

REPORT for

London Borough of Tower Hamlets

Thames Tunnel – Sites Reassessment Report (S48 stage)

T1908 – Thames Tunnel Review

Status: Final



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London Borough Tower Hamlets

Sites Reassessment Report (S48 stage)

T1908 – Thames Tunnel Review

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1. INTRODUCTION

1.1. Background to this Report

Temple Group has been commissioned by the London Borough of Tower Hamlets (LBTH) to re-affirm and expand upon the list of information that would reasonably be required so that consultees could make informed comment upon the proposals for both the KEMP Foreshore option and the Heckford Street option. This review was carried out in light of any new information provided by Thames Water (TW) relevant to the site selection process.

As the proposal has been developed by TW, so has the Environmental Impact Assessment (EIA) that forms a key component of the application. Many of the data requirements originally requested are now partially satisfied by the latest version of the Preliminary Environmental Information Report (PEIR), which will become the Environmental Statement. It is important to understand that this information that has recently become available (at S48 stage) is largely irrelevant to the preferred site selection decision, for the following reasons:

- The EIA process only covers the KEMP Foreshore Option with this increased detail of environmental information (i.e. not the Heckford Option); and
- The site suitability reports and resultant preferred site selection were based upon a level of environmental data available **at that point in time**, and it is that data (i.e. the data upon which the decision is based) that is important to view when assessing whether the site selection was carried out in a robust manner.

Subsequent to this LBTH has now commissioned Temple to carry out a high level option assessment of the KEMP Foreshore Option and the Heckford Street Option (including smaller site to north of KEMP) using the same assessment criteria and considerations as set out by TW in their Site Selection Methodology Paper. This report contains this assessment.

1.2. Purpose and Structure of this Report

This report sets out Temple's and LBTH's high level option assessment of the KEMP Foreshore Option and the Heckford Street Option (including smaller site to north of KEMP). It employs the same assessment criteria and considerations as set out by TW in their Site Selection Methodology Paper. However, importantly, it applies a weighted scoring system, to reflect their relative importance for the local community and the Council, in place of TW's use of the terms 'suitable', 'less suitable', 'not suitable' which assumed all considerations are of the same value. This will provide more transparency and robustness of the consideration of the preferred option. This report also reflects the format of the Site Suitability Reports compiled by TW to aid comparison. This report also assesses the Heckford Street and KEMP North option against the KEMP Foreshore option as TW's assessment of the Heckford Street option failed to take into account the KEMP north site.

As the overall need for a site is not contested but simply the relative merits of the two options against each other, this report uses a simple scoring system where '1' is allotted to the most suitable option of the two being considered. '0' will be assigned to the less suitable option. Where one option is no better or worse than the other, both will be assigned a '1' score. A weighting factor is then be applied by LBTH to give a final score for each element per option.



As both the Heckford Street Option (S024T and S025T) and the KEMP Foreshore option (C29XA) made it through to the 'final shortlist of shaft sites' within TW's own optioneering exercise, it is not proposed to reapply parts 1A and 1B of this process. TW prepared Site Suitability Reports and Engineering Option Reports for both options, followed by 'optioneering workshops', which resulted in the selection of a preferred option, and it is these stages that have been re-run.

A joint Temple / LBTH officer team undertook a fully assessment using the weighted scoring system. This is in response to TW's Section 48 Report on Site Selection Process (Volume 1: Main Report) response to Phase 2 consultation comments received on the KEMP Foreshore option (pg.185) which stated:

'We (TW) considered the additional information submitted, but there were no factors that we had not previously considered and the alternative views put forward by respondents were not in accordance with our site selection process (e.g. only considered a few specialist environment areas when assessing the potential suitability of sites and paid no regard to all the other disciplines and other specialist areas)...'

Within the Environment and Community criteria as specified on pp.33 of TW's S48 Report on Site Selection Process Temple has considered the following:

Environment

- Transport;
- Air Quality;
- Noise and Vibration;
- Built Heritage and Townscape;
- Community; and
- Identification of potential issues and impacts from the use of the site on the local community (i.e. open space and recreation).

Additionally, **LBTH officers** considered the following elements:

Environment

- Archaeology;
- Water Resources (hydrogeology and surface water);
- Flood risk;
- Land Quality, and
- Ecology (aquatic and terrestrial).

Planning

Community

Property

Engineering (aided by TW's Engineering Options Reports).

The assessments draw upon publicly accessible information, and information provided by TW within its Site Information Reports, Site Suitability Reports, Scheme Development



Report, Section 48 Report of Site Selection Process, and the additional information provided by TW during the Phase 2 consultation (received 2nd February 2012). This additional information comprised:

- Three weeks of ATC survey data and junction survey data for eight junctions with updates for three junctions;
- Parking survey data for six areas;
- Pedestrian and cyclist survey data;
- NO₂ data, and
- Noise and vibration baseline survey results for Heckford Street and KEMP.

No additional primary baseline information has been collected for this exercise.

1.3. London Borough of Tower Hamlets Engagement

TW's consultation was undertaken with LBTH on Phase 1 of the project proposals between September 2010 and January 2011. This was followed by Phase 2 consultation between November 2011 and February 2012. LBTH response to this second round of consultation was to oppose TW preferred "Foreshore Option" at KEMP, the adequacy of the consultation was also questioned as was the site selection methodology employed by TW. Importantly LBTH considers the environmental assessment underlying the site selection methodology relevant to the KEMP foreshore option was inadequate and the information provided by TW during this phase was insufficient to enable a full assessment of the options.

On the 29th of August 2012 LBTH undertook a workshop to inform its submission to the latest consultation. This high level option assessment of the KEMP Foreshore Option and the Heckford Street Option (including smaller site to north of KEMP) employed the same assessment criteria and considerations as set out by TW in their Site Selection Methodology Paper. However, it provided a weighting to the assessment criteria to reflect the importance of issues to the residents and users of the area and the Council.



2. SITE INFORMATION

2.1. Site and Surroundings

2.1.1. Heckford Street

The option site comprises two components, these are the Heckford Street industrial area (Heckford Street) which is also called the Highway Trading Centre and Highway Business Park; the second component is the northern part of the KEMP immediately to the south of the Highway.

The Heckford Street component is bounded to the north by Cable Street, to the east by Cranford Street, warehousing and a hotel, to the south by the Highway and to the west by Schoolhouse Lane. The areas around this site are predominantly residential in nature but with other uses interspersed. The site is accessed via Heckford Street from the Highway to the south.

