></td>
<td>vicinity and potential high acquisition cost if site is</td>
</tr>
<tr>
<td></td>
<td></td>
<td>developed.</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.

E.2.9 Of the five sites on the draft short list, two 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**

E.2.10 The two sites identified for inclusion on the final short list and assessment at the next stage were:

- C07AB: LB of Wandsworth Maintenance Depot, Dormay Street
- C07AF: Bell Lane Creek.

E.2.11 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 assessed by discipline as **suitable**, **less suitable** or **not suitable** from that discipline’s perspective.

E.2.12 A summary of the conclusions of each discipline’s assessment from the site suitability reports is provided below.

**C07AB: LB of Wandsworth maintenance depot, Dormay Street**

E.2.13 Site C07AB forms part of the Frogmore Complex, an industrial estate comprising various industrial units with associated loading/unloading and parking areas, and lies within the London Borough of Wandsworth.

E.2.14 The site is presently used by the London Borough of Wandsworth Council as a maintenance depot. From consultation with the London Borough of Wandsworth, it is understood that the depot is in 24-hour use by a large
number of employees and provides storage, workshops and parking for
council vehicles, including emergency response vehicles.

E.2.15 **Engineering:** Assessed the site as **suitable** because it has good vehicle
access and is of adequate size. The works to intercept the sewer could
also be undertaken in close proximity to the line of the sewer.

E.2.16 **Planning:** On balance, the site was assessed as **suitable** for use to
intercept this CSO. Use of the site was considered unlikely to have an
unacceptable impact upon residential amenity and appropriate mitigation
should reduce potential impacts on the identified heritage designations.
The site is within an established employment area and the loss of an
existing employment use would require policy justification. There may be
a requirement to relocate existing business facilities and this would require
further investigation.

E.2.17 **Environment:** Overall, the site was assessed as **suitable** for use as a
CSO site, although mitigation may be required to enable the site to be
used. The site was considered likely to be **suitable** from the perspectives
of transport, archaeology, water resources (hydrogeology and surface
water), flood risk, ecology, air quality, noise, built heritage and townscape.

E.2.18 The site was, however, considered **less suitable** from the perspective of
land quality due to the high risk of contaminated land which may require
remediation and/or measures to ensure no mobilisation of contaminants.

E.2.19 **Socio-economic and community:** Assessed the site as **suitable** for use
as a CSO site. Its use is likely to have some impact on the site’s current
use as a maintenance depot, but this should be capable of being
managed. The adjacent industrial buildings appeared unlikely to be
greatly affected by the use of the site. No potential sensitive receptors
were identified in close proximity to the site.

E.2.20 **Property:** Assessed the site as **suitable** for use as a CSO site. The site
is owned by the council and therefore the acquisition may be subject to a
ministerial procedure. The acquisition would also result in business
disturbance to the existing depot operations, but temporary relocation
should be possible.

**C07AF: Bell Lane Creek**

E.2.21 Site C07AF forms part of the Frogmore Complex, an industrial estate
comprising various industrial units with associated loading/unloading and
parking areas. The site is presently used by a private business
(Panorama Antennas), and lies within the London Borough of
Wandsworth.

E.2.22 **Engineering:** Assessed the site as **suitable** for the interception of the
CSO as the site is of an adequate area and would have good vehicle
access. The works to intercept the sewer could also be undertaken in
close proximity to the line of the sewer. However, use of the site would
require demolition of the existing two-storey building.

E.2.23 **Planning:** On balance, the site was assessed as **suitable** for use as a
CSO site. The proposal site is unlikely to have an unacceptable impact
upon residential amenity and appropriate mitigation should reduce
potential impacts on the identified heritage designations. The site is within an established employment area and the loss of an existing employment use would require policy justification. There may be a requirement to relocate existing businesses and this would require further investigation.

E.2.24 **Environment:** Overall, the site was assessed as suitable for use as a CSO site. However, mitigation would be required to enable the site to be used. The site was considered suitable from the perspective of transport, archaeology, water resources (hydrogeology and surface water), ecology, flood risk, built heritage and townscape. The site was considered less suitable from the perspective of air quality, noise and land quality.

E.2.25 **Socio-economic and community:** From a community impacts perspective, the site was assessed as suitable for use as a CSO site. It was recognised that use of the site may impact on the operation of Panorama Antennas, which may have financial implications for the business owners and employees concerned. The three-storey residential dwellings on Frogmore to the west of the site may experience a level of disruption that would require mitigation.

E.2.26 **Property:** Assessed the site as suitable as a CSO site. It was noted that acquisition costs could be significant but acceptable. However, use of the site would result in significant business disturbance and increased acquisition costs if existing business cannot be relocated without severe disruption.

**Identification of the preferred site**

E.2.27 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.

