Tunnel Route TW site Name (West to East) referre	d site Ref No.	Borough Reviewers LUL Initials	Streets (Structures)	Streets (Planning)	Streets (Operations)	Streets (Freight)	River PLA (Safeguarded Wharves)	DUR	Overground Crossrail	Cable Car Comments
Main Tunnel Putney Bridge N/A Alignment Foreshore to Bell Lane Creek		Tunnel passes under the District Line Putney Bridge over the Thames. Ground movement impacts together with monitoring of LU								Details of the tunnel alignment effects
Main Tunnel Bell Lane Creek N/A	N/A Main Tunnel	infrastructure and other mitigation will need to be assessed by TW and agreed by LU.								
Alignment to Cremone Wharf Foreshore								Bridge	rsea Railway Bridge (Cremorne c) caries the London Overground West	
								London London Ball to	in Line. Although this is a Network ructure, any work affecting the may have operational impacts for in Overground	
Main Tunnel Tideway Walk to N/A Alignment Albert Embankment Foreshore	N/A Main Tunnel	Tunnel passes under the Victoria Line twin tube tunnels between Pimilico and Vaushall. Ground movement impacts together with monitoring of LU infrastructure and other milioation will need								
Main Tunnel Albert N/A	N/A Main Tunnel	to be assessed by TW and agreed by LU.  Tunnel passes under the Jubilee Line twin tube tunnels between Westminster and Waterloo.								
Alignment Embankment Foreshore to Victoria Embankment Foreshore		Ground movement impacts to gether with monitoring of LU infrastructure and other mitigation will need to be assessed by TW and agreed by LU.								
Main Tunnel Victoria N/A Alignment Embankment Foreshore to	N/A Main Tunnel	Tunnel passes under the Bakerloo Line twin tube tunnels between Embankment and Waterloo. Ground movement impacts together								
Blackfriars Bridge Foreshore		with monitoring of LU infrastructure and other mitigation will need to be assessed by TW and agreed by LU.								
Main Tunnel Victoria N/A Alignment Embankment Foreshore to Blackfriars	N/A Main Tunnel	Tunnel passes under the Northern Line (Charing Cross Branch) twin tube tunnels between Embankment and Waterloo and associated Charring Cross Loop tunnel (disused). Ground								
Bridge Foreshore		movement impacts together with monitoring of LU infrastructure and other miligation will need to be assessed by TW and agreed by LU.								
Main Tunnel Blackfriars N/A Alignment Bridge Foreshore to Druid Street	N/A Main Tunnel	Funnel passes under the waterloo and City Line twin tube tunnels between Embankment and Waterloo (see also Blackfriars Bridge Foreshore								
		Site). Ground movement impacts together with monitoring of LU infrastructure and other mitigation will need to be assessed by TW and agreed by LU.								
Main Tunnel Blackfriars N/A Alignment Bridge Foreshore to Druid Street	N/A Main Tunnel	Tunnel passes under the City and South London Line twin tube tunnels (disused). Ground movement impacts together with monitoring of Ill infesting and other militation will need								
Main Tunnel Blackfriars N/A	N/A Main Tunnel	LU infrastructure and other miligation will need to be assessed by TW and agreed by LU.  Tunnel passes under the Northern Line (City								
Alignment Bridge Foreshore to Druid Street	main runnel	Branch) twin tube tunes between Bank and London Bridge. Ground movement impacts together with monitoring of LU infrastructure and other mitigation will need to be assessed by								
Abbey Mills Butchers Row to N/A Route Abbey Mills	N/A Abbey Mills Tunnel	TW and agreed by LU.  Tunnel passes under the District Line tracks between Brombey by Bow and West Ham.								Details of the tunnel alignment effects
Pumping Station		Ground movement impacts together with monitoring of LU infrastructure and other mitigation will need to be assessed by TW and agreed by LU.								
Thames Route King Stairs N/A Gardens to Borthwick Wharf	N/A Thames Tunnel	Tunnel passes under the Jubilee Line twin tube tunnels between Canada Water and Canary								Details of the tunnel alignment effects
Foreshore		Wharf. Ground movement impacts together with monitoring of LU infrastructure and other miligation will need to be assessed by TW and agreed by LU.								
Rotherhithe King Stairs N/A Route Gardens to Earl Pumping Station	N/A Rotherhithe Tunnel	Tunnel passes under the Jubilee Line twin tube tunnels between Bermondsey and Canada Water. Ground movement impacts together with monitoring of UI infrastructure and other								Details of the tunnel alignment effects
		mitigation will need to be assessed by TW and agreed by LU.							A turtner potential impact arises	
									where Crossrail and TTT route alignments cross beneath the Thames, opposite North Woolswich Station, (Crossrail Drive H).	
									Acceptance of TTT alignments is dependent on proximity, timing, geographical features, separation and ground movements caused as a	
								LOM	result. Details of which, need to be advised by Thames Water. The other potential impact of anticipated settlement of the TTT:	
Main Tunnel N/A	N/A							TU562 164 a State	thrhilthe Pumping Station, Tunnels tunnel, is where the settlement troughs, 11.164 (Tunnels 11.163 and Ti troughs under the Crossrail running trente Thames Tunnels), Rotherhilthe tunnels cross, have an impact on the surface.	Details of the tunnel
Alignment	IUX							TXK Shaft T	M. Wapping Pumping Station, Vent VI37, Thames Tunnel Minor Dip and hames Tunnel Major Dip Pumping to, Vent Shalt V138, footbridge EL23, on the tunnel and third party	alignment effects
								w w	Apping Station structures such as assets. Crossrail will only be maintaining their settlement monitoring for a further 12 months following project completion.	
									Dewatering will be required where shafts are sunk. Crossrail is expected to dewater at a rate of 1500, per second for over four years	
									at sites like Limmo, Stepney Green and the drive Y and Z cross passages.	
									The issue around dewatering There is a potential alignment clash at the intersection of the Crossrail and TW (Abbey Mils Branch) route	
									at the instruction of the Uniteral and TW (Ubbby Milk Disanch) route concides with the DLR viabular and Limehouse Link, both of which require assessment of settlement impacts. Crossrall will need assurance that any settlement following in the most prohabile for	
								The II COM	the state of the s	
								me Rec T 11.62 164	anticipated settlement of the TTT: thrithe Pumping Station, Tunnels 2, Ti 163, Ti 164 (Tunnels Ti 163 and Ti tre the Tharmes Tunnels), Rotherhithe tre the Tharmes Tunnels), Rotherhithe	
Abbey Mills Route								Salak Sauti Sauti	on structures, such as lifts, Slab Track 14, Wapping Pumping Station, Vent 1/137, Thames Tunnel Minor Dip and harmes Tunnel Major Dip Pumping Water to consult Crossrail as detail	Details of the tunnel alignment effects
								Statio W esc	on structures, such as IRIS, Bab Track Vitypipp Pumping Station, Verd 19737, Thames Tomeral Rismon Dip and VITY37, Thames Tomeral Rismon Dip and Vity Station Station Structures and Station Vity Stati VITS, Good Station Structures such as adalator, Retaining Vitab Was3 and WisS4 WisS4 WisS4 WisS4 WisS5 Wis	
									ersure minimum impact on project delivery. Dewatering will be required where shalls are sunk. Crossral is expected to dewater at a rate of 150L per second for over four years as sites.	
