Appendix H – Falconbrook Pumping Station (formerly Bridges Court Car Park)

H.1 **Introduction**

H.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 Falconbrook Pumping Station CSO.

**Type of site**

H.1.2 We need a worksite to connect the local combined sewer overflow (CSO), known as the Falconbrook Pumping Station CSO, 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**

H.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.

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

**Preferred site for phase one and phase two consultation**

H.1.5 The table below identifies our preferred sites at phase one and phase two consultation to intercept the Falconbrook Pumping Station CSO. Section H.2 of this appendix provides the details of how we identified our preferred phase one site. Sections H.3 – H.5 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>Bridges Court Car Park</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase two consultation site:</td>
<td>Falconbrook Pumping Station</td>
</tr>
</tbody>
</table>

H.2 **Site selection up to phase one consultation**

**Assessment of the long list sites**

H.2.1 The long list of potential sites to intercept the Falconbrook Pumping Station CSO was created by conducting a desktop survey of the land in the vicinity of the existing sewer.

H.2.2 In total, seven 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.

H.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 did not pass to the draft short list.

Table H.1 Long list to draft short list for the interception of the Falconbrook Pumping Station CSO (Table 2.2 assessment)

<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site name/ description</th>
<th>Recommendation and rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td>C09XA</td>
<td>Foreshore, near London Heliport, Lombard Road</td>
<td>Recommendation: To draft shortlist</td>
</tr>
<tr>
<td>C09XB</td>
<td>Forecourt for Volkswagen salesroom</td>
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<td>C09XC</td>
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</tr>
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<td>C09XE</td>
<td>York Gardens, adjacent to Pennethorne House</td>
<td>Recommendation: To draft shortlist</td>
</tr>
<tr>
<td>C09XF</td>
<td>York Gardens, adjacent to Community Centre</td>
<td>Recommendation: To draft shortlist</td>
</tr>
<tr>
<td>C09XG</td>
<td>Area to west of Pumping Station</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.

H.2.4 Of the seven sites identified, all were assessed as potentially suitable and passed to the draft short list.
Assessment of draft short list sites

H.2.5 The seven draft short list sites identified for assessment at the next stage were:

- C09XA: Foreshore, near London Heliport, Lombard Road
- C09XB: Forecourt for Volkswagen salesroom
- C09XC: Bridges Court Car Park
- C09XD: York Gardens, adjacent York Road
- C09XE: York Gardens, adjacent Pennethorne House
- C09XF: York Gardens, adjacent to Community Centre
- C09XG: Area to west of Pumping Station.

H.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.

H.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.

H.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.

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</tr>
<tr>
<td>----------</td>
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<td>---------------------------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| C09XB    | Forecourt for Volkswagen salesroom                         | **Recommendation:** Not to shortlist  
**Rationale:**  
- Property – The operational area is likely to obstruct business of the car showroom, so this may result in substantial compensation.  
- Community – The site is situated opposite to community facilities and so these may be affected. It may also affect the car dealership, which in turn may have an adverse impact on the local economy. |
| C09XC    | Bridge Court Car Park                                       | **Recommendation:** Retain on short list  
  
| C09XD    | York Gardens, adjacent to York Road                         | **Recommendation:** Retain on short list  
  
| C09XE    | York Gardens, adjacent to Pennethorne House                | **Recommendation:** Retain on short list  
  
| C09XF    | York Gardens, adjacent to Community Centre                 | **Recommendation:** Not to shortlist  
**Rationale:**  
- Transportation – The site access is very constrained and so it may require use of smaller vehicles. However, additional vehicle movements may cause more disruption.  
- Community – There are a number of sensitive receptors in close proximity and it may also affect several community buildings in the park as well as a block of flats. |
| C09XG    | Area to west of Pumping Station                            | **Recommendation:** Not to shortlist  
**Rationale:**  
- Engineering - Concerns over technical viability made this site unfeasible.  
- Community – There are a number of sensitive receptors in close proximity and use of the site may affect several community buildings in the park. |

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.

H.2.9 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. Further details of all sites shortlisted at this stage of the site selection process can be found in the *Shortlisted sites report.*

**Assessment of the final short list sites**

**H.2.10** The four sites identified for inclusion on the final short list and assessment at the next stage were:

- C09XA: Foreshore, near London Heliport, Lombard Road
- C09XC: Bridges Court Car Park
- C09XD: York Gardens, adjacent York Road
- C09XE: York Gardens, adjacent Pennethorne House.

