Site selection methodology paper
Foreword

The publication of the Thames Tunnel Site selection methodology paper is an important milestone for the London Tideway Tunnels.

This document sets out how we will go about assessing potential sites to support the construction of the Thames Tunnel, which will be between 25km – 32km long (depending on the route alignment finally selected), and up to 34 connections to the combined sewer overflows – resulting in a cleaner, healthier river Thames.

The methodology has been produced with input from local authorities potentially directly affected and strategic pan-London stakeholders by the construction of the Thames Tunnel.

On behalf of the whole Thames Tunnel project team I would like to thank everyone who took the time to contribute to the Site selection methodology paper and all those involved in its production.

Phil Stride
Head of Tideway Tunnels
May 2009

Update

We have updated our Site selection methodology paper in recognition of the Government’s intention to bring the Thames Tunnel within the remit of the Planning Act 2008. These amendments relate to the introduction of a second phase of consultation. We consulted in June 2011 on these changes and we received no objections to them.

We have also made minor factual amendments where required, and have updated the standard terminology to match the terms that we are currently using on the project. The amendments have not changed the site selection methodology, which we will continue to follow.

Phil Stride
Head of London Tideway Tunnels
August 2011
# Thames Tunnel

## Site selection methodology paper

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Executive summary

The Thames Tunnel (the project) is required in order to intercept flows from combined sewer overflows (CSOs) along the Thames between west London and Beckton Sewage Treatment Works in east London. The project will benefit London as a whole, and those living and working in London, by providing a cleaner River Thames.

The main tunnel will be between 25-32km long (depending on the route alignment finally selected) and will require main tunnel (and possibly intermediate) sites to facilitate construction and CSO interception and other works for CSOs. It is these sites that will be the subject of the proposed site selection exercise. A Site selection background technical paper accompanies this document and provides more information on the project.

Sections 2 and 3 of this document set out the proposed methodology for main tunnel sites, intermediate sites and CSO sites respectively. Each type of site has certain size requirements and the methodology to identify such sites will be applied within an identified area of search. In general terms, the methodology for each type of site can be summarised as follows:

- Outlining the methodology itself, outlining site requirements and the proposed area of search and consulting on the methodology.
- Stage 1: Creation and assessment of a long list of sites; creation and assessment of a short list of sites; creation of a list of preferred sites.
- Stage 2: Engagement on preferred list of main tunnel sites, intermediate and CSO sites.
- Stage 3: Reassessment following engagement exercise and final selection of sites.
1 Introduction

1.1 Purpose of this paper

1.1.1 The Thames Tunnel (the project) is required in order to intercept flows from combined sewer overflows (CSOs) along the Thames between west London and Beckton Sewage Treatment Works in east London. The project will benefit London as a whole, and those living in, working in and visiting London, by providing a cleaner River Thames. While the completed tunnel will require relatively few above-ground structures, there is a need for a number of construction sites along the route of the project to facilitate its construction. It is these sites that will be the subject of the proposed site selection exercise.

1.1.2 This paper summarises the background to the project and then focuses on the proposed site selection methodology (the methodology). The accompanying Site selection background technical paper provides more information on the project.

1.2 Structure of this paper

1.2.1 The structure of this paper is as follows:

- Section 1 – provides an overall background to the sewerage system in London, the need for improvements, policy support for the Thames Tunnel programme and the main features of the project
- Section 2 – describes the site selection methodology for the two types of sites (main tunnel and intermediate) required for the main tunnel
- Section 3 – describes the site selection methodology for CSO sites.

1.3 Background to London’s sewerage system

1.3.1 London’s sewerage system dates from the 19th century and is based on the ‘combined’ principle, whereby a single set of sewers convey both foul sewage and rainwater runoff to sewage treatment works (STWs) for treatment, prior to discharge to the river.

1.3.2 It is usual for a combined sewer to incorporate overflows in the system, which allows excess storm flows to discharge directly to the river to prevent flooding. This is the case with the London sewerage system.

1.3.3 The Thames Tunnel will be designed to intercept flows from up to 34 of the most polluting CSOs.

1.3.4 Unsatisfactory CSOs affect the water quality of the tidal River Thames in three main ways:

- by introducing quantities of sewage derived solid material into the river that can give rise to offensive conditions both in the river and on the foreshore
- by producing a fall in dissolved oxygen (DO) concentrations that can drop sufficiently low to result in fish mortality, and
by introducing pathogenic organisms into the river, which increases the health risk to both river users and wildlife.

1.4 Need for improvements to London’s sewerage system and the tidal River Thames

Legal background

1.4.1 Thames Water is the licensed sewerage undertaker for the London area and has a duty under the Water Industry Act 1991 to provide and maintain a system of sewers.

1.4.2 The EC Urban Waste Water Treatment Directive 1991 (UWWTD) and UK Urban Wastewater Treatment (England and Wales) Regulations (DoE, 1994) establish general standards for collecting systems (sewers) and sewage treatment works (STW). Compliance with these requirements is an extension of the duties under the Water Industry Act 1991.

1.4.3 The need to meet the requirements of relevant legislation is a major driver for the Thames Tunnel.

European Commission reasoned opinion and Government decision

1.4.4 On 10 April 2006, the European Commission handed down its ‘reasoned opinion’ that the untreated discharges from the CSOs along the Thames Tideway at the existing frequency of 50 to 60 times per year were unacceptable and that the United Kingdom Government was therefore failing to comply with the requirements of the UWWTD on collecting systems and treatment facilities. The Government has accepted that further measures are needed to improve parts of London’s sewerage network and to meet the requirements of the UWWTD.

1.4.5 On 27 July 2006, Ian Pearson (Minister of State for Climate Change and the Environment) wrote to Thames Water requesting that Thames Water provides a detailed assessment of two of the storage and transfer tunnel options for providing improvements to the Thames Tideway.


1.4.7 A Regulatory Impact Assessment (RIA) was prepared by Defra and signed off by Ian Pearson in March 2007. The RIA recommended that: “…..a phased, single tunnel approach, which addresses all the unsatisfactory overflows, is the minimum required to meet our obligations. It is therefore proposed that TW are asked to proceed urgently with the development and implementation of a scheme which reduces and limits pollution from storm water overflows.”

1.4.8 In September 2010, the Secretary of State for Environment, Food and Rural Affairs, Caroline Spelman, issued a written ministerial statement
confirming the coalition Government’s support for the construction of the tunnel. The Environment Secretary’s statement confirmed that: “I am also minded that development consent for the project should be dealt with under the regime for nationally significant infrastructure projects established by the Planning Act 2008. I consider that this project, with its unique scale and complexity, is of national significance, and therefore appropriate for this regime.”

1.5 **Policy support for Thames Tunnel**

1.5.1 The Government’s 2008 water strategy for England (refer to Appendix C) specifically supports the series of London Tideway projects and states: “The Thames Tideway scheme, consisting of large scale infrastructure improvements to London’s combined sewer system and treatment works, will address pollution from sewage, which affects the tidal River Thames and the River Lee. It is expected to be completed by 2020, and will make significant improvements to water quality and the natural environment in London, where there are currently between 50 and 60 overflows per year.”