									per second for over four years at sites The issue around dewatering concern Existing contamination sites will also n	
								The Park	following is the most probable list of structures which may be affected by	
								the Ro	Structures which may be affected by anticipated settlement of the TTT: thth/tithe Pumping Station, Tunnels P., T1.63, T1.164 (Tunnels T1.163 and T1. re the Tharms Tunnels), Rother/tithe	
Thames Route								State Title South	ne the inames futures, Australiane n structures, such as lifts, Slab Track 14, Wapping Pumping Station, Vent V137, Thames Tunnel Minor Dip and harnes Tunnel Major Dip Pumping	Details of the tunnel alignment effects
								Salid W	ns, Vent Shaft V138, footbridge EL23, /apping Station structures such as calators, Retaining Walls W633 and	
									W634	

(West to East) ref	Site Shortlisted Works Proposed site Ref No.	d Borough Reviewers Initials	LUL Streets (Structures)	Streets (Planning)	Streets Streets (Operations) (Freight)	River PLA (Safeguarded Wharves)	DLR	Overground Crossrail	Cable Car Comments
Rotherhilhe								The following is, the most probable ist of 1,000 Nursturers which may be affected by the anticipated estiments of the TIT: Enthriths Pumping Station, Tunnels T142, T143.1 T143 and T1 164 are the Thames Tunnelsh, Sotherhiths Salonio structures, with a Billin, Salon Track	Details of the tunnel
Route								180.0 Wapping Pumping Salsion. Vent Shari V137, Thames Tunned Minor Dig and Thames Tunned Major Dig Pumping Salstone, vent Shari V138, footbridge E123, Wapping Salsion structures such a excatators, Retaining Walsi Wis33 and Wis34	alignment effects  Details of the tunnel
			From Hammersmith Pumping Statel Under Batterea Bridge TA requir	ion -				arises where Coesaral and TIT routa diagnoments cross beneath the Thannes, opposite North Woodwich Station, (Concept Control of the Control o	6 .00 .00 .00 .00 .00 .00 .00 .00 .00 .0
Main Tunnol Alignment I	/A N/A		Under Vauswall Bridge - TA Requi Under Lambel Bridge - TA Requi Under Westbrinder Bridge - TA Gewind Wegeled To Kings Dales Gardens	red ed				would need a system for doing this. For any damage caused it the Crossrail tunnel, TIT would need to miligate and pay for any remediat work that is required. Crossrail will also be worked to the control of the contro	sy se n g
Abbey Mills Route			From Abbey Mills  Under Blackwell Train Nirthrn Appro TA Required Und A1205(Burdett Rd) - TA Requirer Under A13 (Commercial Rd) - Ti Required	er d A					Details of the tunnel alignment effects
Thames Route			Under Limehouse Link - TA Requir From Kings stairs Gardens - Under Rotherhithe Tunnel - TA Req Under Blackwall Tanil Sthrn approx TA Required To Bect	uired ach -					Details of the tunnel alignment effects
Rotherhithe Route			Treatment Works From Kings Stairs- Undr Rotherhithe Tnnl sth apprch /Jamaica Rd- TA Require Under Blackwall Tnnl Sthrn Apprch	h TA					Details of the tunnel alignment effects
Main Tunnel Alignment Abbey Mills Route	VA N/A		Regd To Bector	1					
Thames Route									
Rotherhithe Route  General Acton Storm	y CSO Interception	Ealing No impact on LU	No Effect - Not on TLRN	SRN (A4020) some 300			DLRL Not affected	ELL Not Affected	More information
Alignment Tanks	Site		No Effect - Not on TLRN	metres away  Lorry routing to SRN					More information needed on transport issues and connection tunnel
General Alignment General Alignment	CSO Interception     Site     CSO Interception     Site	Ealing No impact on LU  Ealing Ground moveme track, direct intent site and railway is operations during	nt impact on viaducts and ace between construction infrastructure and				DLRL Not affected  DLRL Not affected	ELL Not Affected  ELL Not Affected	
General Acton Storm Tanks Connection Tunnel	Connection Tunne	Park Stn. Groun together with mon and other mitigat assessed by TW	nder the District line s west of Ravenscourt TA Required Towneen impacts titoring of LU Infrastructure on will need to be and agreed by LU.	N-4) _			DURI. Not affected	ELL Not Affected	More information needed on transport issues and connection tunnel
General Alignment Planning Station	y CSO Interception Site Minin Tunnel Construction	Hammersmith No impact on LU & Fuham		SRN close to Fulham Palace Road: also Harmersmith Gyratory and Harmersmith Gyratory and Harmersmith Flyover Increase in HGV movements would be a major problem here - options for overright lorry movements may raise environmental concerns; TIL preferenced option to minimise road traffic and use river	Would expect significant use of their transport at this look on as it is reception site and also a drive site for the turnel to Actor.		DLRL Not affected	ELL Not Affected	
General Alignment General Alignment	1 CSO Interception Site  Main Tunnel Construction 2 CSO Interception	Hammersmith No impact on LU & Fulham No impact on LU Hammersmith No impact on LU					DLRE. Not affected  DLRE. Not affected	ELL Not Affected  ELL Not Affected	
Alignment  General Alignment	3 Main Tunnel Construction	Hammersmith No impact on LU & Fulham No impact on LU & Fulham No impact on LU & Fulham					DLRL Not affected	ELL Not Affected	
	y CSO Interception Site		No Effect - Not on TLRN		Would expect significant use of river transport at this location as it is main tunnet drive site.		DURL Not affected	ELL Not Affected	Preferred site is larger than the leaflet suggests as it includes temporary works
General Alignment General Alignment	Construction 1 CSO Interception Site 2 CSO Interception	Richmond No impact on LU  Richmond No impact on LU					DLRL Not affected  DLRL Not affected	ELL Not Affected ELL Not Affected	
Alignment	Site  Main Tunnel Construction								
General Alignment	3 CSO Interception Site	Richmond No impact on LU	No Effect - Not on TLRN				DLRL Not affected	ELL Not Affected	
General Putney Bridge Alignment Foreshore	Main Tunnel Construction CSO Interception Site	Wandsworth No impact on LU		Cose to SRN  Prefered option to minimise road traffic ans use the river	Would expect significant use of river transport at this location.		DLRL Not affected	ELL Not Affected	Preferred site seems to include site 3 as well from the drawings in the consultation document
General Alignment General Alignment General Alignment Alignment	1 CSO Interception Site 2 CSO Interception	Wandsworth No impact on LU Wandsworth No impact on LU					DUPL Not affected  DUPL Not affected	ELL Not Affected  ELL Not Affected	
Alignment General Alignment	Site Site	Wandsworth No impact on LU					DLRL Not affected	ELL Not Affected	Shortlisted sites don't include land below the bridge as the preferred site - why not as this is the connection point
General Beli Lane Alignment Creek  General Alignment	y CSO Interception Site  1 CSO Interception			Close to TLRN (A217) Increase in HGV movements would lead to increased congestion	Not adjacent to a ravigable waterway. Unless YV consider use of Feathers to the consideration of the considerati		DLRL Not affected  DLRL Not affected	ELL Not Affected  ELL Not Affected	Preferred site is larger in the consultation teather as there is a temporary construction area

Tunnel Route   TW site Name   TW Site   Tw Sit	site Ref No.	Borough Reviewers Initials	LUL	Streets (Structures)	Streets (Planning)	Streets Streets (Operations) (Freight)	River PLA (Safeguarded Wharves)	DLR	Overground Crossrail	Cable Car Comments
General King George's y Alignment Park	CSO Interception Site	Wandsworth No	o impact on LU.	No Effect - Not on TLRN	Close to TLRN (A3)			DLRL Not affected	ELL Not Affected	Preferred site is larger in the consultation
										leaflet as there is a temporary construction area
General Alignment General King George's Alignment Park	1 CSO Interception Site		o impact on LU.	No Effect - Not on TLRN  Tunnel below Wandworth Plain.				DLRL Not affected  DLRL Not affected	ELL Not Affected  ELL Not Affected	
Alignment Park Connection Tunnel	Connection Turne	Waliuswolai NC	simpact on Eo.	crossing Wandsworth high Street - TA procedures required				Luki. Hat allevieu	ELL IVOI Allecied	
General Jews Road y Alignment	CSO Interception Site	Wandsworth No	impact on LU.	Close to SRN and TLRN (A217)	Close to SRN and TLRN (A217)	Safeguarded Wharf known as Pier Wharf used by Hansons. Suited to the	Pier Wharf - Current wharf use, operated by	DLRL Not affected	ELL Not Affected	Preferred site is larger in the consultation
				structural concerns, as it is close to the bridge	structural concerns, as it is close to the bridge	movement of material by water. Any changes to the site layout, access etc must not reduce capacity of the wharf. Any reduction in water borne capacity	whart use, operated by Wharson Aggregates, handled c.75k in 2009 (115k in 2008). Whole site taken during			leaflet as there is a temporary construction area
						should be made up by providing a similar site nearby for the duration of the works. Would expect significant use	construction, area of wharf permanenty retained post construction with structures on it.			Safeguarded Wharf
						of river transport at this location. Has TW considered whether this site could be used to drive expendition transport	with structures on it.			