**H.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 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.

**H.2.12** A summary of the conclusions of each discipline's assessment from the site suitability reports is provided below.

**C09XA: Foreshore, near London Heliport, Lombard Road**

**H.2.13** Site C09XA is situated on the foreshore of the River Thames within the London Borough of Wandsworth. The site is located at the end of Bridges Court, which links with York Way (A3205)

**H.2.14** To the north of the site is a helipad, while a multi-use development, known as Bridges Wharf, was recently constructed to the east of the site. This is partly a residential development. Furthermore, to the south and west are additional residential developments which overlook the site.

**H.2.15** **Engineering:** This site was assessed as **less suitable** as a CSO site because of the difficulties with access, both for construction and operation.

**H.2.16** **Planning:** On balance, the site was assessed as being **suitable** for use as a site to intercept this CSO. The site is subject to several policy designations. Furthermore, use of the site would result in impacts on residential amenity. However, with appropriate mitigation, any impacts could be reduced.

**H.2.17** **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 transport, archaeology, water resources, ecology, built heritage and townscape. However, the site was considered **less suitable** from the perspective of flood risk, air quality, noise and land quality, although these impacts may be reduced by appropriate mitigation.

**H.2.18** **Socio-economic and community:** The site was assessed as **suitable** for use as a CSO site as the site is unlikely to have a great impact on the
local community as it is located on the foreshore. While impacts may be felt by adjacent residences and businesses, these impacts can be reduced through appropriate mitigation.

H.2.19 **Property:** The site was assessed as **suitable** for use as a CSO site but the requirement for a special ministerial procedure may cause delays.

**C09XC: Bridges Court Car Park**

H.2.20 Site C09XC is situated in Bridges Court Car Park in Battersea, within the London Borough of Wandsworth. The site is surrounded by multiple businesses and residential properties.

H.2.21 To the north of the site is a multi-use development known as Bridges Wharf. This is predominately a residential mixed-used development. Beyond this is London heliport. In addition there is further residential development to the south. To the west is the Thames path and offices associated with Bridges Wharf while to the east is vacant land with some businesses.

H.2.22 **Engineering:** This site was assessed as **suitable** as a CSO site because it is of adequate size, requires no demolition and offers good access. Furthermore, the interception chamber and connection culvert to the drop shaft would both be within the site and therefore require no additional consideration.

H.2.23 **Planning:** On balance, the site was assessed as being **less suitable** for use as a site use to intercept this CSO. The site is within close proximity to residential properties and would require mitigation to ensure adverse impacts on these residences do not result. Furthermore, residences’ parking would be lost.

H.2.24 **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, water resources, flood risk, noise and ecology. However, the site was considered **less suitable** from the perspective of transport, air quality and land quality although these impacts may be reduced by appropriate mitigation.

H.2.25 **Socio-economic and community:** The site was assessed as **suitable** for use as a CSO site. However, its use is likely to have a number of impacts on the local community which would need to be mitigated. The temporary loss of the car parking and the potential long-term reduction in the site size (due to the scale of after-use structures required onsite) is likely to affect both local businesses and residents that use the site. It may be difficult to provide additional car parking facilities in the local area for surrounding businesses and any residential users, as the site is in a heavily built-up area and adjacent to a main road.

H.2.26 Local residential properties overlooking the site are also likely to be affected by visual and noise disturbance. Mitigation would be likely to involve noise reduction measures.
H.2.27 **Property:** The site was assessed as *suitable* for use as a CSO site as acquisition costs are unlikely to be high. However, some parking would be lost permanently.

**C09XD: York Gardens, adjacent York Road**

H.2.28 Site C09XD is situated within an area of public space within the London Borough of Wandsworth. Ninety per cent of the site lies within York Gardens, with the remainder extending into an area of children’s playground.

H.2.29 The site is bounded to the north and west by York Road, a dual carriageway, along which are trees that act as screening. To the east and north east is primarily residential development. To the south is Falconbrook Pumping Station, beyond which is additional open space.

H.2.30 **Engineering:** This site was assessed as *suitable* as a CSO site because it is of adequate size and offers good access.

H.2.31 **Planning:** On balance, the site was assessed as being *less suitable* for use as a site use to intercept this CSO as it lies within a number of planning designations. Loss of open space and trees will require reprovision, and visual and amenity impacts will be experienced by the adjacent children’s centre.