E.2.28 From the two shortlisted sites, **Bell Lane Creek (C07AF) was identified as the preferred site** for the reasons summarised below:

- Both sites were judged to be suitable from the perspective of all disciplines: Engineering, planning, environment, community and property. However, various operational considerations, described below, led to the identification of C07AF as the preferred site at phase one consultation.

- Site C07AF would require the relocation and demolition of the existing business, after which it would provide a suitably sized, flat worksite that would allow cost-effective and safe construction. Use of this site would avoid displacement of the adjacent existing maintenance depot occupying site C07AB, which is in use 24 hours per day.

- The London Borough of Wandsworth advised that the services operated from the maintenance depot (C07AB) were of significant local importance and that these services could not be maintained with the reduction in depot area proposed during the construction period. The use of C07AB would require the relocation of substantial local authority operations, and also the removal and relocation of the local authority’s underground fuel storage tanks.
- The council depot site (C07AB) is generally further away from residential noise and dust receptors, therefore minimising detrimental construction impacts upon the surrounding community, but it may be possible to position noisy construction plant on C07AF towards the east of the site, to minimise impact on the residential properties in Frogmore.

- Both sites are close to the strategic road network, with access gained via Dormay Street or Frogmore.

- C07AF would provide a more suitable location for future Thames Water maintenance activities, as these could be on land owned and managed by Thames Water and accessed directly from the public highway. The maintenance depot would be less suitable as it would not be accessible directly off the public highway and would be within a gated security compound operated by the local authority, with Thames Water operations potentially disrupting the depot operations.

- There would be challenges and significant property issues associated with the use of either site but, on balance, it was considered that relocating the existing business from C07AF would be more feasible and commercially viable than relocating the local authority operations and associated infrastructure from C07AB.

E.2.29 C07AF was therefore identified as the preferred site for the interception of flows from the CS07A Frogmore SR – Bell Lane Creek CSO.

E.2.30 We also considered different strategies on how to connect site C07AF to the main tunnel. It was decided to drive a short connection tunnel from site C07AF to the main tunnel and to sequentially drive another connection tunnel from site C07AF to intercept Frogmore Storm Relief – Buckhold Road CSO (CS07B) located further inland – see Section 6.8 in the main report for the discussion on the drive options for the Frogmore connection tunnel.

E.3 Review of site selection following phase one consultation

Phase one consultation responses

E.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.

E.3.2 The main issues and concerns raised during phase one consultation in relation to the Bell Lane Creek site related to the impact on local businesses and employment through loss of an existing factory. This included opposition from the current occupier of site, Panorama Antennas, expressing concern about loss of business and the implications of relocating to a different site. Other issues raised included:

- impact on residential amenity
- impact on existing heritage features
- access to the site
• impact of odour and noise.

E.3.3 The main comments received in support of the preferred site included:
• Thames Water has been transparent in weighing up the pros and cons of each site
• the site can be used for other uses following the completion of works.

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

Back-check process

E.3.5 Since phase one consultation began, a site has been put up for sale on Dormay Street, which is in close proximity to the existing local CSO. This provided us with another feasible site to intercept the CSO.

E.3.6 As a result of a new site being available and the feedback we received during phase one consultation outlined above, we began a ‘back-check’ (as outlined in the Site selection methodology paper) to review our selection of C07AF as our preferred site.

E.3.7 This ‘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 Frogmore Storm Relief – Bell Lane Creek CSO. The following outlines the results from each stage of the back-check process.

Assessment of the back-check long list

E.3.8 The original long list of sites for Frogmore Storm Relief – Bell Lane Creek CSO contained 15 sites (see Table E.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).

E.3.9 All sites on the original long list were put on the back-check long list for this CSO. In addition, the following new site was added to the back-check long list:
• C07AR/CL008 – Dormay Street.

E.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.

E.3.11 The back-check long list sites were assessed against the engineering, planning, environment, community and property considerations set out in Table 2.2.

E.3.12 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 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 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.

E.3.13 As can be seen below, all sites were assessed as less constrained and therefore progressed to the back-check draft short list.