						the Frogmore CSO rather than using Bell Creek for the connection drive to the main tunnel? This would allow maximum use of fiver transport and				
						remove vehicles from the Wandsworth area.				
General Alignment	1 CSO Interception Site	Wandsworth No.	o impact on LU.	No Effect - Not on TLRN			Pier Wharf - Current wharf use, operated by Hanson Aggregates, handled c-75k in 2009	DURL Not affected	ELL Not Affected	
							(115k in 2008). Whole site taken during construction, area of			
							wharf permanently retained post construction with structures on it.			
General Alignment	2 CSO Interception Site	Wandsworth No	o impact on LU.	Works will need to protect subway complex at south of roundabout. TA				DLRL Not affected	ELL Not Affected	
General Bridges Court	CSO Intercention	Wandsworth	impact on LU.	Procedures required. Connecting tunnel will affect carriageway - TA required Minor involvement on corner- need to	to access should be off	Even though the site is not directly		DLRL Not affected	ELL Not Affected	Preferred site is larger
General Bridges Court y Alignment Car Park	Site	NC	poud M1 MV.	uphold York Road- TA required	Bridges Court, not TLRN Recommend site 1.	adjacent to the river, TW should be investigating options to access river transport at this location, given the				in the consultation leaflet as there is a temporary construction
General	1 CSO Interception	Wandsworth No	o impact on LU.	No Effect - Not on TLRN		close proximity and what appears to be open physical access to the river.		DLRL Not affected	ELL Not Affected	area
General Alignment General Alignment	Site 2 CSO Interception Site		o impact on LU.	Site abuts TLRN-probable TA procedures				DLPL Not affected	ELL Not Affected	
	3 CSO Interception	Woodowath	impact on LU.	Connecting tunnel will affect carriageway - TA required for both Temporary works and Permenant Connecting tunnel will affect				DLRL Not affected	ELL Not Affected	
General Alignment General Bridges Court Alignment Car Park	Site Connection Tunne	Wandsworth No	o impact on LU.	carriageway - TA required No Effect - Not on TLRN				DURL Not affected	ELL Not Affected  ELL Not Affected	
Tunnel										
General Cremone y Alignment Wharf Foreshore	CSO Interception Site	Kensington & No Chelses	p impact on LU.	No Effect - Not on TLRN	ok	Site of Moderate Concern - Road adjacent to TLRN, any changes to road capacity may have significant impact on must not reduce the potential for cargo key strategic routes, need to consider, purposes. Subsequant redesign could	current wharf use, road	DLRL Not affected	ELL Not Affected	Preferred site is larger in the consultation leaflet as there is a
	Main Tunnel Construction					key strategic routes, need to consider, purposes. Subsequant redesign could ped, bus and cyclists. Any banned turns / closures and resulting diversion routes will need to be agreed with TIL & Would expect significant use of river transport at this location.	construction, new			temporary construction area
						neighbouring traffic authorities. There will be a requirement for detailed traffic	created in front of the wharf post construction wit structures on it.			Safeguarded Wharf
General Chelsea y Alignment Embankment	CSO Interception	Kensington & No Chelsea	o impact on LU.	Considerable disruption-	On the TLRN (on the w A3212)	modelling and significant mitigation measures put in place on the Site of high concern - TLRN, strategic Would expect significant use of river routes high volumes of treft in the strategic transport at this location.		DURL Not affected	ELL Not Affected	Preferred site is larger
Foreshore				underground structure planned belo A3212. Large drop shaft abutting A3212 - Requires TA There will be temporary works	need more details in terms of access	routes, high volumes of traffic inc bus and cyclists, key east/west route, already demand more than supply at key junctions along the route. Any reduced				in the consultation leaflet as there is a temporary construction area
				accomodating the SCÓ buildout Tri required	A arrangements - is it proposed to close Chelsea Embankment	capacity on the routes will have significant impacts and create very difficult network operating conditions.				
						Any banned turns / closures and resulting diversion routes will need to be agreed with TIL & neighbouring traffic authorities. There will be a requirement				
General Tideway Walk y	CSO Interception	Manadamath	o impact on LU.	-		authorities. There will be a requirement for detailed traffic modelling and significant milipation measures put in form the authorities of the aut	Middle Wharf - No current	DLRL Not affected	ELL Not Affected	Preferred site is larger
General Tideway Walk y Alignment	Site  Main Tunnel	Waliuswolai NC	simpact on Eo.	There will be an effect from a drop shaft close by - TA procedures required	developments propsed in this area, in particular the preferred option as well as some of the	would expect significant use of river transport at this location.	wharf use, vacant (although discussions continue with TWU as	Luki. Hat allevieu	ELL IVOI Allecied	than the site boundary as it also includes extra rivers land for the
	Construction				alternative sites. Access should be taken from		owners of the wharf to temporarily reactivate it for cargo-handling). Whole site taken during			deliveries. Includes a safeguarded
					existing junctions and new ones should not be constructed.		Whole site taken during construction, appears from current plans that no area of wharf permanently			Wharf
							retained post construction			
General Alignment	1 CSO Interception Site	Wandsworth No.	o impact on LU.	No Effect - Not on TLRN				DLRL Not affected	ELL Not Affected	
General Alignment	Main Tunnel Construction 2 CSO Interception	Wandsworth No.	o impact on LU, but area earmarked for	Site abuts A3205 Battersea Park Rd	1			DURL Not affected	ELL Not Affected	
	Site Main Tunnel Construction	en the	orthern Line Extension construction by easury Holdings. Proposed staion strance and crossover would be towards e south of this site.							