H.2.32 **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, air quality, archaeology, noise, land quality, hydrogeology, flood risk and ecology. However, appropriate mitigation measures will be required to ensure adverse impacts are reduced.

H.2.33 **Socio-economic and community:** The site was assessed as *less suitable* for use as a CSO site as there will be a loss of open space. Furthermore, use of the site will impact upon the playground and children’s centre adjacent to the east and south. York Gardens library and the community centre are also likely to experience adverse effects.

H.2.34 **Property:** The site was assessed as *suitable* for use as a CSO site but the possible requirement for a special ministerial procedure may cause delays.

**C09XE: York Gardens, adjacent Pennethorne House**

H.2.35 Site C09XE is situated within an area of public space known as York Gardens, within the London Borough of Wandsworth.

H.2.36 To the northeast of the site is primarily residential development, while to the north and northwest is additional park and York Gardens Children’s Centre and playground. To the west is Falconbrook Pumping Station, with a library and additional open space to the south.

H.2.37 **Engineering:** This site was considered *suitable* as a CSO site because it is of adequate size and offers good access.

H.2.38 **Planning:** On balance, the site was assessed as being *less suitable* for use as a site to intercept this CSO as it will result in the loss of protected open space. Severance of the park will also result with use of this site.
Mitigation will be required to reduce impacts, although this may be difficult due to the proximity of residential properties.

**H.2.39 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, ecology, transport, water resources and flood risk. There is potential for noise and air quality impacts on residential properties. However, appropriate mitigation measures can be implemented to ensure adverse impacts are reduced.

**H.2.40 Socio-economic and community:** The site was assessed as less suitable for use as a CSO site as there will be a loss of open space, with permanent hardstanding after construction is complete. Mitigation will be required to ensure impacts on the gardens are restricted. Furthermore, use of the site will impact upon the playground and children’s centre adjacent to the north and northwest. Adjacent residential development and the York Gardens library and community centre will also experience adverse effects.

**H.2.41 Property:** The site was assessed as suitable for use as a CSO site but the requirement for a special ministerial procedure, should it be required, may cause delays.

**Identification of the preferred site**

**H.2.42** 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.

**H.2.43** From the four shortlisted sites, Bridges Court Car Park (C09XC) was identified as the preferred site for the following reasons:

- The foreshore (C09XA) is not preferred when compared with the land-based alternatives, and is judged less suitable from an engineering, planning and environment point of view. Road access would be constrained by recent residential development and would only be suitable for light vehicles and pedestrians needing to cross third-party land. Construction activities and permanent works would have visual, noise and dust impacts for residential developments and these would be difficult to mitigate. Environmental concerns included potential archaeological, surface water, ecology and land quality concerns, in addition to impacts on amenity. These issues will contravene Wandsworth Unitary Development Plan policies.

- In engineering terms, sites C09XC, C09XD and C09XE are all potentially suitable; however C09XC offers a number of advantages. The site has better access for large HGVs resulting in fewer vehicles and would not require a temporary access arrangement as with the other two sites. C09XC is also unconstrained and could facilitate all construction requirements within the site boundary with a shorter connection to the main tunnel. C09XD is constrained in terms of
shape while C09XE will have operational access restrictions due to its proximity to Falconbrook PS.

- In planning terms, sites C09XC, C09XD and C09XE are all considered to have some constraints and be less suitable; all are considered suitable from an environmental and property point of view. However, the use of C09XC would sterilise part of the site from potential development which may impact on the acquisition cost of the site.

- In community terms, sites C09XD and C09XE are considered less suitable than C09XC because they have much greater impact on the surrounding community which includes loss of mature trees and open space and noise, dust and visual disturbance on community facilities and residential development. These impacts are likely to contravene Wandsworth Unitary Development Plan policies.

**H.3 Review of site selection following phase one consultation**

**Phase one consultation responses**

**H.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.

**H.3.2** The main issues and concerns raised during phase one consultation in relation to the Bridges Court Car Park site included:

- impact on residential amenity
- impact on local businesses
- impact on redevelopment proposals for the site
- loss of car parking
- visual impact of proposals after construction.

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

- most appropriate site for the works to take place
- appropriate site – glad that proximity to residential properties has been primary consideration.

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

**H.3.5** Several respondents indicated that the shortlisted sites, in particular York Gardens, would be more appropriate, as they suggested this area would be further from residential properties and offer better site access.