1.5.2 One of the main aims of the Thames Tunnel project is to improve the overall quality of the tidal River Thames. This aim is consistent with the Government’s objectives for the planning system set out in *Planning Policy Statement 1: Delivering Sustainable Development* (2005) (PPS1). PPS1 states in Paragraph 3: “(at) the heart of sustainable development is the simple idea of ensuring a better quality of life for everyone, now and for future generations.”

1.5.3 It is important to note that in autumn 2010, the Government consulted on its draft *Waste Water National Policy Statement*, which sets out the need for the Thames Tunnel.

1.5.4 The *London Plan* also states general support for the Thames Tunnel. *The London Plan* (2011) in Policy 5.14D states: “[t]he development of the Thames Tideway Sewer Tunnels to address London’s combined sewer overflows should be supported in principle.”

1.5.5 The supporting text to this policy (Paragraph 5.59) states that the Thames Tunnel: “will address the long-term problem of combined sewer overflows, which has resulted in the discharge of millions of tonnes of untreated sewage into the Thames each year. This is a strategic project for London that should be completed by 2020. Opportunities to reduce the construction and operational impacts, the overall energy demand and the costs of the project should be taken.”

1.6 **Project description and programme**

1.6.1 Information concerning the project and proposed means of construction is provided in the *Site selection background technical paper*. The text below provides a summary of the project and programme.

1.6.2 The Thames Tunnel is a linear infrastructure project that will pass physically through the administrative areas of up to 14 London local authorities. The alignment of the tunnel will broadly follow the route of the Thames from west London to Beckton STW (or Abbey Mills Pumping
Station) in the east. The existing CSOs to be intercepted will be connected to the Thames Tunnel, and flows will be forwarded for treatment at Beckton STW.

1.6.3 The provisional outline schedule for the Thames Tunnel project is given below:

- Design development 2008 to 2010
- Site selection 2008 to 2011
- EIA, ES and planning documentation 2009 to 2012
- Submission of application for development consent 2012
- Target for development consent 2013
- Procurement of main construction packages 2013
- Site investigation and enabling works 2008 to 2013
- Construction work 2013 to 2020

1.6.4 The project involves a network of sites to enable the main tunnel to be constructed and maintained by Thames Water.

**Main features of the Thames Tunnel**

1.6.5 The main elements of the proposed Thames Tunnel project include the following:

a. Main tunnel approximately between 25km – 32km long (depending on the route alignment finally selected) with an estimated 7.2m internal diameter (ID) running from west London to Beckton STW (or Abbey Mills Pumping Station) in east London.

b. Main shafts, including one main shaft at Beckton STW (or Abbey Mills Pumping Station) (up to 25m ID), plus other main drive/reception shafts (up to 25m ID) to facilitate tunnel construction and for permanent operational tunnel access. The precise nature of the main tunnel sites required will be determined in part by the availability and suitability of sites along the tunnel length, and by the need to optimise drive lengths for tunnel boring machines (TBMs).

c. Intermediate sites may be required to undertake planned inspections of TBMs and to provide access for secondary lining, should secondary lining be needed.

d. CSO interception works that may typically be in the highway or other public areas in reasonable proximity to the river frontage. These existing CSOs will need to be connected in situ.

1.6.6 Further information on the above features of the project is included in the Site selection background technical paper.

1.7 **Approach to site selection**

1.7.1 Thames Water’s intention is to be transparent, accountable and fair in the implementation of the methodology.
1.7.2 Relevant planning policy informs the proposed approach to site selection. *Planning Policy Statement 1: Delivering Sustainable Development* (2005) (PPS1) places an emphasis on sustainable development in order to ensure a better quality of life for everyone, now and for future generations. The principles set out in PPS1 underpin Thames Water’s approach to site selection.

1.7.3 Other relevant government advice in terms of site selection is set out in *Planning Policy Statement 10: Planning for Sustainable Waste Management* (2005) (PPS10). This general waste management policy has been used as it provides clear advice on identifying suitable sites and areas and the application of locational criteria. While the worksites are not waste management sites, they are considered sufficiently similar in nature to recommend the approach taken in PPS10. It stresses that decisions on sites should be based on clear policy objectives, robust analysis of available data and information, and assessment of options. Community engagement is also important and should be proportionate to the scale of development proposed.

1.7.4 The site selection process will take into account relevant environmental, planning, engineering (‘buildability’ and ‘operability’), property (including cost), social and economic aspects to enable selection of the most suitable combination of sites along the route of the tunnel.

1.7.5 There is a relationship between the processes for site selection, engineering design and optioneering of the project. The engineering design process for the tunnel and various connections is proceeding in tandem with the site selection process. There will be an iterative relationship between these two processes.

1.7.6 The development of the project will require a comprehensive baseline of information from a wide range of data sources. Information will be collected and used throughout the site selection process. A list of initial data sources is provided in Appendix B. During the course of the site selection process, other data sources will be used, especially Environmental Impact Assessment (EIA) baseline research. Information will also be obtained from transport and utilities providers, particularly in respect of subsurface infrastructure.

1.7.7 There are three main stages to the methodology, including the planned consultation review and feedback activities. Figure 1.1 provides a broad summary of the main stages and associated activities. The subsequent sections describe in more detail what will happen at each of the three stages.
Figure 1.1 Site selection flowchart

Thames Tunnel site selection methodology
Main tunnel and CSO sites

Preliminary stage
- Define site requirements and areas of search
- Produce draft methodology 12-week consultation period on draft methodology
- Data collection

Consultation, review and feedback
Methodology
- Review responses and make revisions
- Consultees to comment on revised methodology and summary of comments (28 days)
- Send consultees final methodology

Site identification, criteria and assessment

Stage 1.

→ Long list
- Table 2.2

→ Draft short list
- Table 2.3
- Project team review workshop
- Summary of shortlisted sites

→ Final short list
- Site suitability reports
- Engineering options reports
- Project team optioneering workshops
- Preferred scheme report

→ Preferred list

Stage 2.

Consultation on preferred list of sites
- 12-week consultation period
- Stakeholder briefings
- Exhibitions
- Information giving

Stage 3.

Selected sites
- Review consultation responses and technical assessments
- Revise and determine if any key sites may drop out then find replacement sites
- Confirm or modify list of preferred sites to arrive at selected sites
- Final report on site selection process
- Monitor selected sites

Selected sites

Final list
- Send to consultees:
  - Notify consultees of list of selected sites and final report on site selection process and future opportunities to comment on Thames Tunnel project

Back-checking and targeted repeat of stages 1-3 in event of material changes in circumstance and/or to find new replacement sites, if needed:
- Identify and assess new potential replacement sites by working back through the process
- Create an updated list of preferred sites
- Carry out a targeted consultation exercise on these new sites
- Analyse consultation responses
- Incorporate any new replacement sites into selected list of sites
2 Site selection methodology: main tunnel sites

2.1 Introduction
2.1.1 This section sets out the methodology for main tunnel and intermediate sites. It reflects the three main stages of site selection, as shown in Figure 1.1.

2.2 Definition of site requirements and area of search
2.2.1 In order to establish the scope of the site selection exercise, it has been necessary to consider and establish:
- number and types of site
- site features and parameters
- search area for sites.