General Alignment	3 CSO Interception Site	Wandsworth No	p impact on LU, but area earmarked for orthern Line Extension construction by easury Holdings.	No Effect - Not on TLRN		Safeguarded Wharf - known as Cringle Dock (Waste transfer station)		DLRL Not affected	ELL Not Affected	
General Alignment	Main Tunnel Construction 4 CSO Interception	Wandsworth No	o impact on LU, but area earmarked for	No Effect - Not on TLRN		Safeguarded Wharf - known as RMC	RMC Battersea- Metro	DLRL Not affected	ELL Not Affected	Safeguarded Wharf
Alignment	Site Main Tunnel	No	orthern Line Extension construction by easury Holdings.			Battersea. Planning application submitted recently to expand the capacity of the site.	Greenham NEEDS COMMENTS FROM PLA			
General Alignment	Construction 5 CSO Interception Site	Wandsworth No.	p impact on LU.	No Effect - Not on TLRN				DLRL Not affected	ELL Not Affected	
General	Main Tunnel Construction 6 CSO Interception	Wandsworth No.	o impact on LU.	No Effect - Not on TLRN				DLRL Not affected	ELL Not Affected	
General Alignment	Site Main Tunnel	INC.	. ,							
General Alignment	Construction 7 CSO Interception	Wandsworth No	o impact on LU.	No Effect - Not on TLRN				DLRL Not affected	ELL Not Affected	
Alignment	Site Main Tunnel									
General	Construction  8 CSO Interception	Wandsworth No	o impact on LU.	No Effect - Not on TLRN				DLRL Not affected	ELL Not Affected	
General Alignment	Site Main Tunnel									
General Alignment	Construction 9 CSO Interception Site	Wandsworth No.	p impact on LU.	No Effect - Not on TLRN				DURL Not affected	ELL Not Affected	
	Main Tunnel Construction	Mondoworth	a impact on LLI	No Effect - Not on TLRN		This area to account Title	India Wa	NO Modificated	ELL Not Affected	Solor
General Alignment	Site Main Tunnel	v andsworth No	o impact on LU.	INO Effect - NOT ON TERM		This site is currently TW's pumping station?	Middle Wharf - No current wharf use, vacant (although discussions continue with TWU as owners of the wharf to	MANA MINI (III MINI)	ELL IVOI AITECIBO	Safeguarded Wharf
	Construction						temporarily reactivate it for cargo-handling).			
							Whole site taken during construction, appears from current plans that no area of wharf permanently			
							area of wharf permanently retained post construction			

Tunnel Route		Site Shortlisted Works Proposed Borough Revier Initial Shortlisted Works Proposed Borough Initial Initial Shortlisted Works Proposed Borough Review Initial In	wers LUL Streets als (Structures)	Streets Streets (Planning) (Operations)	Streets (Freight)	River PLA (Safeguarded Wharves)	DLR	Overground	Crossrail Cable Car Comments
General Alignment		11 CSO Interception Wandsworth Sile Main Tunnel Construction	No Impact on LU.  No Effect - Not on TLRN		Safeguarded Wharf I known as Middle Wharf - currently vacant - owned by TW.	Middle Wharf - No current wharf use, warrant (afthough discussions continue with TVU as owners of the wharf to temporarily reactivate it for cargo-handling), experience of the wharf to the cargo-handling, or construction, appears from current plans that no rare of what permanently retained post construction.		ELL Not Affected	Safeguarded Wharf
General Alignment	Albert Embankment Foreshore	y CSO Interception Lambeth Site	CSO Interception chambers are close to The Victoria Line could be compared to the Victoria Line could be compared to the structural effect to network as CSO is unlikely there is a direct inferface, but pling or other deep executation in the river local and the victoria control of the victoria	re need more details in and cyclists, key east/west route, already	transport at this location.		DLRL Not affected	ELL Not Affected	Preferred site is target than the kelled to the state of the suggests as it includes temporary works.
General Alignment		1 CSO Interception Lambeth	CSD hiere-gation chambers are close to.  Against entiring close to T.I. Listed the Victoria Line coult/bound but but mine. Il. Structure by but impact to network at a billing or other loce executation in the river lock will have to be understaken using careful the victorial country. The country of the victorial country				DLPL Not affected	ELL Not Affected	
General Alignment		2 CSO Interception Lambeth Site	She is above the Victoria Line tein tube turnels and CSD Inteleoption, chained Simutune play impact to network at a tube turnel. There is unlikely to be a direct interface; piling or other deep excavation in the river bed with there is be understaten be a direct interface; piling or other deep excavation in the river bed with there is be understaten by the prevent risk of flooding to LUI burnet. LU engineering will meed to be closely involved in the design development and construction planning for this site. Ground movement impacts together with monitoring of LU interstructure and other mitigation will need to be assessed by TW; and agreed by LU.				DLRL Not affected	ELL Not Affected	
		3 CSO Inferențifon	So, it does to a Notinen Live Edension No Effect - Not on TLRN proposed evidence and all and he may be a clash in low level infrastructure. CSO interception chambers are close to the Victoria Live southboard table burnet. It is untilely there is a direct infentice, but paling with the control of the contr	be given at an early stage to both the temporary and permanent impact on the todal network operation from the todal network operation from the state.  2. Thimmer Water should set up a state of the state of the state.  2. Thimmer Water should set up a state of the state of the state.  2. Thimmer Water should set up a state of the			DLPL Not affected	ELL Not Affected	
General Alignment	Victoria Embankment Foreshore	y CSO Interception City of Site Westminster	CSC) Interception flushment is close to the Last Marketo Liver methodous date but main. It is damaker all like flushment is unlikely there is a direct interface, but pling or other deeps exavation in the river but have to be undertaken using agreed with have to be undertaken using agreed to the control of	n need more details in and cyclists, key east/west route, already terms of access demand more than supply at key	Would expect significant use of the inverse this location. Potential for a low keylshared user wharf to transfer material from road to water as a legacy of the TTT.	The shortisted disk will not have an effect on our promises as it is shaulted in the Victoria Embashwisem Gardens but the preferred alte will have an effect on negation and use of the upper end of Embashwisem Pre as the Pier is the presence of Embashwisem Presence of the leaving the Pier on both the Flood and Ebb Tide here may also be appossiblely that the preferred the presence of the Pierre of the Pierre of the the presence of the Pierre of the Pierre of the checking and the area of the Pierre of the certain and the area of the Pierre of the certain and the area of the Pierre of the plans for this site during the construction Period.	DLPL. Not affected	ELL Not Affected	Preferred rith its larger team the indice that the indice suggests as it includes temporary works
General Alignment		1 CSO Interception City of Westminster	The working site is directly above the District Line Substruction Land. Any site set-up and excavation will have a potentially unacceptable indirect or direct impact or this turnel.			Rivers not affected	DLRL Not affected  DLRL Not affected  DLRL Not affected	ELL Not Affected  ELL Not Affected	
General Alignment	Blackfrians Bridge Foreshore	y CSO Interception City of Site	Silts sits directly over the but in labe tunnels of the Waterloom and Cly Liue. The Cloth of the Waterloom of Cly Liue. The Cloth of Liue and Liue	terms of access demand more than supply at key darrangements. Is it proposed to close the shighway? The pier may significant impacts and create very have to be shut down/re- difficult network operating conditions.	transport at this location.	This site will have a major impact on our promises as the preferred table is right in the maddle out of premisers and the right in the maddle out of premisers and the right in the maddle out of premisers and the right in the maddle of the major of the		TOTAL PROPERTY.	Preferred alle is larger than the leafled all the leafled and the leafled all