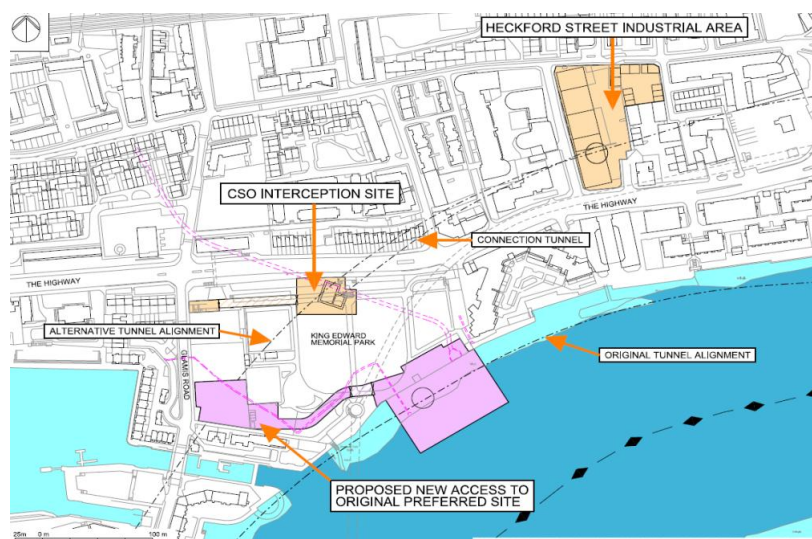
The North KEMP component comprises a portion of the northern part of the park. It is bounded to the north by the Highway with landscaped areas of the park to the other sides. Access to this area would be taken from Glamis Road to the west of the park and would run parallel to the Highway.

2.1.2. KEMP Foreshore

This site comprises the eastern half of the park riverside area and also encroaches into the riverside path, the foreshore and the river area in order to accommodate the full extent of the sewer shaft development. The eastern boundary of this site would abut residential development but the other boundaries would be within the park. Access would be taken from Glamis Road to the west and this access route would also accommodate an area for work compound and storage. This access route and compound area would be immediately to the north of residential development along Shadwell Pierhead.

Both the Heckford Street site components and the KEMP Foreshore site are shown on **Figure 2.1** below.

Figure 2.1 - Location of the KEMP Foreshore and Heckford Street/KEMP North sites





2.2. Type of Site

2.2.1. Heckford Street

The Heckford Street Industrial Area site would comprise the main sewer shaft and the north KEMP site would comprise the CSO interception site. These sites are shown along with the KEMP foreshore site on **Figure 2.1**.

2.2.2. KEMP Foreshore

The Kemp Foreshore site would accommodate the main sewer shaft and would also intercept the CSO.



3. ENGINEERING ASSESSMENT

3.1. Accessibility

Table 3.1: Accessibility

The Council applied this weighting because of the need for convenient access to the construction site and overall period of construction works.

Accessibility			Weighting 2
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	Easier road access.	1	2
KEMP Foreshore	Difficult road access. Construction of jetty will increase accessibility.	1	2

3.2. Construction Works Considerations

Table 3.2: Construction Work Considerations

The council applied this weighting because of the significant construction works and the potential engineering difficulties involved.

Construction Work Considerations			Weighting 3
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	This option has 2 sites with extra tunnel at a lower level, including tunnelling under buildings, raising concern about potential settlement.	0	0
KEMP Foreshore		1	3

3.3. Permanent Works Considerations

Table 3.3: Permanent Works Considerations

The council applied this weighting on the basis that the permanent works require little maintenance.

Permanent Works Considerations			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	Two sites to maintain. Requires extra vents.	0	0
KEMP Foreshore		1	1



3.4. Health and Safety

Table 3.4 Significant Health and Safety Issues

The council applied this weighting because the site works will be managed through the Code of Construction Practice and the likelihood of health and safety issues is small.

Significant Health and safety Issues			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	No significant health and safety issues envisaged.	1	1
KEMP Foreshore	No significant health and safety issues envisaged.	1	1



4. PLANNING ASSESSMENT

4.1. Planning History

Table 4.1: Planning History

The Council applied this weighting on the basis of limited planning history for both sites over the last 5 years.

Planning History			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	No significant extant planning permissions.	1	1
KEMP Foreshore	No extant planning permission, with exception of permission to upgrade the tennis courts, however; this holds no significant weight. There has been no change to this site for 5 years.	1	1

4.2. Local Development Framework Context

Table 4.2: Policy Context (Site Allocations – LDF)

The Council applied this weighting to acknowledge strength of Local Plan.

Policy Context: Site Allocations			Weighting 2
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	Site is within Local Industrial Area.	0	0
KEMP Foreshore		1	2

4.3. Other Policy Context

Table 4.3.1: Policy Context (Open Space/Land Policy)

The Council applied this weighting as open space in this part of the Borough is particularly important and therefore policies related to its protection are of special value to community.

Policy Context: Open Space / Land Policy			Weighting 3
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	Smaller area in KEMP affected for half the time (approx 1.5 years). Public open space.	1	3
KEMP Foreshore	Larger area in KEMP affected for double the time (approx 3.5 years). Public open space.	0	0



Table 4.3.2 Safeguarded Wharves

The Council applied this weighting on the basis of the lack of these receptors within the vicinity.

Safeguarded Wharves			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	None.	1	1
KEMP Foreshore	None.	1	1

Table 4.3.3 Thames Policy Area

The Council applied this weighting on the basis of the lack of type of area within the vicinity.

Thames Policy Area			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	Not within Thames Policy Area.	1	1
KEMP Foreshore	Not within Thames Policy Area.	1	1

Table 4.3.4 Opportunity and Regeneration Areas

The Council applied this weighting on the basis of the lack of these designated areas within the vicinity.

Opportunity and Regeneration Areas			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	Not a designated opportunity area.	1	1
KEMP Foreshore	Not a designated opportunity area.	1	1

4.4. Environmental Planning Designations

Table 4.4.1: Tree Preservation Orders

The Council applied this weighting on the basis of the lack of TPO's within the vicinity and due to trees of a certain size being protected within KEMP due to it being a Conservation Area.

Tree Preservation Orders			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	No Tree Preservation Orders.	1	1
KEMP Foreshore	No Tree Preservation Orders.	1	1



Table 4.4.2: Sites of Importance for Nature Conservation

The Council applied this weighting on the basis of the presence of a Site of Metropolitan Importance.

Sites of Importance for Nature Conservation			Weighting 2
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	Site of Borough Grade Importance affected.	1	2
KEMP Foreshore	<p>Site of Metropolitan Importance affected.</p> <p>Site of Borough Grade Importance affected.</p> <p>Greater impacts upon access to nature (from a policy view point).</p>	0	0

Table 4.4.3: Listed Buildings

The Council applied this weighting on the basis of no listed buildings being directly affected (although KEMP Foreshore option will pass adjacent to Rotherhithe Tunnel listed vent).