2.2.2 This section explains the number and types of sites (main tunnel and intermediate), the site features and parameters for each type of site, and the site search area for the main tunnel sites and intermediate sites. Section 3 of this paper sets out the equivalent context information for the CSO sites.

2.2.3 Further background and fuller descriptions of characteristics of main tunnel sites and intermediate sites, including possible indicative layouts for main tunnel sites and intermediate sites, are provided in the supporting Site selection background technical paper.

Number and type of sites
2.2.4 There are two types of sites required to enable the project to be built and operated. The site selection process will identify a combined package of suitable sites that meet the requisite criteria, are in suitable locations, are suitably spaced by reference to one another and of a suitable size. The following sites are expected to be identified:
- up to six main tunnel sites (one of which will be at Beckton STW or Abbey Mills Pumping Station), and
- up to five intermediate sites.

2.2.5 In general terms, the more TBMs used to create the tunnel, the faster the overall programme and the more sites required. Health and safety, geological and economic factors also bear on the distance between sites. A site is required to launch the TBM (ie, drop it down a shaft so it can start tunnelling). Another site is required to remove the TBM from the ground. The number of TBMs used will ultimately depend on the distances between main tunnel sites and the time available for tunnelling.

2.2.6 The requirement for intermediate sites will be informed by factors such as health and safety and whether or not there is a need for secondary lining.
Site features

2.2.7 Each site has its own locational characteristics, size requirements, and uses associated with construction and operational activities.

2.2.8 The size, shape, location and other characteristics of sites are dictated by the scale of the shafts they will accommodate, the activities to be carried out during the construction phase and the activities to be carried out post construction.

2.2.9 The main tunnel site shafts and intermediate site shafts are assumed to be up to 25m internal diameter, with depths ranging from 40m in west London to 75m in east London.

2.2.10 The site activities and facilities can be divided into core activities at the shaft and ancillary activities which could be located on a site away from the shaft. It is estimated that the sizes required for the sites will range from 18,000m² (15,000m² in clay) to 20,000m² for main tunnel sites and 5,000m² to 7,500m² for intermediate sites.

2.2.11 For main tunnel sites, the majority of structures, plant and equipment on site will be needed for construction purposes only and, following construction, will be removed. However, some permanent above-ground structures will remain on all main tunnel sites. Typically, these might include access covers, an air extraction/intake structure, space adjacent to the shaft footprint to accommodate mobile cranes for maintenance, and an emergency overflow culvert to the river. There will also need to be adequate vehicular access from the highway for maintenance. Further details are provided in the Site selection background technical paper.

2.2.12 For intermediate sites, depending on the final design and operational considerations, there may be a requirement for an access manhole, ventilation structures and vehicular access. However, it is also possible that some or all intermediate sites may only be required for construction purposes and may not have any permanent above-ground facilities.

2.2.13 When assessing the suitability of sites, regard will be had to their ability to accommodate the types of permanent structures referred to above.

Search area: main tunnel sites and intermediate sites

Search area for sites

2.2.14 The boundaries of the proposed site search area for the main tunnel sites and intermediate sites are shown in Figure 2.1. The site selection process will search for sites along the whole length of the tidal River Thames from the western limit to the eastern limit at Beckton STW. For reasons set out in the Site selection background technical paper, it is anticipated that main tunnel sites and intermediate sites will be located on land. However, should it prove difficult to identify suitable land-based sites, it may be necessary to explore further the potential for siting shafts wholly or partially within or on the foreshore of the river. Regard will also be had to

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1 Further design development has confirmed that emergency overflows are not required for main tunnel and intermediate sites.
the possibility of locating part of a temporary worksite (eg, workers’ welfare facilities) upon the river, where appropriate, and adjacent or close to a land-based worksite.

2.2.15 Ongoing engineering and design work may identify options for variations in the route, and it is possible that circumstances could arise which render it necessary to search for sites outside the areas of search identified in this document. Should this situation arise, Thames Water would inform all those listed in Appendix A of any proposed changes to the agreed area of search and of the reasons for the change.

Western limit

2.2.16 The proposed western limit of the search area for the main tunnel sites and intermediate sites is in the vicinity of the westernmost CSO to be intercepted by the tunnel (Acton CSO).

Eastern limit

2.2.17 The proposed eastern limit of the search area for the main tunnel sites and intermediate sites is Beckton STW because this is the point to which flows from the tunnel will be conveyed.

Northern and southern limit

2.2.18 The initial proposed extent of the width of the site search area is about 500m either side of the river, but this will be applied flexibly as this distance will depend on a variety of factors on the ground, such as the route to the riverbank, the direction the measurement is taken and specific local circumstances. The 500m will be measured from the north and south bank side and extend inland in all directions to adopt a flexible approach in implementation. If too few or no potentially suitable sites are found within these initial limits, the search area may need to be extended outwards and/or to include the river. The extension of the search area may also be required if a site is spread across two linked sites or where a site extends across the outer search area boundary. There are particular advantages to using sites closer to the river for the reasons set out in Paragraph 4.2.1 of the Site selection background technical paper, including the assumption that the majority of materials delivered to and removed from the sites will be transported by river wherever possible. Similar considerations may also apply to sites alongside or close to navigable creeks within the 500m area of search.

Excluded areas

2.2.19 The site search area is a large and all-inclusive area and, in order to make sure the search is realistic, two types of areas have been excluded after consideration of core London Plan policies:

a. London’s four World Heritage sites:
   i. Westminster Palace
   ii. Westminster Abbey and Saint Margaret’s Church
   iii. Tower of London
iv Maritime Greenwich.

World Heritage sites are places of international importance for the
conservation of mankind’s cultural and natural heritage and are
designated by the World Heritage Convention established in 1972 by
the United Nations Educational, Scientific and Cultural Organisation
(UNESCO). (Policy 7.10 – World Heritage Sites.)

b. Existing housing within concentrated residential areas, on the basis of
London Plan policies 3.15B – Loss of housing and affordable housing
and 3.15C – Loss of hostels, staff accommodation and shared
accommodation. These policies are designed to protect existing
residential stock unless there is a planned replacement. In addition,
these London Plan policies are further supported in all unitary
development plans (UDPs) and emerging core strategies across
London local authorities. The aim across London is to prevent the
loss of existing housing stock unless replaced as part of the proposed
development. As exceptions to this general rule: (a) derelict or vacant
housing sites will be identified and (b) if particular sites are put forward
by local authority stakeholders as being potentially suitable, they will
be considered. Should it be impossible to identify potential sites
without including areas of housing – which is thought unlikely – the
back-checking exercise would allow Thames Water to return to this
point and reconsider whether there are, in fact, potential sites within
this category of land use.

2.2.20 This study will therefore use a refined site search area within the boundary
limits described above.

Figure 2.1 Initial site search area: Main tunnel sites and intermediate sites
2.3 Stage 1: Site identification, considerations and assessment

2.3.1 There are three main parts to Stage 1:

- 1A – the creation of a long list of potential sites, along with an explanation of how information will be verified and moved to 1B
- 1B – the creation of a short list of potential sites, along with an explanation of how information will be verified and moved to 1C
- 1C – the creation of a preferred list of sites, along with an explanation of how information will be verified and moved to Stage 2.