General Afgument	Druid Street	y CSO Interception Southwark Site	GSO Interception shall is close to the close	be given at an early stage to both the temporary and personanent impact on the noar heterotopy and personanent impact on the noar heterotopy experience of the stage.  2. Thames viver should gravely work for all stages and the stage of the stages of the s		its present position once the TTT is built as the si	DLFL Not affected	ELL Not Affected	Preferred site is larger than the leather when the leather than the leathe

Tunnel Route TW site Name TW Site (West to East)	Shortlisted Works Proposed Borough Review Initia	wers LUL	Streets (Structures)	Streets Streets (Planning) (Operations)	Streets River (Freight)	PLA (Safeguarded Wharves	DLR	Overground	Crossrail	Cable Car Comments
General General	1 CSO Intercention Southwester	CSO Interception shaft is close to the	No Effect - Not on TLRN	(Operations)	VIII.	goulded What Ves	OLP.L. Not affected	FIT Not Affected		
Alignment	Site	Jubilee Line eastbound tube tunnel between London Bridge and Bermondsey. LU engineering will need to be closely involved in the design development and construction planning for this site. Ground movement impacts together with monitoring of LU infrastructure and other mitigation will need to be assessed by TW and agreed by LU.	9					ELE 100 FOLLOWS		
General Alignment	2 CSO Interception Southwark	No impact on LU.	Drop shaft and 2 underground chambers will affect Druid Street - 1	TA			DLRL Not affected	ELL Not Affected		
General Druid Street Alignment Connection	Connection Tunnel Southwark	No impact on LU, but see notes on Druid	procedures will be required. Tunnel Below Tooley Street - TA Procedures will be required				DURL Not affected	ELL Not Affected		
General King Stairs y	CSO Interception Southwark	Street regarding launch shaft.  No impact on LU.	Tunnel Below Tanner Street - TA	On the TLRN (A200)	Main Tunnel Site together with		DLRL Not affected	ELL Not Affected		Main Tunnel Site
Alignment Gardens	Site Main Tunnel Construction		Procedures will be required	Minimise road traffic and use the river	Interception of four CSO'S Perfectored site is larger than the leaflet progress as it includes temporary seeds. Wood even significant use of the fiver at this location.					together with Interception of four CSO's Preferred site is larger than the leaflet suggests as it includes temporary works
General King Stairs y Alignment Gardens	Connection Tunnel to Earl Pumping Station	This tunnel passes over or under the Jubilee Line between Bermondsey and Canada Water. Ground movement impact together with monitoring of LU infrastructur and other mitigation will need to be assessed by TW and agreed by LU.	s		could be future alles for passenger pier to be	built	OLRIL Not affected	ELL Not Affected		
Abbey Mills King Edward y Route Kemorial Park Foreshore	CSO Interception Tower Site Hamlets	No impact on LU.	No Effect - Not on TLRN	On the TLRN (A1203) need more details in terms of access arrangements	Preferred site is targer than the leaflet could be future sites for passenger pier to be suggests as it includes temporary use water transport. Given the location, we would expect significant use of water transport.	built	OLRL Not affected	ELL Not Affected		Preferred site is larger than the leaflet suggests as it includes temporary works
Abbey Mills Route  Abbey Mills Route  King Edward Memorial Park	1 CSO Interception Tower Site Hamlets	No impact on LU.  No impact on LU.	Site abuts TLRN The Highway but				DLRL Not affected  DLRL Not affected	ELL Not Affected  ELL Not Affected		
Foreshore	Connection Tunnel Tower to Butcher Row Hamilets		Site adults TLKN her Ingilway Justee adults 1 TLKN her Ingilway (CSO drop shaft would probably appear a suitable distance away - 1 Procedures may be required Tunnel runs under Rotherhithe Tunnel, Limehouse Link, A13(East India Dock RQ) and A12 Tunnel Northern Approach by Towcester R TA Procedures Required for all four Site abuts TLRN Butcher Row but.	TA			CSS droe shaft and intercection chamber adalecent to DLRL's visibut structure.			
Abbey Mills Burcher Row y Route	CSO Interception Site  Tower Hamilets	No impact on LU.	Site ablost TANN Butcher Row Mar. Cool drop shaft agreem a suitable has been seen a suitable has required. A Procedures real been required. A Procedures real				CSO drop shalf and interception chamber adjacent to DLRL's visuable and part of contractive.  CRL's visuable in the area as part of this visuable and part of process of the process of th	ELL Not Affected		
Abbey Mills Route	Size interception  Size interception  Size interception  Towar  Hamilets	No impact on LU.	No Effect - Not on TURN				SSO drop shall not interception chamber adjacent to DERL visidus of such control.  (CRL visidusch in this area is part of bits' visidusch and part mercy constructed (and thrick flocate) concrete visidusct supported by columns and piled foundation.  (This means that there are two distinctly different situations which have different settlement characteristics. Ground movement assessment need to be provided to explain the impact on DLR trains and infrastructure;  (The possingly of the CSC) works are occurrently to DLR. In visid was supported and as a consequence the effects cannot be fully quantified.  (3) Depth of drop shalts and works detail generally has not been provided and as a consequence the effects cannot be fully quantified.  (3) Council mercigations conditions not provided and as a consequence the effects cannot be fully quantified.  (3) Administration of the control of the provided and as a consequence the effects cannot be fully quantified.  (3) Administration of the control of the cont	ELL Not Affected		
Abbey Mills	2 CSO Interception Tower Site Hamlets	No impact on LU.	This site abuts the Rotherhithe Tunnel- TW already state that the	be given at an early stage to	on most		No details given of the proposed works within this site so DLRL cannot comment on the likely effects	ELL Not Affected		
			sile is restrictive in terms of constructive. The sile impact on possible effects to the 100 year of the manual sile in user TA procedures plus permissions required.	emporary and permanent of works, and the control of	m the core and core a		Ground movement reports are required to understand the effect of the works			
Abbey Mills Butcher Row Connection Tunnel	Connection Tunnel Tower Warnlets	No impact on LU.	Turned below Rotherhaltes turned at Limehouse Link - TA procedures required	7. The carriageway footprint 8. Where works require closs and	n ero my e od food		See comments in response to the preferred site location regarding these connection tunnels.	The following is: The most probable list of LOM structures which may be affected by the anticipated settlement of the TIT: Rothrithine Pumping Station, Tunnels TLIGG, TLIGS, TLIGG, TLI		More details required

Tunnel Route   TW site Name   TW Site   (West to East)   referred	Shortlisted Works Proposed site Ref No.	Borough Reviewers Initials	LUL Streets (Structures)	Streets (Planning)	Streets Streets (Operations) (Freight)	River PLA (Safeguarded Wharves)	DLR	Overground Crossrail	Cable Car Comments
option								ELL Not Afforded	
Abbey Mills y Route Pumping Station	Main Tunnel Construction	Newham No impact on LU.	Tunnel runs under A12 Tunnel Northern Approach by Towcester TA Procedures Required	in terms of the Lee Tunne			DURL Not affected	ELL Not Affected	
	Connection Site for the Lea Valley Tunnel			- use of water, Travel Plan, CMP etc					
Abbey Mills Route	1 Main Tunnel Construction	Newham No impact on LU.	No Effect - Not on TLRN	SRN Our comments should			D.F.I. Not affected	ELL Not Affected	