Listed Buildings			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	<p>Development situated adjacent (across The Highway) to a Grade II listed building.</p> <p>Heckford Street site during construction will:</p> <ul style="list-style-type: none"> Not harm the setting of the Free Trade Wharf Listed Building (LB). <p>Redevelopment of the site post construction has the potential to:</p> <ul style="list-style-type: none"> Improve the setting of the Free Trade Wharf LB. <p>North KEMP site during construction will:</p> <ul style="list-style-type: none"> Have some adverse impact on the setting of St Paul's Shadwell 	1	1
KEMP Foreshore	<p>Development situated adjacent to a Grade II listed structure (Rotherhithe Tunnel Vent), affecting the setting during construction. Impacts upon setting are a material planning consideration.</p> <p>No listed building consent required.</p> <p>Setting of Rotherhithe Tunnel vent shaft may be enhanced during legacy.</p> <p>KEMP Foreshore site during construction will:</p> <ul style="list-style-type: none"> Harm the setting of the Rotherhithe Tunnel Vent Shaft. (4.5yrs) <p>Post construction:</p> <ul style="list-style-type: none"> Some harm to the setting of the 	0	0



Listed Buildings			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
	Rotherhithe Tunnel Vent Shaft will remain.		

Table 4.4.4 Conservation Areas:

The Council applied this weighting on the basis that the impact is only temporary and the legacy may enhance Conservation Areas in the vicinity.

Conservation Areas			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	<ul style="list-style-type: none"> Heckford Street site not within a conservation area Site within park is within the conservation area; trees (>15cm) automatically protected Negative impact on setting during temporary construction works (construction takes half the time compared to KEMP Foreshore development) No significant positive impacts to conservation area Conservation area character appraisal required Heckford Street site during construction will: Not adversely affect either the York Square CA or the Wapping Wall CA. Redevelopment of the site post construction has the potential to: Improve the setting of the York Square CA and the Wapping Wall CA. North KEMP site during construction will: Have some adverse impact on the setting of St Paul's Shadwell. Reinstatement of the site post construction will be neutral with regard to the setting of St Paul's 	1	1
KEMP Foreshore	<p>Entire site is within the conservation area; trees (>15cm) automatically protected.</p> <p>No significant positive impacts to conservation area.</p>	0	0



Conservation Areas			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
	Negative impact on setting during temporary construction works (construction takes double the time compared to Heckford Street development).		

Table 4.4.5 Archaeological Priority Areas

The Council applied this weighting given the local designation of importance and local knowledge of the area.

Archaeological Priority Areas			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	Drill sites within areas locally designated areas of archaeological importance	1	1
KEMP Foreshore	Drill sites within areas locally designated areas of archaeological importance	1	1

Table 4.4.6: Protected Views

The Council applied this weighting given the lack of strategic/protected views in the vicinity.

Protected Views			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	<p>Not within a protected view.</p> <p>Even if the site was within a protected view, the structures are so low there would not be a significant impact.</p> <p>No mayoral protected views affected.</p> <p>Impacts on locally important view towards St Paul's Shadwell.</p> <p>Views of St Paul's Shadwell are listed amongst significant local views in the LBTH UDP (Chapter 2 Environment). The Core Strategy states that local views to be protected will be to be set out in the forthcoming Development Management DPD and Proposals Map.</p> <p>Views towards St Paul's referred to in the St Paul's CA appraisal are from Shadwell Basin.</p>	1	1
KEMP Foreshore	<p>Not within a protected view.</p> <p>Even if the site was within a protected view the structures are so low there would not be a significant impact.</p> <p>No mayoral protected views affected.</p> <p>Impacts on locally important river view from within the Wapping Wall CA.</p>	1	1



Table 4.4.7: Contaminated Land

The Council applied this weighting given present contamination risk levels and intended end uses of sites.

Contaminated land			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	NPPF policy. Legal obligation to declare land as safe and fit for use. Any land excavated that tests as contaminated must be disposed of (Increasing the cost). The Heckford Street option requires more excavation (to construct the tunnel linking the two sites).	1	1
KEMP Foreshore	NPPF policy. Legal obligation to declare land as safe and fit for use. Any land excavated that tests as contaminated must be disposed of (Increasing the cost).	1	1

Table 4.4.8: Air Quality Management Areas

The Council applied this weighting given that the whole Borough lies within an AQMA and the weight given this by the LDF/Core Strategy.

Air Quality Management Areas			Weighting 2
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	Within AQMA but not 'high exceedance areas'.	1	2
KEMP Foreshore	Within AQMA but not 'high exceedance areas'.	1	2

4.5. Transport Planning Designations

Table 4.5.1: Strategic Transport Routes

The Council applied this weighting given the previous Temple Report conclusion that the existing context of traffic flows in the area, the impact of either option is likely to be minimal.

Strategic Transport Routes			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	Both options impact The Highway, which is on SRN, but to a limited fashion. No permanent closures caused by development for either option.	1	1
KEMP Foreshore	Both options impact The Highway, which is on SRN, but to a limited fashion. No permanent closures caused by development	1	1



	for either option.		
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Table 4.5.2: Pedestrian and Cycle Routes

The Council applied this weighting given limited number of footpaths / cycle paths affected.

Pedestrian and Cycle Routes			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	Development won't affect cycle super highway. No direct impacts. Negative impact to footway to north of park (for a shorter time compared to KEMP Foreshore option – 1 ½ years).	1	1
KEMP Foreshore	Negative impact to footway Thames Path (significant diversion for a longer period of time compared to Heckford Street option – 3 ½ years). Possibility to enhance cycle route post construction.	0	0



5. ENVIRONMENTAL APPRAISAL

5.1. Transport

Table 5.1.1: Transport (Rights of Way and main footpaths)

The Council applied this weighting given the importance of the Thames Path which runs adjacent to the KEMP foreshore.

Transport: Rights of Way			Weighting 2
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	<p>Effects on pedestrian routes:</p> <ul style="list-style-type: none"> Impact on other road users, particularly pedestrians, could be minimised (dependent upon location of entrance/exit points); May be minimal disruption to pedestrians movement, especially along the frontage adjoining The Highway; Significant impact to the B126 Cable Street and all its primary usages, including pedestrians, if the site entrance/exit were to be located here; Potential impacts to the operational capacity of the signals for traffic movement at the North of KEMP (Glamis Road Junction with The Highway) to accommodate large vehicle turning movements, and Diverted pedestrian route may be necessary within the park. <p>Effects on cycle route(s):</p> <ul style="list-style-type: none"> Minimal impact on cycle amenity (subject to the position of the site entrance and exit); If the site entrance/exit were to be proposed on the B126 Cable Street, this is likely to have a significant impact to road and all its primary usages including cyclists, due to its current usage; Nil or minimal effect to the National Cycle Network Route 13, running along the Thames Path, and Potential impacts to operational capacity of the signals for traffic movement would cause a significant impact to cyclists as the advance stop lines would also require re-locating. 	1	2



Transport: Rights of Way			Weighting 2
Opinion	Rationale	Score	Total Weighted Score
KEMP Foreshore	<p>Effects on pedestrian routes:</p> <ul style="list-style-type: none"> Significant effect to pedestrian usage of the riverside walk and park area, that would need consideration through secure by design and any route changes be made DDA compliant; Any pedestrian route would require diversion or pedestrians prevented from walking in the immediate vicinity, and Enjoyment of this route for the purposes of leisure would be significantly affected. <p>Effects on cycle route(s):</p> <ul style="list-style-type: none"> Significant effect to cycle usage, any route currently used would have to be diverted, and Currently the KEMP site would appear to be part of the National Cycle Network Route 13 running along the Thames Path; as such any diversion may need approval by statutory provision and cycle track order if this route is diverted in a similar manner for a public footpath. 	0	0

Table 5.1.2: Transport (Other key transport routes)

The Council applied this weighting given the previous Temple Report conclusion that the existing context of traffic flows in the area, the impact of either option is likely to be minimal.