2.3.2 Sites will be identified within the refined site search area shown in Figure 2.1 and excluding the areas described in paragraph 2.2.19.

2.3.3 The methodology in Stage 1 is based on a planning and environment policy approach that starts from the national level, moves to the regional (London-wide) level and works down to the local level. The aim is to use a hierarchy of policies in order to go from strategic to site-specific issues. This approach will identify potential sites and then screen out less suitable sites (in combination with other relevant factors, including engineering, property and community related considerations). By mapping potential sites, this will help clarify and move towards identifying the most suitable combination or network of sites. The aim of the site selection process is not to try to identify every piece of land within the refined search area but rather realistic site alternatives. As London is a dense, complex urban environment, most potential sites will be subject to some form of constraint or issues that may need measures to make them suitable sites for development activities.

2.3.4 The subsequent sections describe the information, considerations and assessment method that will be used for the long, short and preferred list of sites.

Part 1A – Creation of a long list of potential sites

2.3.5 The long list will be created by conducting a desktop survey of the land within the site search area (see Figure 2.1) to identify sites that may be suitable for main tunnel sites and/or intermediate sites. This exercise will be done mainly by examining aerial photographs, OS maps and atlases.

2.3.6 For the purpose of this paper, ‘a site’ is generally defined as an area for which boundaries can be readily distinguished and defined.

2.3.7 Sites should potentially be capable of being used during construction of the main tunnel and for post construction operational activities. In order to determine whether a site should be included on the long list, a professional judgement will be made to determine whether it is potentially large enough to accommodate either a main tunnel site or intermediate site on either one single site or more than one linked site (it is unlikely that more than two sites would be linked, but this should not be discounted). Regard will also be had to potential river linkages and, to that end,
Thames Water will give preference to the use of the river for transport of materials wherever possible.

2.3.8 Identified areas of land will be included in the long list of sites and plotted on a GIS map. Identification of these sites should only be taken to mean that a site may meet physical site requirements and a more detailed assessment of its suitability will be carried out.

2.3.9 When determining whether sites should be included on the long list, a combination of factors will be taken into account. For example, if a site is not located next to the river but is within the 500 metres search area (or even just outside the search area), it may be included if it can readily be linked to a site near the river. By starting with the basic suitability of the site, this approach allows for a large search area to be rapidly assessed and a different combination of local factors to be considered in order to create a realistic long list of sites.

2.3.10 However, if relatively few sites are suitable for inclusion on the long list, it may be necessary to widen the initial 500 metres from the northern and southern riverbank further inland.

2.3.11 The long list will be published as part of the final site selection report and will also be discussed with stakeholder consultees at the stage of consultation on the short list.

Part 1B – Creation of a short list of potential sites

2.3.12 Part 1B explains how the move from the long list to the short list of potential sites will be made. There are four steps that are described in subsequent paragraphs and can be summarised as follows:

- collect data on longlisted sites.
- assess longlisted sites against set considerations and values that reflect planning/environment, engineering criteria and other material considerations (see Table 2.2), then identify sites that move from the long list to the draft short list.
- create a draft short list of potential sites and assess against criteria in Table 2.3, prepare pre-workshop reports, hold optioneering workshops, hold meetings and verify sites with relevant London local planning authorities and other stakeholders, and consider responses.
- create a final short list of potential sites and provide feedback to relevant London local planning authorities and other stakeholders.

Data collection

2.3.13 In order to assess and differentiate between potential sites on the long list, relevant information will be collected about longlisted sites. This information will be used to determine which sites are shortlisted.
2.3.14 The potential sites on the long list will be assessed against the criteria in Table 2.2 and policy information used to inform this assessment. Table 2.2 is intended to allow a preliminary ‘high’ level of assessment sufficient to determine which sites move from the long list to the draft short list. Table 2.3 is intended to allow for a more detailed assessment of similar factors when assessing the draft short list.

2.3.15 Table 2.2 allows for an initial assessment of each longlisted site against considerations. Acceptability of each site will be determined as red, amber or green for each criterion. By way of an example, if a site is subject to a national designation, which would suggest a site to be unlikely to be suitable in planning terms, a value would be given as red. Similarly, if a site were considered likely to be heavily constrained in engineering terms, a value would be given as red. Inconsistency with regional/local designations may be more capable of being outweighed by other factors, so a value would be given as amber. When no planning or environment designations apply to a site that would conflict with its use as a worksite, or no significant engineering constraints apply to a site, the value would be given against the relevant assessment category as green. Naturally, if a site was shortlisted, a more detailed site investigation at Part 1C may cause the need to reappraise these initial conclusions.

2.3.16 The results of this assessment will be evaluated and professional judgement, informed by inputs from emerging engineering and design requirements, will be used to determine which sites move from the long list to the draft short list. Sites will be compared as a whole, and those that perform best in relative terms and that are least constrained will be selected. If a site is awarded a red value, this will not necessarily prevent a site proceeding to the next stage of assessment if, in overall terms, it performs better than other sites.

**Table 2.2 Long list of sites: Assessment considerations and indicative values**

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Indicative values</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Red</td>
</tr>
<tr>
<td><strong>Engineering</strong></td>
<td></td>
</tr>
<tr>
<td>Size size</td>
<td>Size or shape likely to prevent use of site</td>
</tr>
<tr>
<td>Site features</td>
<td>Site features have potential to prohibit development of site.</td>
</tr>
</tbody>
</table>
### Site selection methodology: main tunnel sites

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Indicative values</th>
</tr>
</thead>
<tbody>
<tr>
<td>Availability of jetty/wharf facilities and distance to river</td>
<td>Unlikely to be possible to access jetty/wharf facilities, or to create jetty/wharf and/or distance/route between construction site and river (and any jetty/wharf or potential jetty/wharf) is particularly lengthy or significantly constrained</td>
</tr>
<tr>
<td>Means of access</td>
<td>Significant difficulties achieving road or rail access</td>
</tr>
</tbody>
</table>

### Planning and environment

<table>
<thead>
<tr>
<th>Heritage designation</th>
<th>National</th>
<th>Regional/local</th>
<th>None or positive</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landscape/Townscape</td>
<td>National</td>
<td>Regional/local</td>
<td>None or positive</td>
</tr>
<tr>
<td>Open space</td>
<td>National</td>
<td>Regional/local</td>
<td>None or positive</td>
</tr>
<tr>
<td>Ecological designation</td>
<td>National</td>
<td>Regional/local</td>
<td>None or positive</td>
</tr>
</tbody>
</table>

### Community and property

<p>| Neighbouring land uses        | Nature of surrounding land use likely to preclude development | Nature of surrounding land use not ideal, but mitigation measures would ensure acceptability | Neighbouring land uses do not conflict with use of site |</p>
<table>
<thead>
<tr>
<th>Criterion</th>
<th>Indicative values</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Red</strong></td>
<td><strong>Amber</strong></td>
</tr>
<tr>
<td>Existing or designated use of site</td>
<td>Existing/ designated use of site likely to preclude development</td>
</tr>
<tr>
<td>Special land and Crown land</td>
<td>Land comprises special land for the purposes of the Acquisition of Land Act 1981 or Crown Land</td>
</tr>
<tr>
<td>Acquisition costs</td>
<td>Acquisition costs likely to be relatively high</td>
</tr>
</tbody>
</table>