	Connection Site for	,		reflect was agreed in terms of the Lee Tunnel - use of water, Travel Plan,					
Abbey Mills Route	the Lea Valley Tunnel 2 Main Tunnel	Newham No impact on LU.	Tunnel runs under A12 Tunnel	CMP etc SRN			DLFL Not affected	ELL Not Affected	
Route	Construction  Connection Site for		Northern Approach by Towcester TA Procedures Required	Rd - Our comments should reflect was agreed in terms of the Lee Tunnel -					
	the Lea Valley Tunnel			use of water, Travel Plan, CMP etc					
Abbey Mills King Stairs y Route Gardens	Main Tunnel Construction	Southwark No impact on LU.	Tunnel runs under Rotherhithe Tunnel, Limehouse Link, A13(Eas India Dock Rd) and A12 Tunnel				DLRL Not affected	ELL Not Affected	
	Connection Site for the Lea Valley		Northern Approach by Towcester TA Procedures Required for all for	Rd - ur					
Abbey Mills Earl Pumping y Route Station	Tunnel CSO Interception	Lewisham No impact on LU.	No Effect - Not on TLRN		The preferred sites from a freight		DLR. Not affected	ELL Not Affected	Preferred site is larger
Route Station	Site				perspective would be 1,2 and 3 as this would allow access to water transport.				than the leaflet suggests as it includes temporary works
Abbey Mills	1 CSO Interception	Lewisham No impact on LU.	No Effect - Not on TLRN				DUR. Not affected	ELL Not Affected	
Abbey Mills Route Abbey Mills Route	2 CSO Interception Site	Lewisham No impact on LU.	No Effect - Not on TLRN				D.FIL Not affected	ELL Not Affected	
Route Abbey Mills Route	<ol> <li>CSO Interception</li> <li>Site</li> </ol>	Lewisham No impact on LU.	No Effect - Not on TLRN				OLRI. Not affected	ELL Not Affected	
Route Abbey Mills Route Abbey Mills Borthwick Y Route Wharf	4 CSO Interception Site	Lewisham No impact on LU.  Lewisham No impact on LU.	No Effect - Not on TLRN No Effect - Not on TLRN		Would expect significant use of river		DURL Not affected  DURL Not affected	ELL Not Affected  ELL Not Affected	Preferred site is larger
Route Wharf Foreshore	Site	Lower and Lower	No Ellect Het ell I Elle		Would expect significant use of river transport at this location.		Jacobs Television	EEE 160 Another	than the leaflet suggests as it includes
Abbey Mills	1 CSO Interception	Lewisham No impact on LU.	No Effect - Not on TLRN				DURL Not affected	ELL Not Affected	temporary works
Abbey Mills Route Abbey Mills	Site 2 CSO Interception	Lewisham No impact on LU.	No Effect - Not on TLRN				DURL Not affected  DURL Not affected	ELL Not Affected	
Route Greenwich y Route Pumping	Site CSO Interception Site	Greenwich No impact on LU.	No Effect - Not on TLRN		Use of barges should be the primary mode of removal in order to relieve		CSO drop shaft and interception chamber adjacent to DLRL's viaduct structure.	ELL Not Affected	
Station					mode or removal in order to relieve construction vehicle activity in and around Greenwich.		DLR's viaduct in this area is newly constructed concrete viaduct supported by columns and piled foundation. Thames Water needs to demonstrate this the TTT proposal does not conflict with the DLR piling and foundations. Ground movement assessment need to be provided to explain the impact on DLR trains and infrastructure;		
							The proximity of the CSO works are concerning to DLRL in various ways including:		
							1) Ground movement effects created by the CSO drop shafts, interception chambers and connection humels. 2) Depth of drop shafts and works detail generally has not been provided and as a consequence the effects cannot be fully quantified		
							3) Ground investigations not provided 4) Monitoring of DLRL's infrastructure would be required before, during and after the proposed works		
							5) Foundation detail not provided by DLRL so works may conflict with pile cap arrangement for the columns foundations (8) No details on fain solution for the drop shafts were provided 7) Programmer of works for the specific its not provided 7) Programmer of works for the specific its not provided 7).		
							[8] Proposals conflict with DLRL Protection Zone where development is restricted within this zone and no works can be commenced without DLRL's prior written approval. Furthermore, DLRL has column protection rights which would also be affected.  If Construction methodor/own on defined for sail of the works and may create risks to DLRL's pallows explore and interval and horse sizes, and confirmed for the SCD drown shall interval not have been connection tumor.		
							10) Access for inspection, maintenance and emergencies is likely affected during and after construction 11) Permanent access to DLRL is infrastructure affected by the proposed land take 12) Details of the temporary works not provided		
							13) Land contained within the Permanent hardstanding land is DLRL owned land 14) DLRL would not succord the exercise of composition/or ourchase provers over DLR. land or land adiacent to its land.		
							15) DLRL has concerns over the works powers potentially granted through the Route to Consent (16) Selection methodology does not justify the selection of the prelemed size over Shorthisted size 2 (17) Shorthisted size is 1 and 2 are considered a better gloting even they six directly over the severe and do not affect more residential properties than is proposed by the Preferred Size.		
							16) No details of the connection turnel to Borthwick Wharf Foreshore have been provided - where will this be driven from and where is the reception site. This proposal could have significant effects in terms of settlement and infrastructure affected 199 No assessment of wirbation effects for all of the works has been provided		
							20) EMI effects not established. 20) FLM effects not established to the control of the control o		
							22) The illustrative visualisation shows less above ground structures than the during construction plans shows - this needs to be clarified as concern remains over whether any other above ground structures might appear in the final arrangement. 23) No works to commence of elseign to be underlaken without DLRL's approval 24/2 (fetteds to DLR, dads ignists to be assessed via a radio survey)		
Abbey Mills Route	1 CSO Interception Site	Greenwich No impact on LU.	No Effect - Not on TLRN		be given at an early stage to both the		Potentially affects O.R.L's Levelsham Extension Tunnels as Shortlisted site 1 is adjacent to D.R.L's tunnels although we have no evidence at this stage to show that the alignment misses the D.LR tunnels	ELL Not Affected	
					temporary and permanent impact on the road network operation from the works, including survey work for all		Depth of the tunnel at this crossing point to be confirmed and its depth in relation to DLRL's tunnels		
					sites. 2. Thames Water should set up		Ground movement report required to understand the predicted settlement effects on DLRL's infrastructure  Turnel monitoring at least 12 months before before, during and at least 12 months after tunnel boring is required, for both track and tunnel structure		
					Traffic Management Liaison Groups for each Borough to co-ordinate works and disseminate information				
					on the works. Regular stakeholder engagement will be key to the				
					successful delivery of the project. 3. A construction and logistics plan for each site will be required to				
					provide a robust indication of how Thames Water intend to manage works. This needs to include details				
					works. This needs to include details on road space requirements and forry movements for demolition and all				
					movements for demolition and all works stages and will need to pay careful attention to the transition				
					stages for works. In this respect, a robust assessment to understand				
					impacts of construction traffic in terms of number of construction vehicles, size, access and routing as				
					vehicles, size, access and routing as well as the use of Lorry Delivery Bays will be required.				