Transport: Other Key Transport Routes			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	<p>Effects on bus routes and patronage (Heckford Street):</p> <ul style="list-style-type: none"> Very likely possibility of higher HGV movements at Heckford Street Site (assuming barge movements are maximised at the KEMP Foreshore site) However, it is possibility for a net reduction in any traffic numbers if the existing/possible usage of the Heckford Street Industrial Area was discounted (due to loss of activity to accommodate the works) as this existing usage could possibly be higher than that of the construction works. In this case 	0	1



Transport: Other Key Transport Routes			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
	<p>there might be a positive impact to traffic flows on the Strategic Road Network,</p> <ul style="list-style-type: none"> Site vehicle movements are likely to take place along the Strategic Road Network at peak times and thereby could affect bus routes and cause delay to those using the A1203 The Highway, <p>Effects on London Underground and National Rail service, river services and patronage (Heckford Street):</p> <ul style="list-style-type: none"> Currently it is not believed that North of KEMP and the Heckford Street Industrial Area would have any effect on the above. <p>Effects on car and coach parking (Heckford Street):</p> <ul style="list-style-type: none"> No effect as A1203 The Highway is a Red Route with No Stopping restrictions in place, generally; Exit/entrance to B126 Cable Street is unlikely to have any effect as this is currently a one way street with “no waiting at any time” restrictions in place, and Any on-street parking to the north of the KEMP site, near Glamis Road, is likely to be suspended throughout the duration of the construction works; which may impact local residents. <p>Effects on highway layout, operation and capacity (Heckford Street):</p> <ul style="list-style-type: none"> TfL is likely to impose time restrictions on HGV movements during peak times and this will either prolong the contract/ construction period or intensify the amount of HGV traffic outside of peak times; Construction may have positive impacts on the overall traffic volumes when considered against existing and potential site traffic generation; It is very likely that the Junction of Glamis Road/The Highway will have to be reconfigured to cater for HGVs movements regardless of whether the KEMP Foreshore or the North of KEMP site was 		



Transport: Other Key Transport Routes			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
	<p>considered;</p> <ul style="list-style-type: none"> If Heckford Street Industrial Area was considered suitable, then the best configuration would be a left in/ left out entrance on the A1203 The Highway. With all out bound traffic travelling eastbound along the A1203 – A126 – A13 and inbound traffic using the A13 – A11 – A1202 – B126 – A12010 – A1203, and The advantage of this is that the proportion of two way traffic moving through the A1203/A126 junction could be significantly less in comparison to all traffic moving to and from the KEMP Foreshore scheme through this junction, especially if the movement of materials by barge is not fully optimised. 		
KEMP Foreshore	<p>Effects on bus routes and patronage (KEMP Foreshore):</p> <ul style="list-style-type: none"> It is possible and very likely that the number of HGVs could be significantly higher than what is currently estimated, especially if the foreshore site isn't fully optimised for barge movements and the transportation of materials; As such, site vehicle movements are likely to take place along the Strategic Road Network at peak times and thereby could affect bus routes and cause delay to those using the A1203 The Highway, and It is very likely TfL would insist that hours of HGV movement are curtailed during peak traffic hours. (Further work and evidence would be required to support or discount this hypothesis by Thames Water). <p>Effects on London Underground and National Rail service, river services and patronage (KEMP Foreshore):</p> <ul style="list-style-type: none"> Currently it is not believed that KEMP Foreshore scheme would have any effect on the above. <p>Effects on car and coach parking (KEMP Foreshore):</p> <ul style="list-style-type: none"> Currently it is believed that Glamis Road would be likely to have all 	1	1



Transport: Other Key Transport Routes			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
	<p>parking suspended throughout the duration of the construction works and this may have an impact on local residents.</p> <p>Effects on highway layout, operation and capacity (KEMP Foreshore):</p> <ul style="list-style-type: none"> • If the Foreshore site isn't fully optimised for barge movements for the transportation of materials then there may be very little difference between both options. Both options could have similar impacts to the Strategic Road Network during peak times; • If Thames Water can demonstrate to the contrary and that the river usage is maximised fully, there will still be some impact to strategic road network; • TfL are likely to impose time restrictions on HGV movements during peak times and this will either prolong the construction period or intensify the amount of HGV traffic outside of peak times; • It is very likely that the Junction of Glamis Road/The Highway will have to be reconfigured to cater for HGV movements regardless of whether the KEMP Foreshore Scheme or the North of KEMP/Heckford Street Industrial Area was progressed. This will have to meet the approval of TfL to minimise impact to signalised junction operation and highway network capacity; • If the KEMP Foreshore scheme doesn't fully utilise that potential of using the Thames for materials delivery/removal throughout the construction period then the overall effect to this junction would be significantly higher than other options; • All offsite traffic is likely to be two way traffic moving through the A1203/A126 junction. This could have significant impacts for this junction, especially with increased queue lengths. As such TfL may insist that this is minimised throughout the working day or restrictions imposed on movement 		



Transport: Other Key Transport Routes			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
	<p>times, especially if barge operations are not fully maximised or for any other reason barge operations are curtailed, and</p> <ul style="list-style-type: none"> The use of barges is weather and tide dependant and that this network may from time to time have to be utilised during weekends, evenings and night time periods to meet any tidal/weather windows, and as such this may have some bearing on other factors such as dust/noise and pollution during these times as opposed to the North of KEMP and the Heckford Street Industrial Area where traffic could more evenly managed. 		

5.2. Archaeology

Table 5.2: Archaeology

The Council applied this weighting given the local designation of importance and local knowledge of the area.

Archaeology			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	Site within locally designated area of archaeological importance.	1	1
KEMP Foreshore	Site within locally designated area of archaeological importance.	1	1

5.3. Built Heritage and Townscape

Table 5.3.1: Built Heritage

The Council applied this weighting on the basis of the limited number of directly affected heritage assets (and those assets importance to the local community).