**Back-check process**

**H.3.6** As a result of engineering development, the strong opposition from both the local community and the landowner in relation to our use of the preferred site and the desire to use Thames Water land where possible,
we decided to investigate the viability of using Falconbrook Pumping Station itself as a site in combination with a neighbouring shortlisted site.

H.3.7 As a result of this, we began a ‘back-check’ (as outlined in the Site selection methodology paper) to review our selection of Bridges Court Car Park as our preferred site.

H.3.8 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 Falconbrook Pumping Station CSO. The following outlines the results from each stage of the back-check process.

Assessment of the back-check long list

H.3.9 The original long list for Falconbrook Pumping Station CSO contained seven sites (see Table H.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).

H.3.10 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:

- C09XH: Falconbrook Pumping Station – Half this site was previously considered too small and the area around the pumping station at an earlier design stage was believed to be unfeasible. However, further technical studies since phase one concluded that the pumping station area, combined with the disused toilet block, together created a larger and feasible site to intercept this CSO.

H.3.11 Sites C09XF and C09XG were withdrawn as these were replaced by the new site C09XH.

H.3.12 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.

H.3.13 The potential group of sites listed above was put on the back-check long list for this CSO. The back-check long list sites were then assessed against the engineering, planning, environment, community and property considerations set out in Table 2.2.

H.3.14 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 stage 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.
### Table H.3 Long list to draft short list for the interception of the Falconbrook Pumping Station CSO (Table 2.2 assessment)

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</tr>
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<td>C09XF</td>
<td>York Gardens, adjacent to Community Centre</td>
<td>Withdrawn</td>
</tr>
<tr>
<td>C09XH</td>
<td>Falconbrook Pumping Station</td>
<td><strong>Recommendation:</strong> To draft shortlist</td>
</tr>
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</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.

H.3.15 Full details are provided in back-check Table 2.2 assessment tables and accompanying plans.

H.3.16 Of the seven sites identified, all seven were assessed as potentially suitable and passed to the draft short list.

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

H.3.17 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.

H.3.18 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.

H.3.19 The main rationale for the exclusion of these sites at this stage is summarised below.

Table H.4 Draft short list to final short for the interception of the Falconbrook Pumping Station CSO (Table 2.3 assessment)

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| C09XB   | Forecourt for Volkswagen salesroom | **Recommendation:** Not to shortlist  
**Rationale:**  
- Property – The operational area is likely to obstruct business, so this may result in substantial compensation.  
- Community – The site is situated opposite to community facilities and so these may be affected. It may also affect the car dealership, which in turn may have an adverse impact on the local economy. |
| C09XC   | Bridges Court Car Park | **Recommendation:** Retain on short list |
| C09XD   | York Gardens, adjacent York Road | **Recommendation:** Retain on short list |
| C09XE   | York Gardens, adjacent Pennethorne House | **Recommendation:** Retain on short list |
| C09XH   | Falconbrook Pumping Station | **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.

H.3.20 Full details are provided in back-check Table 2.3 assessment tables and accompanying plans.

H.3.21 Of the seven sites on the draft short list, five were assessed as potentially suitable and passed to the final short list, while two sites did not proceed to the final short list.
Assessment of the back-check final short list sites

H.3.22 The five back-check final shortlisted sites identified for assessment at the next stage were:
- C09XA: Foreshore, near London Heliport, Lombard Road
- C09XC: Bridges Court Car Park
- C09XD: York Gardens, adjacent York Road
- C09XE: York Gardens, adjacent Pennethorne House
- C09XH: Falconbrook Pumping Station.

H.3.23 A site suitability report (SSR) was prepared for the new back-check final shortlisted site and the SSRs for the phase one shortlisted sites were re-evaluated.

C09XA: Foreshore, near London Heliport, Lombard Road

H.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.

H.3.25 All other discipline recommendations remain unchanged.

C09XC: Bridges Court Car Park

H.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.

H.3.27 There would be a potential impact on the surrounding residential developments and the recommendation has, therefore, changed to less suitable.

H.3.28 All other discipline recommendations remain unchanged.

C09XD: York Gardens, adjacent York Road

H.3.29 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.

H.3.30 All other discipline recommendations remain unchanged.

C09XE: York Gardens, adjacent Pennethorne House

H.3.31 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.