					In relation to point 3, Thames     Water, as part of this consultation.				
					have expressed their desire to use the 5. TfL will seek off-peak servicing for s 6. Works on or close to TLRN / SRN v				
Abbey Mills Greenwich	Connection	Greenwich No impact on LU.	No Effect - Not on TLRN		The carriageway footprint for the wt     Where works require closure of roa		See comments in response to the preferred site location regarding this connection tunnel	The following is the most probable	More details required
Abbey Mills Greenwich Route Pumping Station	Tunnels	ino impact on EU.	ING Effect - Not on TERN				рько життыны эт поврение на это реполито это поводит водачиту ила сителения што	list of LOIM structures which may be	more details required
Connection Tunnel								affected by the anticipated settlement of the TTT: Rothrhithe Pumping Station, Tunnels TL162, TL163, TL164 (Tunnels TL163 and TL	
								TL163, TL164 (Tunnels TL163 and TL 164 are the Thames Tunnels), Rotherhithe Staion structures, such	
								Rothernithe Staion structures, such as lifts, Slab Track TK04, Wapping Pumping Station, Vent Shaft V137, Thames Tunnel Minor Dip and	
								Thames Tunnel Major Dip Pumping	
								Stations, Vent Shaft V138, footbridge EL23, Wapping Station structures such as escalators, Retaining Walls	
								such as escalators, Retaining Walls W633 and W634	
River Thames King Stairs y Route Gardens	CSO Interception	Southwark No impact on LU.	No Effect - Not on TLRN				D.F.L. Not affected	ELL Not Affected	
Route Gardens	Site								
	Main Tunnel Construction	Lewisham No impact on LU.	No Effect - Not on TLRN				DURL Not affected	ELL Not Affected	
Diver Thomas   End Dimpins		No impact on LU.							
River Thames Earl Pumping y Route Station	CSO Interception Site						DLRL Not affected	ELL Not Affected	
River Thames Earl Pumping y Station  River Thames Route	CSO Interception Site  1 CSO Interception Site	Lewisham No impact on LU.	No Effect - Not on TLRN		J. J.		1		i 1
River Thames Route River Thames	CSO Interception Site  1 CSO Interception Site  2 CSO Interception	Lewisham No impact on LU.  Lewisham No impact on LU.	No Effect - Not on TLRN  No Effect - Not on TLRN				OLRI. Not affected	ELL Not Affected	
River Thames Route River Thames Route	Site		No Effect - Not on TLRN						
River Thames Route River Thames Route River Thames Route River Thames Route	Site  2 CSO Interception Site  3 CSO Interception Site	Lewisham No impact on LU.  Lewisham No impact on LU.	No Effect - Not on TLRN No Effect - Not on TLRN				DUPL Not affected	ELL Not Affected	
River Thames Route	2 CSO Interception Site	Lewisham No impact on LU.	No Effect - Not on TLRN						
River Thames Route	Site  2 CSO Interception Site  3 CSO Interception Site	Lewisham No impact on LU.  Lewisham No impact on LU.	No Effect - Not on TLRN No Effect - Not on TLRN				DUPL Not affected	ELL Not Affected	
River Thames Route What River Thames Route What River Thames	Site  2 CSO Interception Site  3 CSO Interception Site  4 CSO Interception Site	Lewisham No impact on LU.  Lewisham No impact on LU.  Lewisham No impact on LU.	No Effect - Not on TLRN No Effect - Not on TLRN No Effect - Not on TLRN				DURL Not affected  DURL Not affected	ELL Not Affected  ELL Not Affected	
River Thames Route	Site  2 CSO Interception Site  3 CSO Interception Site  4 CSO Interception Site  CSO Interception Site	Lewisham No impact on LU.	No Effect - Not on TLRN  No Effect - Not on TLRN				DURL Not affected  DURL Not affected  CURL Not affected	ELL Not Affected  ELL Not Affected  ELL Not Affected	

Tunnel Route	TW site Name	TW Site   Shortlisted   Works Proposed   Bo	rough Reviewers LUL	Streets	Streets Streets	Streets	River PLA	OLR .	Overground	Crossrail Cable Car	Comments
	(West to East)	referred site Ref No. option	Initials	(Structures)	(Planning) (Operations)	(Freight)	(Safeguarded Wharves)				
River Thannes Rouse	Greenvich Pumping Station	y GSD Interception Gree	No impact on LU.	No Effect - Not on YLPIN				ESG days shall and interception chamber edjacent to DLRL's visidant influenced concrete visidate supported by columns and piled foundation. Thames Water needs to demonstrate this the TTT proposal does not conflict with the DLR piling and foundations. Ground movement assessment need to be provided to be updain the impact on DLR trains and inflastructure.  The positionist of the SCO whost as an concenting to DLR. It is various ways including:  1) Closural movement effects created by the CSO drop shalls, interregation chambers and connection turnels.  1) Closural movement effects are clearly by the CSO drop shalls, interregation chambers and connection turnels.  1) Closural movement effects are clearly by the CSO drop shalls, interregation chambers and connection turnels.  1) Closural movement effects are clearly by the CSO drop shalls, interregation chambers and connection turnels.  1) Closural movement effects are clearly by the CSO drop shalls, interregation chambers and connection turnels.  1) Closural movement effects are clearly by the companies of the CSO drop shall, interregation chambers and connection turnels.  1) Closural movement and provided by DLRL by covering any control with pile cap arrangement for the columns foundations.  2) Programme of works for the specific site not provided by DLRL by covering the control of the companies of the control of the	ELL Not Affected		
River Thannes Route	Greenvich Pumping Station	y GSD Interception Gree	No impact on EU.	No Effect - Not on YLRN				ESC drap shall and intercoption chamber adjacent to DLRL's vision throughout conceive visional supported by columns and piled foundation. Thamse Water needs to demonstrate this the TTT proposal does not conflict with the DLR piling and foundations. Ground movement assessment need to be provided to explain the impact on DLR trains and infrastructure;  The potential of the CSO whosts are conceiving to DLR. It is various ways including:  Per potential of the CSO whosts are conceiving to DLR. It is various ways including:  Depth of drop shafts and works deat generally has not been provided and as a consequence the effects cannot be fully quantitied.  31 Ground investigations not provided.  31 Monitoring of D.R.It; is infrastructure would be required before, during and after the proposed works.  32 Depth of the potential of the CSO whosts are conceived in the pile cap arrangement for the columns foundations.  33 Proposals condition that does phafts were provided.  34 Monitoring of D.R.It; is infrastructure would be required before, during and after the proposed works.  35 Potential of the potential of the columns foundations.  36 No details on that anothins for the does phafts were provided.  36 Proposals condition with DRLR. Protection cannot be columns foundations.  37 Programme of works for the specific site not provided.  38 Proposals condition with DRLR. Protection cannot be columns foundations.  39 Proposals condition with DRLR. Protection cannot be columns foundations.  30 Proposals condition with DRLR. Protection cannot be columns foundations.  31 Proposals condition with the DRLR protection cannot be columns foundations.  31 Proposals condition of the does about the proposal work of the proposal works for the proposal work for the proposal work of the proposal work for the proposal work of the proposa	ELL Not Affected		