### Table E.3 Long list to draft short list for the interception of the Frogmore Storm Relief – Bell Lane Creek CSO (Table 2.2 assessment)

<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site name/ description</th>
<th>Recommendation and rationale</th>
</tr>
</thead>
</table>
| C07AA   | Bell Lane Creek Foreshore | Recommendation: Not to draft shortlist  
Rationale: Use of this site would effectively close off the creek and site access is poor. |
| C07AB   | LB of Wandsworth Maintenance Depot, Dormay Street | Recommendation: To draft shortlist |
| C07AC   | Area on islet adjacent to Bell Lane Creek | Recommendation: Not to draft shortlist  
Rationale: The access to the site is poor and the engineering connection to sewer long and difficult. |
| C07AD   | Area of land to the east of the Causeway | Recommendation: Not to draft shortlist  
Rationale: Engineering connection to sewer long and difficult. |
| C07AE   | Parking area for self drive vans off Armoury Way | Recommendation: Not to draft shortlist  
Rationale: Engineering connection to sewer long and difficult. |
| C07AF   | Bell Lane Creek | Recommendation: To draft shortlist |
| C07AG   | Small business | Recommendation: Not to draft shortlist  
Rationale: The site is small and thin. |
| C07AH   | Add'l land for LB of Wandsworth Maintenance Depot | Recommendation: Not to draft shortlist  
Rationale: Engineering connection to sewer long and difficult. |
| C07AJ   | Parking area for development off Frogmore | Recommendation: To draft shortlist |
| C07AK   | Parking area for development off Frogmore | Recommendation: Not to draft shortlist  
Rationale: There is a very restricted works area. |
| C07AL   | Garden area to blocks of flats fronting Armoury Way and Wandsworth Plain. | Recommendation: Not to draft shortlist  
Rationale: Access to the site is poor. |
<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site name/ description</th>
<th>Recommendation and rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td>C07AM</td>
<td>Parking area for film studios</td>
<td><strong>Recommendation:</strong> To draft shortlist</td>
</tr>
<tr>
<td>C07AN</td>
<td>Small business off Armoury Way</td>
<td><strong>Recommendation:</strong> Not to draft shortlist&lt;br&gt;<strong>Rationale:</strong> Engineering connection to sewer long and difficult.</td>
</tr>
<tr>
<td>C07AP</td>
<td>Waste facility, Smugglers Way</td>
<td><strong>Recommendation:</strong> Not to draft shortlist&lt;br&gt;<strong>Rationale:</strong> Engineering connection to sewer long and difficult.</td>
</tr>
<tr>
<td>C07AQ</td>
<td>Parking area to Oddbins Wine Merchants</td>
<td><strong>Recommendation:</strong> Not to draft shortlist&lt;br&gt;<strong>Rationale:</strong> Engineering connection to sewer long and difficult.</td>
</tr>
<tr>
<td>C07AR/CL008</td>
<td>Dormay Street</td>
<td><strong>Recommendation:</strong> 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.

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

**E.3.15** Of the 16 back-check long list sites, five were assessed as potentially suitable and passed to the back-check draft short list. Eleven sites were eliminated as being unsuitable.

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

**E.3.16** The five 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.

**E.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.

**E.3.18** The main rationale for the exclusion of these sites at this stage is summarised below.
### Table E.4 Draft short list to final short list for the interception of the Frogmore Storm Relief – Bell Lane Creek 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>C07AB</td>
<td>LB of Wandsworth Maintenance Depot, Dormay Street</td>
<td><strong>Recommendation:</strong> Retain on short list</td>
</tr>
<tr>
<td>C07AF</td>
<td>Bell Lane Creek</td>
<td><strong>Recommendation:</strong> Retain on short list</td>
</tr>
</tbody>
</table>
| C07AJ   | Parking area for development off Frogmore | **Recommendation:** Not to shortlist  
**Rationale:**  
- Engineering – The connection between the site and interception chamber (ic) is very difficult and may not be feasible.  
- Community – Site is surrounded by dense residential and would be overlooked, operation may adversely affect health, general community well being and community cohesion. Primary school nearby. |
| C07AM   | Parking for film studios (Armory Way) | **Recommendation:** Not to shortlist  
**Rationale:**  
- Planning/Environment – Planning history suggests this will be a major redevelopment site, so availability of the site is in question.  
- Property – The potential redevelopment of this site substantially increases the potential cost of the site and raises acquisition risk.  
- Community – Concerned about level of disruption. |
| C07AR/CL008 | Dormay Street | **Recommendation:** Retain on short list |

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.

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

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

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

- C07AB: LB of Wandsworth Maintenance Depot, Dormay Street
- C07AF: Bell Lane Creek
- C07AR/CL008: Dormay Street.

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

E.3.23 Objections made by the landowners of sites C07AB and C07AF during phase one consultation were also considered for these sites. In summary, these objections voiced strong opposition to the use of these sites due to the impact on the depot and existing business, which together employ a large number of people.

C07AB: LB of Wandsworth Maintenance Depot, Dormay Street

E.3.24 While a number of development plan documents have been adopted since the SSR was completed, the updated policies do not have an impact on the final assessment decisions. The planning recommendation, therefore, remains suitable.

E.3.25 All other discipline recommendations remain unchanged.

C07AF: Bell Lane Creek

E.3.26 While a number of development plan documents have been adopted since the SSR was completed, the updated policies do not have an impact on the final assessment decisions. The planning recommendation, therefore, remains suitable.