Built Heritage			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	<p>Heckford Street site during construction will:</p> <ul style="list-style-type: none"> Not adversely affect either the York Square CA or the Wapping Wall CA; Not harm the setting of the Free Trade Wharf Listed Building (LB); <p>Redevelopment of the site post construction has</p>	1	1



Built Heritage			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
	<p>the potential to:</p> <ul style="list-style-type: none"> Improve the setting of the York Square CA and the Wapping Wall CA, and Improve the setting of the Free Trade Wharf LB. <p>North KEMP site during construction will:</p> <ul style="list-style-type: none"> Adversely affect the character and appearance of the Wapping Wall CA. (1.5yrs); Have some adverse impact on the setting of St Paul's Shadwell, and Reinstatement of the site post construction will be neutral with regard to the Wapping Wall CA and the setting of St Paul's. 		
KEMP Foreshore	<p>KEMP Foreshore site during construction will:</p> <ul style="list-style-type: none"> Significantly adversely affect the Wapping Wall CA as a result of the loss of some of the most significant river views in the CA. (4.5yrs), and Harm the setting of the Rotherhithe Tunnel Vent Shaft. (4.5yrs) <p>Post construction:</p> <ul style="list-style-type: none"> Some harm to the setting of the Rotherhithe Tunnel Vent Shaft will remain, and The river extension will potentially have an adverse impact on the Wapping Wall CA. 	0	0

Table 5.3.2: Townscape

The Council applied this weighting on the basis of limited townscape value of the area (and the importance of this townscape to the local community).

Townscape			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	<p>Heckford Street site during construction will:</p> <ul style="list-style-type: none"> Not adversely affect either the York Square CA or the Wapping Wall CA, and Not harm the setting of the Free Trade Wharf Listed Building (LB). <p>Redevelopment of the site post construction has the potential to:</p> <ul style="list-style-type: none"> Improve the setting of the York 	1	1



Townscape			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
	<p>Square CA and the Wapping Wall CA, and</p> <ul style="list-style-type: none"> Improve the setting of the Free Trade Wharf LB. <p>North KEMP site during construction will:</p> <ul style="list-style-type: none"> Adversely affect the character and appearance of the Wapping Wall CA. (1.5yrs); Have some adverse impact on the setting of St Paul's Shadwell, and Reinstatement of the site post construction will be neutral with regard to the Wapping Wall CA and the setting of St Paul's. 		
KEMP Foreshore	<p>KEMP Foreshore site during construction will:</p> <ul style="list-style-type: none"> Significantly adversely affect the Wapping Wall CA as a result of the loss of some of the most significant river views in the CA. (4.5yrs), and Harm the setting of the Rotherhithe Tunnel Vent Shaft. (4.5yrs). <p>Post construction:</p> <ul style="list-style-type: none"> Some harm to the setting of the Rotherhithe Tunnel Vent Shaft will remain, and The river extension will potentially have an adverse impact on the Wapping Wall CA. 	0	0

Table 5.3.3: Townscape (Views)

The Council applied this weighting on the basis of the importance of local views in the area.

Townscape: Views			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	<p>Heckford Street site during construction would result in:</p> <ul style="list-style-type: none"> Minor adverse impacts on public views and impacts are capable of mitigation; Major adverse impacts on views from residential properties on Schoolhouse Lane (3.5yrs); Post construction there is potential to improve townscape views, and None of the views are protected views. 	1	1



Townscape: Views			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
	<p>North KEMP site during construction would have:</p> <ul style="list-style-type: none"> Major adverse impacts on views within KEMP and from The Highway. Mitigation would lessen but not removing these impacts (1.5yrs); Locally significant view towards St Paul's Shadwell would be affected, and Redevelopment of the site post construction would have a neutral impact on townscape views. 		
KEMP Foreshore	<p>KEMP foreshore during construction would result in:</p> <ul style="list-style-type: none"> Major adverse impacts on views from within KEMP (4.5 yrs.); Loss of river views (4.5 yrs.); Significant adverse impacts on views from adjacent sections of the Thames Path (4.5 yrs.); Major adverse impacts on views from residential properties in Free Trade Wharf (4.5 yrs.); None of the views are protected views however views of the river from KEMP are described in the Wapping Wall CA Appraisal as the most significant river views within the CA, and Post construction additional views down the River Thames from the foreshore extension would be created. Existing views along the river edge would be changed. On balance this is considered to have a neutral impact on townscape views. 	0	0

Table 5.3.4: Townscape (Open Space)

The Council applied this weighting on the basis of the quality of the character of the open spaces affected by proposals.

Townscape: Open Space			Weighting 2
Opinion	Rationale	Score	Total Weighted Score
Heckford Street (Inc. site in north of KEMP)	<p>Heckford Street Site – no loss of open space, no change to the contribution that open space makes to the current townscape character.</p> <p>North KEMP site during construction would</p>	1	2



	<p>result in:</p> <ul style="list-style-type: none"> • Loss of 2,200m² of designated open space (1.5 yrs.); • Disturbance to (potential loss of) formal recreational facilities as a result of adjacent construction access, and • Post construction no change in open space provision, no change to the contribution that open space makes to the current townscape character. 		
KEMP Foreshore	<p>KEMP Foreshore during construction would result in:</p> <ul style="list-style-type: none"> • Loss of 4,700m² of designated open space (4.5 yrs.); • Loss of formal recreational facilities (hard surfaces sports pitches and tennis court) and disturbance for retained formal sports facilities as a result of adjacent construction access (4.5 yrs.); • Loss of bandstand and river seating (4.5 yrs.); • Potential for improvement in relocated children's playground; • Post construction open space provision increased by 2050m, and • No significant improvement to the contribution that the open spaces makes to the current townscape character 	0	0

5.4. Water Resources – Hydrogeology and Surface Water

Table 5.4.1: Water Resources (Surface Water)

The Council applied this weighting on the basis of the water quality of potentially affected surface water bodies (e.g. River Thames and Shadwell Basin).

Water Resources: Surface Water			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
<i>Heckford Street (Inc. site in north of KEMP)</i>	No impact.	1	1
<i>KEMP Foreshore</i>	Potential impact to River Thames.	0	0



Table 5.4.2: Water Resources (Ground Water)

The Council applied this weighting on the basis of only a minor aquifer being potentially affected (low groundwater vulnerability).

Water Resources: Ground Water			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
<i>Heckford Street (Inc. site in north of KEMP)</i>	Both sites within same minor aquifer.	1	1
<i>KEMP Foreshore</i>	Both sites within same minor aquifer.	1	1



5.5. Ecology

Table 5.5.1: Ecology (Aquatic)

The Council applied this weighting on the basis of the Site of Metropolitan Importance (SINC) status designation of the River Thames and foreshore

Ecology: Aquatic			Weighting 2
Opinion	Rationale	Score	Total Weighted Score
<i>Heckford Street (Inc. site in north of KEMP)</i>	No impact..	1	2
<i>KEMP Foreshore</i>	Within sight of metropolitan importance (Thames foreshore).	0	0

Table 5.5.2: Ecology (Terrestrial)

The Council applied this weighting on the basis of the Site of Borough Importance (SINC) status designation of KEMP, but did not take into account 'enjoyment of open space' and 'access to nature' which will be considered elsewhere.