H.3.32 All other discipline recommendations remain unchanged.
C09XH: Falconbrook Pumping Station

H.3.33 Site C09XH is situated in grounds predominately dominated by the existing Thames Water Falconbrook Pumping Station, which is located off York Road, in the London Borough of Wandsworth.

H.3.34 The site is set within York Gardens, with a Children’s Centre and playground to the north and a library and community centre to the south. The busy A3205 York Road borders the site to the west.

H.3.35 **Engineering:** This site was assessed as *less suitable* as a CSO site because, while it is of adequate size, there is increased engineering complexity and significant access constraints.

H.3.36 **Planning:** On balance, the site was assessed as being *suitable* for use as a site to intercept this CSO, provided sufficient mitigation measures are employed to avoid unacceptable impacts on designated sites and sensitive receptors. Impacts would be greater if access is unable to be achieved via York Road as it would instead be via residential roads, which would result in much greater impacts on designations and sensitive receptors.

H.3.37 **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 (if access is achievable from York Road), archaeology, built heritage and townscape, water resources (surface water and hydrogeology), flood risk, ecology and noise. The site was considered to be *less suitable* from the perspective of air quality and land quality. However, appropriate mitigation measures can be implemented to ensure adverse impacts are reduced.

H.3.38 **Socio-economic and community:** The site was assessed as *less suitable* for use as a CSO site due to the potential impact on the community centre and library, children’s centre, adventure playground and residential properties.

H.3.39 **Property:** The site was assessed as *suitable* for use as a CSO site because the site is mainly in Thames Water ownership and the acquisition cost for the remainder is likely to be low.

H.4 **Preferred site recommendation**

H.4.1 Following the completion of the back-check process, a multidisciplinary workshop was held to compare the original preferred site (C09XC) and shortlisted sites (C09XA, C09XD, C09XE and C09XH).

H.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 **Falconbrook Pumping Station (C09XH) should become the recommended phase two consultation preferred site for the interception of the Falconbrook Pumping Station 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.
In summary, Falconbrook Pumping Station (C09XH) was identified as the most suitable site because:

- the site is owned by Thames Water and there is a presumption of using Thames Water owned sites first over those owned by third-parties
- greater clarification about technical feasibility to intercept the CSO on this site
- it is possible to mitigate impact on the park and adjacent sensitive receptors
- on balance, less disruption to the wider local community in comparison to C09XC
- it avoids risk of potential loss of previous site due to development.

A short connection tunnel will be required to be constructed from this site to connect the CSO to the main tunnel.

Site development

Following the selection of Falconbrook Pumping Station 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

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.

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, 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 Falconbrook Pumping Station was attended by the London Borough of Wandsworth and our pan-London stakeholders.

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

Construction layout

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 size of the construction site required has been reduced to limit the effect on the adjacent York Garden Library and Community Centre and York Gardens Adventure Playground.

- The size of the construction site has been reduced to utilise land in our ownership as much as possible.

- Construction site access is proposed off York Road (A3205) to reduce the effects on adjacent residential properties in the Winstanley estate.

- The site layout has been arranged so that access to the York Garden Library and Community Centre and York Gardens Adventure Playground would be maintained during construction.

**H.5.6** Further information on the construction logistics and the site layouts for the construction and operational phases can be found in the *Falconbrook Pumping Station site information paper*.

**Design**

**H.5.7** The design of the permanent use and appearance of the structures at Falconbrook Pumping Station 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.

**H.5.8** Full details of design development for the Falconbrook Pumping Station site are provided in the *Design development report*.

**H.6** **Phase two consultation**

**H.6.1** 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 *Falconbrook Pumping Station should become the phase two consultation preferred site for the interception of the Falconbrook Pumping Station CSO*.

**H.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.
Area of main map

Legend

- Local authority boundary (OS)
- Pumping Station
- CSO directly controlled

Site Selection

- No at Table 2.2
- No at Table 2.3
- Preferred site for the preferred tunnel route
- Not a preferred site

Note:

- Sites CS09XF and CS09XG have been retired.

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.

Title: Preferred List: CSO Sites

C09XH

Falconbrook Pumping Station

Chertsey, Weybridge, Guildford, Dorking, Leatherhead, West Molesey, Walton

Thames Water Utilities

The Point, 7th Floor, 37 North Wharf Road, Paddington, London W2 1AF

Chertsey, Weybridge, Guildford, Dorking, Leatherhead, West Molesey, Walton

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