**Assessment of draft short list**

2.3.17 An assessment of all draft shortlisted sites will then be made by using the considerations in Table 2.3. These considerations are intended to assist each discipline in reaching a conclusion on a particular site. The Table 2.3 assessment will also use and build upon the information collected for and assessment undertaken at Table 2.2. The focus at Table 2.3 will be upon more detailed local considerations. Further discussions will be held with relevant London local authorities and agencies to obtain and utilise information required for Table 2.3. At this stage, it is considered appropriate to judge each site against relevant factors for each of the following disciplines:

- Engineering
- Planning and environment
- Property, and
- Community.
### Table 2.3 Draft short list of sites: Assessment

| **Assessment table of draft shortlisted sites: List of considerations** |
|-------------------|-------------------------------------------------|
| **Engineering**   |                                                 |
| **Site size**     | Main tunnel site or intermediate site           |
|                   | General dimensions – ie, square, rectangle, etc |
| **Distance and route to river** | Detailed consideration |
| **Jetty/wharfage facilities** | Facilities available |
|                   | Facilities can be created                       |
| **Means of road/rail access** | Availability of rail connection/ |
|                   | practicability of accessing rail connection    |
|                   | Suitability of road links to site and river    |
|                   | Availability of any other means of access      |
|                   | Worker transport considerations                |
| **Site features** | Above- and below-ground conditions (including third-party assets) |
|                   | Geology                                         |
|                   | Site levels                                      |
|                   | Other considerations                             |
| **Site efficiency** | Ability to accommodate all requirements on one site and, if not, describe how facilities can be achieved via a combination of sites. |
| **Tunnelling and system engineering requirements** | Ability to be compatible with likely system and tunnelling requirements in the vicinity of the site. |
| **Planning and environment** |                                                 |
| **Planning applications/permissions** | Application expected |
|                   | Awaiting determination                           |
|                   | Unimplemented                                    |
## Assessment table of draft shortlisted sites: List of considerations

<table>
<thead>
<tr>
<th>London Plan/UDP/LDF allocation or special policy areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Specific land use</td>
</tr>
<tr>
<td>• Specific planning objective</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Heritage designations</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Archaeology priority areas</td>
</tr>
<tr>
<td>• Scheduled ancient monuments</td>
</tr>
<tr>
<td>• Historic parks and gardens</td>
</tr>
<tr>
<td>• Conservation areas</td>
</tr>
<tr>
<td>• Listed buildings</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Landscape/Open space designations</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Public open space</td>
</tr>
<tr>
<td>• Metropolitan Open Land (MOL)</td>
</tr>
<tr>
<td>• Other landscape/open space designations</td>
</tr>
<tr>
<td>• Informal/undesignated open space</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Ecological designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>• SSSI</td>
</tr>
<tr>
<td>• Nature conservation/reserve designations</td>
</tr>
<tr>
<td>• Tree preservation orders</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transport</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Rights of way</td>
</tr>
<tr>
<td>• Other key transport routes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Amenity</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Neighbouring land uses and amenity considerations</td>
</tr>
<tr>
<td>• Sensitivity to noise, dust and other construction effects</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Property</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ownership of site</td>
</tr>
<tr>
<td>Tenant on site</td>
</tr>
<tr>
<td>Estimated acquisition cost</td>
</tr>
<tr>
<td>Crown land and special land</td>
</tr>
<tr>
<td>Access and material transfer rights</td>
</tr>
</tbody>
</table>
2 Site selection methodology: main tunnel sites

### Assessment table of draft shortlisted sites: List of considerations

<table>
<thead>
<tr>
<th>Community</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proximity to sensitive receptors</td>
</tr>
<tr>
<td>Social considerations</td>
</tr>
<tr>
<td>Economic considerations</td>
</tr>
<tr>
<td>Health considerations</td>
</tr>
<tr>
<td>Equality considerations</td>
</tr>
</tbody>
</table>

NB. This list of considerations is not intended to be exhaustive at this stage. If other relevant factors are identified, they will also be used for assessment purposes.

2.3.18 After Table 2.3 has been completed, the Thames Tunnel team (including members of all relevant disciplines) will evaluate all those sites listed and consider the results of this assessment. The project team will use technical knowledge and professional judgement, as appropriate, to evaluate these sites. Reports will be prepared and include sections on the following areas and relevant factors within each area:

- Engineering
- Planning and environment
- Property,
- Community.

### Consideration and analysis

2.3.19 After reports have been considered, a project team workshop (attended by project managers and all relevant specialists) will be held to evaluate both main tunnel sites and intermediate sites, and will need to consider which sites should be confirmed as on the final short list for each type of site. Regard will also be given to the potential combinations of sites, co-location of sites and spatial distribution across the length of the tunnel route, and their potential use as either a main tunnel site and/or intermediate site.

2.3.20 At the project team workshop, each draft shortlisted site will be discussed in turn, and each discipline representative will comment on the site with regard to that particular discipline, having regard to all relevant material considerations. The project team will reach agreement at the workshop in order to categorise each site, as follows:

- site potentially suitable – remains on short list
- site unsuitable – delete from short list.

2.3.21 It is intended that sufficient preparatory work will be completed by all parties prior to the workshop to ensure that informed, balanced judgements on the likely acceptability of sites can be taken. However, should new issues or additional concerns arise during the course of the workshop which merit additional research/assessment, the workshop will
be suspended and reconvened at a future date when the required information/assessment is available.

2.3.22 The project team workshop will be minuted and the output will be used to supplement the reports produced to precede the workshops. A summary report will be provided which sets out the shortlisted sites and provides an overview of reasons for their inclusion (and a summary of longlisted and draft shortlisted sites that did not make the final short list, and reasons for their exclusion).

**Review of shortlisted sites**

2.3.23 The contents of the shortlisted sites report referred to at Paragraph 2.3.22 above will be the subject of a meeting with officers at relevant London local authorities and statutory and other stakeholders, so they can verify there are no specific sites or general site location factors that have been overlooked in the assessment of the draft shortlisted sites. It is proposed that this consultation is undertaken on a confidential basis because of the potential for undue anxiety and potential blight within the local community. This is in accordance with the recommended approach within the Government’s 1999 *Code of Practice on the Dissemination of Information*.

2.3.24 London local authorities and statutory and other stakeholders will be asked at a meeting to feed back any comments on shortlisted sites. All comments received will be analysed by the Thames Tunnel project team.

2.3.25 The final shortlisted sites report will be reviewed and consideration will be given to consultation comments. A report will be produced which summarises the consultation comments (made both generally and in relation to particular sites) and will make recommendations concerning changes or rejection of changes to the short list of sites.

**Final short list of sites**

2.3.26 The Thames Tunnel project team will review the revised final shortlisted sites report and consider any new technical information in arriving at the final short list of sites. At this stage, regard will also be had to whether it is necessary to extend the area of search outwards and/or to include the river, as described in Paragraph 2.2.13.