Ecology: Terrestrial			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
<i>Heckford Street (Inc. site in north of KEMP)</i>	Small site in northern area of park (less biodiversity assets) – SINC of Borough importance. Main sites no impacts upon terrestrial ecology.	1	1
<i>KEMP Foreshore</i>	Construction site adjacent to wildflower area. KEMP site will affect SINC of Borough and Metropolitan importance. Borderline impacts to a diverse area on the northern foreshore. Larger negative impacts than the Heckford Street option, however , long term positive impact potential if land extension effectively planted.	1	1



5.6. Flood Risk

Table 5.6: Flood Risk

The Council applied this weighting on the basis of both of the proposed development not being sensitive to flooding.

Flood Risk			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
<i>Heckford Street (Inc. site in north of KEMP)</i>	Both options involve sites within flood risk zones 3/2. This type of development isn't particularly sensitive to flooding. Involves increasing area of hard standing over previously permeable areas.	1	1
<i>KEMP Foreshore</i>	Both options involve sites within flood risk zones 3/2. This type of development isn't particularly sensitive to flooding. Does involve works to river wall.	1	1

5.7. Air Quality

Table 5.7.1: Air Quality (Construction)

The Council applied this weighting on the basis of a highly sensitized local population to this environmental impact

Air Quality: Construction			Weighting 3
Opinion	Rationale	Score	Total Weighted Score
<i>Heckford Street (Inc. site in north of KEMP)</i>	Increased impact dust at this site as sensitive receptors are closer to the development area. Could be mitigated through dampening materials. Site within an AQMA. Demolition of existing structures. Duration of construction over 5 years. More dust generating activities such as concrete crushing. Additional mitigation measures required. <ul style="list-style-type: none"> • More lorry movements. Sensitive receptors potentially closer to site activities.	0	0



	Two sites are associated with this option.		
<i>KEMP Foreshore</i>		1	3

Table 5.7.2: Air Quality (Operation)

The Council applied this weighting on the basis of Thames Water projections that odour emissions are likely to be extremely rare.

Air Quality: Operation			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
<i>Heckford Street (Inc. site in north of KEMP)</i>	<p>Heckford site microclimate might cause containment.</p> <p>Sensitive receptors potentially closer to the vent shaft.</p> <p>Perceived intensity of any odour emissions potentially stronger.</p>	0	0
<i>KEMP Foreshore</i>	<p>KEMP Foreshore likely to facilitate dispersal of any odours.</p> <p>Sensitive receptors are further away from the vent shaft.</p> <p>Perceived intensity of any odour emissions potentially fainter.</p>	1	1

5.8. Noise and Vibration

Table 5.8.1: Noise and Vibration (Construction)

The Council applied this weighting on the basis of a highly sensitized local population to this environmental impact.

Noise and Vibration: Construction			Weighting 3
Opinion	Rationale	Score	Total Weighted Score
<i>Heckford Street (Inc. site in north of KEMP)</i>	<p>Demolition will be required for site will be a temporary source of high noise levels throughout the site; however, mitigation should be easier at Heckford Site.</p> <p>Residential properties to north of Highway should not be significantly impacted by site to north of park due to background traffic noise levels.</p> <p>Upper floors of residential to the west will have direct line of site – and be nearest shaft site.</p> <p>Similar noise levels and proximities to residential receptors occurred at the Crossrail shaft sites in Stepney Green (similar existing context in terms of traffic noise levels). Drawing upon this experience, the Council is confident these noise impacts at Heckford Street could be effectively mitigated.</p>	1	3



Noise and Vibration: Construction			Weighting 3
Opinion	Rationale	Score	Total Weighted Score
	<p>The high brick wall between Heckford industrial estate and Cranford Cottages will create a noise buffer.</p> <p>The new housing on School House Lane overlooking the Heckford Street Site is provided with an acoustically robust facade in order to protect against the existing relatively high noise levels from traffic on The Highway; this will also help mitigate noise from any construction works on the Heckford Street site.</p> <p>The duration of piling for the shaft head is likely to be substantially less than piling for the coffer dams at Kemp Foreshore as the circumference of the shaft head is much shorter than the length of the perimeter of the double coffer dam.</p> <p>The closest approach of the piling for the shaft head to noise sensitive premises is further than for the Kemp Foreshore.</p>		
<i>KEMP Foreshore</i>	<p>The area at free trade wharf has very low background noise, building the cofferdam will have a significant impact which will not be easy to mitigate.</p> <p>Working hours are tide dependant, so may have to work out of hours.</p> <p>Construction traffic noise impacts are likely from the haul route and site access road for the residents of the cottages along the Shadwell Basin access canal; and less so for the dwellings on the western side of the southern section of Glamis Road.</p> <p>The duration of piling for the coffer dams is likely to be substantially more than the piling for the shaft head at Heckford Street due to the much longer perimeter of the double coffer dam and the potential complexities of piling in effectively a marine environment subject to a large tidal range.</p> <p>The closest approach of the piling for the coffer dams to noise sensitive premises is closer than at Heckford Street.</p> <p>There are no existing features or structures that could be retained to act as noise barriers.</p> <p>None of the nearest existing noise sensitive receptors are provided with acoustic measures that could help mitigate the impacts.</p>	0	0



Table 5.8.2: Noise and Vibration (Operation)

The Council applied this weighting on the basis of Thames Water projections about minimal operational noise levels.

Noise and Vibration: Operation			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
<i>Heckford Street (Inc. site in north of KEMP)</i>	Will need to be in line with BS4142.	1	1
<i>KEMP Foreshore</i>	Suggested expansion of tranquil area, although no set standards for tranquil areas. Will need to be in line with BS4142.	1	1

5.9. Land Quality

Table 5.9 Land Quality

The Council applied this weighting on the basis that both sites have been subject to a Part IIa Assessment (EPA, 1990) and contamination levels are appropriate to present uses

Land Quality			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
<i>Heckford Street (Inc. site in north of KEMP)</i>	All spoil should be taken off site and treated. The contamination levels should be reduced to comply with whatever the final land use is. Potential cost issue.	1	1
<i>KEMP Foreshore</i>	TW have indicated that site to be returned to park use (i.e. present soil contamination levels within park should be minimal in line with that required for publicly accessible open space).	1	1



6. COMMUNITY ASSESSMENT

6.1. Impacts on Local Community

Table 6.1.1: Impacts on Local Community (Community Facilities)

The Council applied this weighting given that only one community facility is likely to be indirectly affected by either proposal

Impacts on Local Communities: Community Facilities			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
<i>Heckford Street (Inc. site in north of KEMP)</i>		1	1
<i>KEMP Foreshore</i>	Potential impacts to Shadwell sailing school.	0	0

Table 6.1.2: Impacts on Local Community (Local Businesses)

The Council applied this weighting given the value of affected business to the local community and Borough.

Impacts on Local Communities: Local Businesses			Weighting 2
Opinion	Rationale	Score	Total Weighted Score
<i>Heckford Street (Inc. site in north of KEMP)</i>	Impacts upon the Highway Business Park and Heckford St Business Park.	0	0
<i>KEMP Foreshore</i>		1	2

Table 6.1.3: Impacts on Local Community (Open Spaces and Recreational Areas)

The Council applied this weighting based on the park's value as an open space to the local community in terms of its amenity value (e.g. playspace, access to nature etc.).