E.3.27 There are likely to be high acquisition costs if replacement land is required. Therefore, the property recommendation becomes less suitable.

E.3.28 All other discipline recommendations remain unchanged.

C07AR/CL008: Dormay Street

E.3.29 The proposed site forms part of the Frogmore Complex, an industrial estate comprising various industrial units with associated loading/unloading areas and car parking. The site is presently occupied by Keltbray Ltd, a specialist demolition and civil engineering contractor.

E.3.30 The site area also includes a second site across Bell Lane Creek on the Causeway (CL008). This is used as a street cleansing operations centre and motor vehicle storage depot. The site has sufficient area for core tunnelling facilities and provides us with the opportunity to consider using this site to drive a connection to the main tunnel to the north and the Frogmore Storm Relief – Buckhold Road CSO site to the south.

E.3.31 Engineering: Assessed as suitable for use as a CSO and connection tunnel drive site as the site is of sufficient size to construct the shaft and
and has adequate vehicle access. The site is also within a short distance of the sewer to be intercepted. The three existing warehouse buildings on the site are likely to require demolition.

**E.3.32 Planning:** On balance, the site was assessed as suitable for use as a CSO and connection tunnel drive site. The proposal site is unlikely to have an unacceptable impact upon residential amenity, and appropriate mitigation should reduce potential impacts on the identified heritage designations. The site is within an established employment area, however conflict with the policy is not envisaged since the Thames Tunnel project will create employment opportunities during construction and the site could be returned to an employment use post completion of the works.

**E.3.33 Environment:** Overall, the site was assessed as suitable for use as a CSO and connection tunnel drive site. The site was considered suitable from the perspectives of transport, archaeology, townscape, water resources (surface water and hydrogeology), ecology and noise. However, the site was considered less suitable from the perspectives of built heritage, flood risk, air quality and land quality.

**E.3.34 Socio-economic and community:** From a community impacts perspective, the site was assessed as suitable for use as a CSO and connection tunnel drive site. Any potential impacts on the Crane public house and adjoining residential properties could be mitigated. Use of the site may add to congestion on Dormay Street and on the surrounding streets so appropriate traffic management measures may be needed. Apart from this, there are no likely impacts on any sensitive receptors from a community impacts perspective.

**E.3.35 Property:** Assessed the site as suitable as a CSO and connection tunnel drive site from a property perspective as the site is primarily in Thames Water ownership or can be leased. Furthermore, acquisition costs are likely to be low.

**E.4 Preferred site recommendation**

**E.4.1** Following the completion of the back-check process, a multidisciplinary workshop was held to compare the three shortlisted sites: Bell Lane Creek (phase one preferred site – C07AF), London Borough of Wandsworth maintenance depot (C07AB) and Dormay Street (C07AR/CL008).

**E.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 Dormay Street (C07AR/CL008) should become the recommended phase two consultation preferred site for the interception of the Frogmore Storm Relief – Bell Lane Creek CSO. This meant that we believed 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.

**E.4.3** In summary, Dormay Street (C07AR/CL008) was identified as the most suitable site because:
• it would result in less impact on existing businesses than the two shortlisted sites (C07AF and C07AB)
• it would make use of a brownfield site with few constraints
• Thames Water owns part of the site and the remainder can be leased.

E.4.4 In conjunction with the identification of Dormay Street (C07AR/CL008) as the preferred site for phase two consultation, it is proposed that we will drive a short connection tunnel from Dormay Street to our preferred site at King George’s Park (C07BF) to intercept Frogmore Storm Relief – Buckhold Road CSO. We will then drive a second connection tunnel from Dormay Street to Carnwath Road Riverside (S87HF) in order to connect both these CSOs to the main tunnel.

E.5 Site development

E.5.1 Following the selection of Dormay Street as the recommended preferred site, further feedback from stakeholders and ongoing scheme development work have contributed to a number of further site changes.

Engagement with stakeholders

E.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.

E.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 Wandsworth, London Thames Gateway Development Corporation, 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 review for Dormay Street was attended by the London Borough of Wandsworth and our pan-London stakeholders.

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

Construction layout

E.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:
• Heavy construction vehicles would use a temporary bridge over Bell Lane Creek, minimising vehicle movement along The Causeway,
which has weight restrictions. This would keep the majority of vehicle
movements internal to the site.

- The layout of the construction site has been arranged to reduce
effects on the operation of the existing council maintenance depot.

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

Design

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

E.5.8 Full details of design development for the Dormay Street site are provided
in the Design development report.

E.6 Phase two consultation

E.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
Dormay Street should become the phase two consultation preferred
site for the interception of the Frogmore Storm Relief – Bell Lane
Creek CSO.

E.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.