**Part 1C – Creation of the preferred list of sites**

2.3.27 The sites on the final short list emerging from Part 1B will be investigated to identify the final preferred list of sites. This process will involve the following activities for each site on the short list, with contributions from engineering, planning, environment, property and community specialists:

- formulation, review and update of site investigation data
- assessing sites against all relevant planning and environment policies, *London Plan* policies, policies in London borough planning documents (e.g., saved UDP policies, LDF documents and any other site specific planning policy documents) and all other information on the site investigation summary form
• producing a site suitability report for each site, including inputs from all disciplines (engineering, planning and environmental, property and community), technical investigations and site surveys. This should include physical inspections and surveys of sites wherever practicable, and an intermediate level assessment of what the likely significant environmental effects would be of operating the site for the estimated construction duration

• producing an engineering options report which will consider how sites work in combination, and options for main tunnel alignment and CSO connections

• optioneering workshops

• optional peer review of preferred sites and then consultation on these sites as set out in Stage 3 below.

2.3.28 All of the above factors will be recorded and incorporated into the final preferred scheme report.

Site suitability and reports

2.3.29 Detailed site level data will be collected at this stage. Site studies and investigations will specifically address themselves towards planning, environmental, engineering, operational, property and/or any other specialist discipline that may relate to an individual site. This data will be used to assess sites.

2.3.30 All the detailed site level data will be confirmed, reviewed and assessed by the Thames Tunnel project team, using professional judgement and experience of other similar tunnelling and large infrastructure projects.

2.3.31 A site suitability report will be produced to a set template that will generally reflect the following considerations:

• review of relevant site specific national, London-wide and local planning policies, including impact on planning and environmental designations, plus results of any site surveys

• engineering, geotechnical, groundwater and technical matters that impact on a site’s ability to host required on-site activities, ‘buildability’ and ‘operability’

• technical assessment of how well the site may fit in with tunnel design options, and ensuring combinations of sites spread across the length of the tunnel route provide a reasonable spatial distribution of sites that will best assist with the construction of the tunnel, operation and maintenance

• environmental, social and community issues and impacts associated with the use of the site (and required mitigation measures) during the construction period, and potential restoration and after-uses for the site

• other proposed projects in the locality and potential for cumulative effects, also potential for site sharing with other construction projects
2 Site selection methodology: main tunnel sites

- sites are practical and capable of being granted planning permission, with reasonable and necessary conditions and obligations
- restoration and after-use of site
- sites can reasonably fit in with the overall construction programme
- property (including site acquisition), services and operational matters
- time, cost and economic matters.

2.3.32 An **engineering options report** will also be produced. Selection of the preferred sites from the final short list will proceed in tandem with refining design options for the Thames Tunnel itself. Options for tunnel alignment and CSO connection points will be refined, having regard to the availability and spacing of suitable sites, as well as to the potential for combined use of sites. Cost considerations associated with engineering options, transport and energy will be reported, balanced and taken into account.

**Optioneering workshops**

2.3.33 These project team workshops will consider and focus on the detailed contents of the **site suitability report** for each shortlisted site and the **engineering options report** referred to above. Following the workshop, a **preferred scheme report** will be prepared to supplement the reports preceding the workshop. The **preferred scheme report** will make final recommendations to Thames Water as to the list of preferred sites.

2.3.34 The final preferred list of sites, along with the preferred scheme, will be consulted on in Stage 2.

2.4 **Stage 2: Engagement on preferred list of sites**

2.4.1 There are six parts to Stage 2:

- 2A – Pre-consultation period activities
- 2B – 12 week consultation period (extended to 18 weeks for first phase of consultation)
- 2C – Consultation activities: briefing sessions
- 2D – Consultation activities: exhibitions
- 2E – Review and assessment of all consultation responses
- 2F – Feedback to consultees and consultation report.

2.4.2 This stage applies to all the preferred sites that will be identified: main tunnel sites, intermediate sites and CSO sites. As described below in paragraphs 2.4.13 to 2.4.15, a second phase of formal consultation will be undertaken after the responses to the first phase of consultation have been taken into account. **It is important to stress that this methodology outlines consultation activities as they relate to the site selection process. Thames Water will, of course, engage regularly with all potentially affected London local authorities and other stakeholders in the period leading to submission of applications for consent for the project and beyond.** A ‘community consultation
strategy’ and ‘statement of community consultation’ have been prepared, which outline Thames Water’s proposals for consulting on proposed application(s).

**Part 2A – Pre-consultation period activities**

2.4.3 A comprehensive programme of community and stakeholder consultation activities will support the site selection process to ensure all relevant parties are effectively engaged. This programme will maximise the opportunities for interested parties to engage and provide feedback on the sites initially identified as preferred sites and other shortlisted sites. The programme will utilise a range of activities to engage with the various community and stakeholder audiences from an early stage in the identification of the preferred sites. For example, leaflets, flyers and newsletters will be distributed to all communities living in the immediate vicinity of all the preferred sites and shortlisted sites. Good use will also be made of local media.

**Part 2B – 12 week consultation period**

2.4.4 The consultation period on the preferred sites will last for 12 weeks (extended to 18 weeks for the first phase of consultation). Widespread notification and publicity about the consultation period will be given to statutory consultees and local communities near to any preferred sites before and during the consultation period.

**Part 2C – Consultation activities: briefing sessions**

2.4.5 Once the preferred sites have been identified, an initial series of briefing sessions will be held with main local stakeholders in each of the local authorities where preferred sites have been identified. These sessions aim to kick-start the engagement process in these neighbourhoods.

2.4.6 It is envisaged that local ward councillors, local MPs, community leaders and other influential people in the community will be invited to a briefing session on the project. Those to be invited will be agreed with the local planning authorities and other relevant statutory consultees.

**Part 2D – Consultation activities: exhibitions**

2.4.7 Following these briefings, public exhibitions will be organised in each of the local authorities to engage directly with the local communities, groups and people living and working in the areas potentially affected. These exhibitions will be designed to provide information on the overall purpose of the project and use of the sites, and to allow the gathering of opinions and comments from the communities and their stakeholders.

2.4.8 The exhibitions will take the form of events at which information is presented on a series of display boards. The events will be staffed by members of the Thames Tunnel project team and its consultants, so that questions can be answered and information on the display boards may be explained in more detail where required. The exhibition will be publicised to the relevant local communities via the press and local sources.
The events will be located as close as possible to the selected sites, so as to make it as easy as possible for the communities likely to be most directly affected to attend. The events should be open from the morning into the evening to allow people to fit in a visit around their other home and work commitments. A range of methods will be used to capture comments, such as traditional comment forms, a graffiti wall, flip charts, and acetate sheets on top of boards and plans.

It is likely that the display boards will cover the following elements:

- an introduction to the Thames Tunnel project
- history of the project’s evolution to-date
- rationale, need and benefits of the tunnel
- explanation of the types of sites and their features
- details of the site selection methodology and process which has been used to generate the list of all the preferred sites – plan showing all sites
- overview of the other sites considered and reasons for their non-selection
- a separate board for CSOs, giving an overview of the site options and reasons for the selection of the site in the area
- deadline to make comments, and programme for the next steps with the sites and the project
- details and timings of future opportunities to engage with local communities and other stakeholders.