Impacts on Local Communities: Open Spaces and Recreational Areas			Weighting 3
Opinion	Rationale	Score	Total Weighted Score
<i>Heckford Street (Inc. site in north of KEMP)</i>	<p>The smaller site to the north of the park needed for the Heckford Option is needed for approximately half the amount of time, and is seen by the community as a less important part of the park.</p> <p>Heckford Street Site – no loss of open space.</p> <p>North KEMP site during construction would result in:</p> <ul style="list-style-type: none"> Loss of 2,200m² of designated open space (1.5 yrs.) in a valued park of the Park; Disturbance to (potential loss of) formal recreational facilities as a result of adjacent construction 	1	3



Impacts on Local Communities: Open Spaces and Recreational Areas			Weighting 3
Opinion	Rationale	Score	Total Weighted Score
	<p>access, and</p> <ul style="list-style-type: none"> Post construction no change in open space provision. 		
<i>KEMP Foreshore</i>	<p>Affects a larger area of the park for approximately twice as long, including the Thames Path.</p> <p>During construction</p> <p>KEMP Foreshore during construction would result in:</p> <ul style="list-style-type: none"> Loss of 4,700m² of designated open space (4.5 yrs.) including in the most highly valued part of the Park; Loss of formal recreational facilities (hard surfaces sports pitches and tennis court) and disturbance for retained formal sports facilities as a result of adjacent construction access (4.5 yrs); Loss of bandstand and river seating (4.5 yrs.); Potential for improvement in relocated children's playground, and Post construction open space provision increased by 2050m. <p>The question here is whether the permanent increase in public open space outweighs the loss of a more valued, larger area for longer during the construction period. The conclusion is that it does not outweigh it because the additional space is further from the areas deficient in open space than the existing Park and the area lost during the construction period is a more valued part of the Park.</p>	0	0



7. PROPERTY ASSESSMENT

7.1. Ownership and Tenancy Details

Table 7.1: Ownership and Tenancy Details

The council applied this weighting because of the procedural implications of identifying ownerships and tenancy arrangements

Ownership and Tenancy Details			Weighting 2
Opinion	Rationale	Score	Total Weighted Score
<i>Heckford Street (Inc. site in north of KEMP)</i>	Need to negotiate with many owners and tenants so discussions may become protracted – assumed that CPO processes will be need to be run in parallel to avoid last minute delays. Acquisition of open space in KEMP will requires public consultation but requirements may be limited due to temporary nature of acquisition but depends on tenure arrangements.	1	2
<i>KEMP Foreshore</i>	Acquisition of open space in KEMP will require public consultation but requirements may be limited due to temporary nature of acquisition but depends on tenure arrangements. Higher procedural / political risk because the land is a publicly owned and well used open space with the likelihood of significant resistance to its acquisition. Heckford Street alternative requires smaller site in KEMP and for a shorter time so acquisition more straightforward and less controversial.	1	2

7.2. Crown Land and Special Land

Table 7.2: Crown Land or Special Land

The council applied this weighting because this is not a consideration for these sites

Crown Land and Special Land			Weighting 1
Opinion	Rationale	Score	Total Weighted Score
<i>Heckford Street (Inc. site in north of KEMP)</i>	No crown land or special land	1	1
<i>KEMP Foreshore</i>	No crown land or special land	1	1



7.3. Property Valuation and Site Acquisition Costs

Table 7.3: Property Valuation and Site Acquisition Cost

The council applied this weighting because this is a significant factor in choosing sites

Property valuation and Site Acquisition Costs			Weighting 3
Opinion	Rationale	Score	Total Weighted Score
<i>Heckford Street (Inc. site in north of KEMP)</i>	<p>More expensive to purchase land initially but possible return on the investment given potential redevelopment value of the Heckford Street site – precedent set at Chambers Wharf. Possibility of more intensive or mixed use subject to planning constraints.</p> <p>Market for resale of Heckford Street site likely to be more buoyant in 2020 than when bought in 2014/15.</p> <p>Potential costs given need for multiple negotiations with landlords / tenants and for running CPO process in parallel.</p>	1	3
<i>KEMP Foreshore</i>	<p>Initial cost of land much cheaper given open space use – however need for substantial reinstatement afterwards (including foreshore itself) will increase overall cost</p> <p>Need to go through special parliamentary procedure unless replacement open space can be found.</p>	1	3



7.4. Disturbance Compensation

Table 7.4: Disturbance Compensation

The council applied this weighting because of the potentially significant costs involved

Disturbance Compensation			Weighting 3
Opinion	Rationale	Score	Total Weighted Score
<i>Heckford Street (Inc. site in north of KEMP)</i>	Compensation will depend on nature of leases of existing tenants. Potential relocation compensation as a result of disturbance Increased compensation for larger numbers of buildings affected by tunnelling	0	0
<i>KEMP Foreshore</i>		1	3

7.5. Off-site Statutory Compensation

Table 7.5: Off-site Statutory Compensation

The council applied this weighting because of the limited impact in this area

Off-site Statutory Compensation			Weighting 2
Opinion	Rationale	Score	Total Weighted Score
<i>Heckford Street (Inc. site in north of KEMP)</i>	Potential for large numbers of properties impacted by noise, however, given context of traffic noise, levels are not likely to trigger 'alternative accommodation' compensation measures. Potential insulation compensation needed	1	2
<i>KEMP Foreshore</i>	Background noise at this site is low so impact is increased particularly for cofferdam piling period. Alternative accommodation may need to be provided, and this type of compensation package can become very expensive (as based on the value of home).	0	0



8. REASSESSMENT CONCLUSIONS BY OVERARCHING CRITERIA

The following table draws together the scores from the LBTH workshop and from Temple's reassessment of the two options identified which are included in the preceding tables. These scores are based on the information supplied by TW in its consultation documents and from observations at the sites.

Table	Factor	Weighting	Score	Score	Weighted	Weighted	Weighted	Weighted
			Heckford	Foreshore	Score	Score	Total	Total
					Heckford	Foreshore	Heckford	Foreshore
3.1	Accessibility	2	1	1	2	2		
3.2	Construction Work Considerations	3	0	1	0	3		
3.3	Permanent Works Considerations	1	0	1	0	1		
3.4	Significant Health and Safety Issues	1	1	1	1	1		
	Total Engineering		2	4	3	7	30.0	70.0
4.1	Planning History	1	1	1	1	1		
4.2	Policy Context (Site Allocations - LDF)	2	0	1	0	2		
4.3a	Policy Context (Open Space / Land Policy)	3	1	0	3	0		
4.3b	Safeguarded Wharves	1	1	1	1	1		
4.3c	Thames Policy Area	1	1	1	1	1		
4.3d	Opportunity and Regeneration Areas	1	1	1	1	1		
4.4a	Tree Preservation Orders	1	1	1	1	1		
4.4b	Sites of Importance for Nature Conservation	2	1	0	2	0		
4.4c	Listed Buildings	1	1	0	1	0		
4.4d	Conservation Areas	1	1	0	1	0		
4.4e	Archaeological Priority Areas	1	1	1	1	1		
4.4f	Protected Views	1	1	1	1	1		
4.4g	Contaminated Land	1	1	1	1	1		



Table	Factor	Weighting	Score	Score	Weighted	Weighted	Weighted	Weighted
			Heckford	Foreshore	Score	Score	Total	Total
					Heckford	Foreshore	Heckford	Foreshore
4.4h	Air Quality Management Areas	2	1	1	2	2		
4.5a	Strategic Transport Routes	1	1	1	1	1		
4.5b	Pedestrian and Cycle Routes	1	1	0	1	0		
	Total Planning		15	11	19	13	59.4	40.6
5.1a	Transport (Rights of Way)	2	1	0	2	0		
5.1b	Transport (Other key issues)	1	0	1	0	1		
5.2	Archaeology	1	1	1	1	1		
5.3a	Built Heritage	1	1	0	1	0		
5.3b	Townscape	1	1	0	1	0		
5.3c	Townscape (Views)	1	1	0	1	0		
5.3d	Townscape (Open Space)	2	1	0	2	0		
5.4a	Water Resources (Surface Water)	1	1	0	1	0		
5.4b	Water Resources (Ground Water)	1	1	1	1	1		
5.5a	Ecology (Aquatic)	2	1	0	2	0		
5.5b	Ecology (Terrestrial)	1	1	1	1	1		
5.6	Flood Risk	1	1	1	1	1		
5.7a	Air Quality (Construction)	3	0	1	0	3		
5.7b	Air Quality (Operation)	1	0	1	0	1		
5.8a	Noise and Vibration (Construction)	3	1	0	3	0		
5.8b	Noise and Vibration (Operation)	1	1	1	1	1		
5.9	Land Quality	1	1	1	1	1		
	Total Environment		14	9	19	11	63.3	36.7
6.1a	Impacts on Local Community	1	1	0	1	0		



Table	Factor	Weighting	Score	Score	Weighted	Weighted	Weighted	Weighted
			Heckford	Foreshore	Score	Score	Total	Total
					Heckford	Foreshore	Heckford	Foreshore
	(Community Facilities)							
6.1b	Impacts on Local Community (Local Businesses)	2	0	1	0	2		
6.1c	Impacts on Local Community (Open Spaces and Recreational Areas)	3	1	0	3	0		
	Total Community		2	1	4	2	66.7	33.3
7.1	Ownership and Tenancy Details	2	1	1	2	2		
7.2	Crown Land or Special Land	1	1	1	1	1		
7.3	Property Value and Site Acquisition Cost	3	1	1	3	3		
7.4	Disturbance Compensation	3	0	1	0	3		
7.5	Off-site Statutory Compensation	2	1	0	2	0		
	Total Property		4	4	8	9	47.1	52.9
	Overall Totals weighed and unweighed		37.0	29.0	53.0	42.0		
	Overall Total of all Factors including Weighting						266.4	233.6

8.1. Engineering

The above table indicates that when taking into account the weighted scores the KEMP Foreshore option is clearly the preferable option in relation to the identified engineering considerations.

8.2. Planning

The above table indicates that when taking into account the weighted scores the Heckford Street option is the preferable option in relation to the identified planning considerations.

8.3. Environment

The above table indicates that when taking into account the weighted scores the Heckford Street option is clearly the preferable option in relation to the identified environmental consideration.



8.4. Community

The above table indicates that when taking into account the weighted scores the Heckford Street option is clearly the preferable option in relation to the identified community considerations.

8.5. Property

The above table indicates that the KEMP Foreshore option is marginally preferable to the Heckford Street option when considered against the identified property considerations.

8.6. Overall Recommendations

It is evident that the preferable option varies depending on the area of consideration and the weighting attached to specific issues within each area of consideration. It is not surprising therefore that when the combined scores for all the areas of consideration are taken into account the overall scores for the two options are similar. However, Heckford Street option can be seen as the preferred option by approximately 33 points. This equates to a score 14% greater for the Heckford Street option than the KEMP Foreshore option.

As noted above this assessment has been based on the information made available by TW through its consultation process and through observations at the option sites. The results of this assessment indicate that the selection of the KEMP Foreshore as the preferred option is not supported when the factors considered in the options appraisal are weighed to take account of the importance of these factors to the local population and LBTH. It is therefore suggested that there is sufficient justification for both of these options to have been carried forward by TW and subject to more detailed analysis before a preferred site was selected.



APPENDIX 1

Sources of Information



- Section 48 Project Description and Environmental Info Report
- Heckford St Industrial Area Information Paper
- Thames Water - King Edward Memorial Park Foreshore: Key Facts;
- King Edward Memorial Park Foreshore: Site Information Paper;
- Thames Water - Thames Tunnel Project Information Paper: Transport;
- Project information paper – Changes;
- Project information paper – Site Selection;
- Thames Water – Section 48: Transport Strategy (Summer 2012)
- Thames Water – Section 48: Report on site selection process: Volume 5 Eastern Site Appendices R to W (Summer 2012)
- Thames Water – Volume 5 Section 23 Tower Hamlets Section 48 Publicity Plans Section 48 Plans for Tower Hamlets
- Thames Water - Code of Construction Practice Part A: General Requirements;
- Thames Water - Site Selection background technical paper: Phase 2 consultation;
- LB Tower Hamlets - Assessment of the KEMP Foreshore and Heckford Options - Nigel Legge Associates; and,
- LB Tower Hamlets - Review of the Thames Tunnel Preliminary Information Report – LUC and Cascade Consulting.
- Summary of Key Data;
- Preliminary environmental information report Non-technical summary;
- Preliminary environmental information report Volume 1: Introduction;
- Preliminary environmental information report Volume 5: Assessment methodologies;
- Preliminary environmental information report. Volume 23: King Edward memorial Park Foreshore Site assessment CSO interception site;
- Phase two scheme development report Part One Main Report;
- Phase two scheme development reports. Part two: Appendices. Appendix S – King Edward Memorial Park Foreshore;
- Design Development report. Appendix S - King Edward Memorial Park Foreshore;
- Site Selection Methodology Paper;
- Site Selection phase Two Consultation extracts from Table 2.2 and table 2.3 –CSO and main tunnel intermediate sites in London Borough of Tower Hamlets;
- Site Suitability report C29XA King Edward memorial Park Foreshore;



- Site suitability report S024T and S025T. The Highway Trading Centre and Business Park, Heckford Street;
- Interim engagement report;
- Code of construction practice Part A: General requirements;
- KEMP Plans; and
- Book of Plans.

In addition, Temple discussed the availability of information and key issues with Rachel Yorke (Project Manager – Development Team) at London Borough of Tower Hamlets.



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