Part 2E – Review and analysis of consultation responses

All consultation responses received will be reviewed and analysed from all sources. A summary table will be created that will include:

- a unique reference for each consultee
- how many people made each particular comment
- a summary of substantive comments
- a response to substantive comments
- recommended changes to the list of preferred sites.

Part 2F – Feedback to consultees and consultation report

Should it become apparent, as a result of feedback, that further work is required to confirm the choice of sites, the report on all the consultation responses will provide recommendations as to where this is considered appropriate. The report may also identify potential mitigation measures to address comments made by the local community and/or local planning authority and other stakeholders. The consultation results and report will be fed into Stage 3 in order for Thames Water to come to a conclusion on the final network of sites.
Phase two consultation

2.4.13 Since publication of the original *Site selection methodology paper*, the Government has announced that it intends to bring the Thames Tunnel within the procedures for nationally significant infrastructure projects (NSIPs) established by the Planning Act 2008. Consequently, Thames Water is proceeding on the basis that a single application for a development consent order will be submitted in due course to the Infrastructure Planning Commission (IPC) (or its successor body) under the Planning Act 2008. During this period, information and guidance has been issued on the pre-application consultation requirements of the Planning Act 2008.

2.4.14 In order to reflect the guidance on the pre-application consultation requirements of the Planning Act 2008, and to ensure that consultees have an opportunity to participate early when options are still being considered (and, where possible, influence the scheme), Thames Water decided that a two-phased consultation would be appropriate.

2.4.15 Phase two consultation will follow broadly the approach set out in paragraphs 2.4.7 to 2.4.10 above, with a series of staffed exhibitions held at venues as close as possible to the preferred sites. Further details of our approach to consultation are set out in our *Community consultation strategy* and *Statement of community consultation*.

2.5 Stage 3: Selection of sites

2.5.1 There are five parts to Stage 3:

- 3A – revisions to the preferred list of sites
- 3B – ‘back-check’ repeat of stages 1-3, in the event of significant changes of circumstances in relation to existing sites or combinations of sites, if new or replacement sites are required or found, or if the engineering design develops in unexpected ways
- 3C – agreed final network of sites for scheme
- 3D – final report on site (and scheme) selection process
- 3E – future programme for all final sites.

2.5.2 Parts 3A and 3B of this stage of work will be undertaken following the first phase of consultation and repeated following the second phase of consultation.

2.5.3 Selection of the list of sites will involve a mixture of considerations from a variety of viewpoints including, but not limited to: consultation responses, engineering, planning, environment, property, community, operational and maintenance.

Part 3A – Revisions to preferred list of sites (if necessary)

2.5.4 In addition to the consultation responses and report produced at the end of each phase of consultation within Stage 2, there may be new technical information that could emerge about individual sites. The source of this information may be from further detailed site studies and investigations,
engineeering limitations or design of the tunnel itself, as this process will be running in tandem to the site selection process. All of these, and other factors, may create a need for further revisions to the list of sites required to assist the construction of the Thames Tunnel.

2.5.5 Any changes that are needed to any sites will be recorded and reported upon in the final site selection report.

Part 3B – ‘Back-check’ repeat of stages 1-3, if new replacement sites are needed

2.5.6 If any of the main tunnel sites or intermediate sites (or CSO sites) are eliminated for any reason, if there are significant changes of circumstances in relation to existing sites or combinations of sites, if new or replacement sites are required or found, or if the engineering design develops in unexpected ways, a targeted repeat of stages 1-3 will need to be undertaken in order to fill in any site gaps. This will mean a reinvestigation of specific areas in order to:

- identify and assess new potential replacement sites (ie, using the methods outlined in Stage 1)
- review the continuing suitability of the remaining selected sites, having regard to the availability of replacements for the site to be replaced
- create an updated list of preferred sites
- carry out a targeted consultation exercise on these new sites
- analyse the consultation responses, and
- incorporate any new replacement sites into the selected list of sites.

2.5.7 The repeated targeted consultation will ensure relevant local communities are aware of any changes to sites prior to the list being finalised. Feedback will be given to these consultees.

Part 3C – Selected network of sites

2.5.8 The sites ultimately selected will make up a network of sites for construction of the tunnel (including delivery and removal of material by barge where possible), future operation of the tunnel, CSO connections and future maintenance inspections.

2.5.9 In order to arrive at a confirmed final list of sites, the factors listed at Paragraph 2.3.31 (engineering, etc) will be reconsidered in relation to each of the sites proposed for selection.

Part 3D – Final report on site selection process

2.5.10 A final report that outlines and explains the whole site selection process will be produced along with all background reports, such as the responses from the consultation on the methodology, and any Stage 2 reports about the design of tunnel and other associated works, site studies and investigations. This report will include details of the back-check exercise undertaken as part of the site selection process.
2.5.11 A letter will be sent to all consultees with the final list of sites, how to access the final site selection report and supporting background reports, and how and when there will be future opportunities to comment on this project and sites.

2.5.12 Consultees will be given an opportunity to raise any queries, provide more up-to-date information on sites or suggest corrections/changes.

2.5.13 It is expected that this activity will take place as part of the formal publicity under Section 48 of the Planning Act 2008 on the proposed application, prior to formal submission.

**Part 3E – Future programme for sites and the project**

2.5.14 The final agreed list of construction sites will be given to the engineering team so that it can draw up detailed plans and designs for each site. The sites will then be integrated into the overall tunnel construction programme. The selected sites will be kept under review to ensure that a change in circumstances has not affected their suitability.

2.5.15 All selected sites will be subject to an application for consent to deliver the Thames Tunnel, including any necessary EIA.

2.5.16 The Government has announced its intention to bring the project within the procedures for NSIPs and, consequently, an application for a development consent order will be made in due course to the IPC (or its successor body) under the Planning Act 2008. Ongoing discussions on the associated requirements of the identified route to consent will continue to be held with all affected London planning authorities and statutory consultees, as well as the IPC.

2.5.17 Site specific codes of construction practice will be prepared in due course for each construction site and shared with local authorities and other key stakeholders. These will be based on a scheme-wide generic code of construction practice.
3 Site selection methodology: CSO sites

3.1 CSO introduction

3.1.1 In addition to the sites discussed in Section 2 of this paper, up to 34 existing CSOs will need to be intercepted and connected to the main tunnel. It may be possible to amalgamate the interception of CSOs when they are in close proximity to each other. If main tunnel sites or intermediate sites are identified adjacent to any of the existing 34 CSOs, the CSO interception works will be carried out within a single combined site area.

3.1.2 The site selection process for CSO sites is similar to the process for main tunnel sites and intermediate sites. It is referred to separately here to draw attention to certain differences in emphasis and approach.

3.1.3 Explanation of the characteristics of CSOs is provided in the Site selection background technical paper, including diagrams of interceptions and illustrative site layouts.

3.1.4 A CSO needs to be intercepted along the line of existing sewers that flow into the tidal River Thames. In some cases, this may mean sites may be located in the highway. A different approach is needed for CSOs as the sites are fixed, smaller and present fewer options. Therefore, the methodology for CSOs follows a much more localised optioneering approach.

3.2 CSO site selection context

3.2.1 There are two main areas defined in relation to site selection context:

- CSO site features
- CSO locations and search area.

CSO site features

3.2.2 At this stage in the design process, the CSO site areas are expected to vary in size, depending on factors such as geology or engineering requirements. The range of sizes required reflects differences in location, and nature of underground sewer assets and means of connecting them to the main tunnel. The interception of CSOs will typically be achieved by the provision of an interception chamber, a connection culvert, a drop shaft and a connection tunnel (see the Site selection background technical paper for further explanation of figures and terms used in this section).

CSO locations and search area

3.2.3 The Site selection background technical paper identifies the 34 CSOs originally proposed to be intercepted by the project.

3.2.4 The search area for CSO sites will be much more localised than the search area described above for the main tunnel sites and intermediate sites.
3.2.5 It is anticipated that the search area for CSO sites will vary with each CSO as it will depend on the sewer network of each existing combined sewer, upstream of its current overflow structure. Therefore, it is not possible to define a universally applicable site search area besides saying the CSO sites will be as close to the existing line of the sewer as practicable, after allowing for the availability of suitable sites in the vicinity, and the search area may include the river. For each CSO, the area within which the construction site could be located will be defined within a written report, with a section devoted to each individual CSO (as a first stage in the process of searching for CSO sites), and sub-options within that area identified as appropriate. This will result in a list of potential sites at each CSO location.

3.3 Stages 1-3: Assessment of shortlisted CSO sites, identification of preferred sites, consultation and confirmation of selected sites

3.3.1 The assessment of the CSO sites will broadly follow the methodology for main tunnel sites and intermediate sites from Part 1A through 1C to Stage 3 (as described in paragraphs 2.3.5 - 2.5.15 above). The selection of CSO sites will take place in tandem with those stages of the site selection process and with the evolution of engineering and technical requirements for dealing with CSOs. This will result in a selected list of CSO sites at the same time as main tunnel sites and intermediate sites and a selected scheme.

3.3.2 Due to the differences between CSO sites and main tunnel sites and intermediate sites, the site selection process for CSO sites will, where appropriate, be subject to some amendments to take account of these differences. These amendments will include:

- an additional criterion will be added to Table 2.2 entitled ‘Location (proximity to sewer to be intercepted)’, and
- an additional criterion will be added to Table 2.3 entitled ‘Connection feasibility’.

3.3.3 The purpose of CSO sites is to enable efficient interception of existing sewerage infrastructure, and the complexity of doing so may vary according to the point at which interception is effected. It is for this reason that proximity to the sewer to be intercepted is added to Table 2.2 and connection feasibility is added to Table 2.3. For many CSO sites, the volumes of materials to be imported and exported are likely to be low. Consequently, although the Table 2.2 and 2.3 considerations of proximity to river and availability of jetty/wharfage facilities remain relevant for some CSO sites, they will be less relevant than for others.
Appendix A – List of consultees

A.1 Potentially affected planning authorities
- The City of London Corporation
- London Borough of Ealing
- London Borough of Greenwich
- London Borough of Hammersmith & Fulham
- London Borough of Hounslow
- Royal Borough of Kensington and Chelsea
- London Borough of Lambeth
- London Borough of Lewisham
- London Borough of Newham
- London Borough of Richmond upon Thames
- London Borough of Southwark
- London Borough of Tower Hamlets
- London Borough of Wandsworth
- City of Westminster
- London Thames Gateway Development Corporation
- Olympic Delivery Authority

A.2 Neighbouring planning authorities
- London Borough of Barking and Dagenham
- London Borough of Bexley
- London Borough of Brent
- London Borough of Bromley
- London Borough of Camden
- London Borough of Croydon
- London Borough of Hackney
- London Borough of Hillingdon
- London Borough of Islington
- London Borough of Kingston Upon Thames
- London Borough of Merton
Appendix A – List of consultees

- London Borough of Waltham Forest
- Elmbridge Borough Council
- Spelthorne Borough Council
- Surrey County Council
- Hertfordshire County Council
- Buckinghamshire County Council
- Essex County Council
- Epsom & Ewell Borough Council
- Mole Valley District Council
- Reigate & Banstead Borough Council
- London Borough of Sutton
- Tandridge District Council
- Sevenoaks District Council
- Dartford Borough Council
- Three Rivers District Council
- South Bucks District Council
- Slough Borough Council
- London Borough of Barnet
- Enfield Council
- Broxbourne Borough Council
- Welwyn Hatfield District Council
- Hertsmere Borough Council
- Thurrock Borough Council
- Epping Forest District Council
- Kent County Council
- London Borough of Haringey

A.3 **Strategic pan-London stakeholders**

- Department of Communities and Local Government
- Mayor of London
- Greater London Authority
- London Development Agency
- Transport for London
Appendix A – List of consultees

- ‘London Councils’
- Environment Agency
- English Heritage
- Natural England
- Sport England
- Port of London Authority
- Crown Estate
- Port Health Authority
- Network Rail
- Metropolitan and City of London Police
- BT Group Plc
- UK Power Networks (formerly EDF Energy Plc)
- National Grid
- British Waterways Board
- London Fire Brigade
- Strategic Health Authority for London
- Health and Safety Executive
- The Commission for Sustainable Development
- The Equality and Human Rights Commission
Appendix B – Initial list of data sources

a. Port of London Authority Information on existing wharf and jetty facilities on the tidal River Thames
b. National planning policy statements and relevant papers, eg, PPS1 (2005) and Defra’s Future of Water
c. Office for National Statistics
d. The London Plan (Feb 2008 and July 2011) – relevant policies, specific designated areas, views and protected areas
e. The Mayor’s Office adopted supplementary planning documents/guidance (SPD/SPGs) and action area plans (AAPs)
f. Relevant local development documents (LDDs), saved sections of unitary development plans (UDPs), London borough supplementary planning documents/guidance (SPD/SPGs) and action area plans (AAPs) – relevant policies, specific designated areas, protected views and local areas
g. English Heritage records for scheduled ancient monuments and listed buildings plus London Archaeological Archive and Research Centre (LAARC)
h. Natural England records on international, national, local designations
i. Environment Agency maps on flooding and watercourses
j. National Land Use Database (NLUD)
k. Aerial photographs (Thames Tunnel Project)
l. 1:25,000 and 1:10,000 Ordnance Survey sheets
m. Greater London Street Atlas

n. One of the main starting points for the collection of relevant data will be the policies in the London Plan and relevant London borough UDPs. Most plans are under review and UDPs will be replaced LDDs, so the various subsequent draft plans will also be consulted, but only adopted development plan documents will be taken into account. A visual search of aerial photographs will be undertaken.

o. The Proposals maps, Ordnance Survey maps and the Greater London Street Atlas will be used to check addresses, grid references, site areas and site access points. All subsequent sites identified will be plotted on an OS base using GIS.

p. In parallel, all affected London local authorities, LTGDC and, if necessary, ODA will be contacted to obtain up-to-date lists of vacant and underused land and property. The NLUD database will also be used to help identify any potential sites. Information from different data sources will be cross-checked to try to ensure all potential sites have been picked up. In the process of collecting information, other sources may come to light and be used, especially from the EIA baseline research.
Appendix C – References