River Thames Route	Greenwich Pumping Station	y CSO Interception Gree	No impact on LU.	No Effect - Not on TLRN				CSO drop shaft and interception chamber adjacent to DLRL's viaduct structure.  DLRL's viaduct in this area is newly constructed. Concrete viaduct supported by columns and piled foundation. Thames Water needs to demonstrate this the TTT proposal does not conflict with the DLR piling and foundations. Ground movement assessment need to be provided to explain the impact on DLR trains and infrastructure;  The proximity of the CSO works are concerning to DLRL in viatious ways including:  1) Ground movement effects created by the CSO drop shafts, interception chambers and connection tunnels.  2) Depth of drop pilants and works detail generally has not been provided and as a consequence the effects cannot be fully quantified.  3) Ground investigations not provided.  4) Mobilishing of DLRL's infrastructure would be required before, during and after the proposed works.  5) Fortundation detail or provided by DLRL so works may conflict with pile cap arrangement for the columns foundations.	ELL Not Affected		
River Thames Route	Greenwich Pumping Station	y CSO Interception Gree	No impact on LU.	No Effect - Not on TLRN				CDC drop shall and interception charmed adjacent to DLRL's viaduct structure.  DLRL's viaduct in this are an enewly constructed concrete viaduct supported by columns and piled foundation. Thames Water needs to demonstrate this the TTT proposal does not conflict with the DLR piling and foundations. Ground movement assessment need to be provised to explain the impact on DLR trains and infrastructure.  The proximity of the CSO works are concerning to DLRL in viadious ways including:  1) Ground movement effects created by the CSO drop shalls, interception charmbers and connection funnels.  2) Depth of drop paths and voices deall greenily has not been provided and as a consequence the effects cannot be fully quantified.  3) Ground investigations not provided.  3) Ground not provided by DLRL to work any and the required before, during and after the proposed sorks.  5) Foundation deally not provided by DLRL to work may conflict with pile cap arrangement for the columns foundations.	ELL Not Affected		
River Thames Route	Greenwich Pumping Station	y CSO Interception Gree Site	No impact on LU.	No Effect - Not on TLRN				(8) No details on this solution for the drop shalts were provided  **CSO drop shall and interception chamber adjacent to LRIL's viaduat structure.  **CSO drop shall and interception chamber adjacent to LRIL's viaduat structure.  **DLRI's viaduat in this mean is newly constructed concrete viaduat supported by columns and piled foundation. Thames Water needs to demonstrate this the TTT proposal does not conflict with the DLR piling and foundations. Ground movement assessment need to be provided to explain the impact on DLR trains and infrastructure.  **The proximity of the CSO works are concerning to DLRI, invarious ways including:    To Ground movement effects created by the CSO drop shalts, instruction chambers and connection tunnels.   Depart of drop pilints and works detail generally has not been provided and as a consequence the effects cannot be fully quantified.   Si Ground investigations not provided.   Moviniting of DLRI's infrastructure would be required before, cluring and after the proposed works.   Si Foundation details on provided by DLRI's works and works to work any conflict with pile cap arrangement for the columns foundations.	ELL Not Affected		
River Thames Route	Greenwich Pumping Station	y CSO Interception Gree	No impact on LU.	No Effect - Not on TLRN				(8) No details not his notification for the drop shalfs were provided  CSO Goop shalf and interreposion chaines agreement DCREV visious structure.  DLRL is vidual to this area is newly constructed. Concerned visiduct appointed by columns and piled foundation. Thames Water needs to demonstrate this the TTT proposal does not conflict with the DLR piling and foundations. Ground movement assessment need to be provided be regained to explain the impact on DLR trains and infrastructure.  The proximity of the CSO works are concerning to DLRL in various ways including:  1) Ground movement effects or resided by the CSO does plats, interception chainbeen and connection furnels.  2) Depend of one paths and works detail generally has not been provided and as a consequence the effects cannot be fully quantified.  3) Ground investigations not provided.  3) Ground investigations not provided.	ELL Not Affected		
River Thames Route	Greenwich Pumping Station	y CSO Interception Gree	No Impact on LU.	No Effect - Not on TLRN				(§) No details on in a solution for the drop shalts were provided  Cox drop whalt and references from character to DLEL visabut structure.  DLR Ls visabut in this area is newly constructed concrete visabuts supported by columns and piled foundation. Thames Water needs to demonstrate this the TTT proposal does not conflict with the DLR piling and foundations. Ground movement assessment need to be provided to be update the impact on DLR trains and inflastructure.  The possinity of the coSO whost as occurrencing to DLR. It is various ways including:  1) Ground investigations not provided  All possible of the cost	ELL Not Affected		

Tunnel Route	TW site Name (West to East) reference	Site Shortlisted Works Proposed Borough Review Initial	ers LUL	Streets (Structures)	Streets (Planning)	Streets (Operations)	Streets (Freight)	River PLA (Safeguarded W	DLR DLR	Overground	Crossrail Cable Car	Comments
River Thames Route	Greenvich 3	y CSO Interception Greenwich Site	No impact on LU.	No Effect - Not on TLRN					CSO drop shaft and interception chamber adjacent to DLRL's visuact structure.  DLRL's visuact in this area is newly constructed concrete visual cat supported by columns and piled foundation. Thames Water needs to demonstrate this the TTT proposal does not conflict with the DLR piling and foundations. Ground movement assessment need to be provided to expedit the impact on DLR trains and infrastructure:  The proximity of the CSO works are concerning to DLRL in various ways including:  1) Ground movement effects created by the CSO drop shafts, interception chambers and connection tunnels. 2) Depth of other paths and vorsice steading perseally has no been provided and as a consequence the effects cannot be fully quantified. 4) Monitoring of DLRL in straturcture would be required before, during and after the proposed works. 5) Foundation to effect deals not provided by DLRL as work are good conflict with pile para paragement for the columns foundations. 6) No details on Institution for the drop shafts were provided. 8) Procreation conflict with DLRL as work are good conflict with pile para paragement for the columns foundations. 8) Procreation conflict with DLRL provided with provided by the proposed of the provided by the proposed of the provided by the proposed by the proposed for the provided provided by the proposed for the provided provided by the proposed for the CSO drop shaft, interception chambers and connection tunnel (1) Access for interpection, maintenance and emergencies is likely affected during and after construction of the emporary works not provided. 1) Access for interpection, maintenance and emergencies is likely affected single and after construction of the emporary works not provided. 1) Access for interpection, maintenance and emergencies is likely affected single and after construction of the emporary works not provided. 1) Expenditure of the temporary works not provided in the proposed provided properties the proposed of the temporary works not provided. 1) Expension of the temporary works no	ELL Not Affected		
River Thames Route	Greenwich y Pumping Station	y CSO Interception Greenwich	No impact on LU.	No Effect - Not on TLRN					SSD drop shafts and interception chamber adjacent to DLRL's valuable of shafts.  DLRL's valuable in this area is newly constructed concrete valuable supported by columns and piled foundation. Thames Water needs to demonstrate this the TTT proposal does not conflict with the DLR piling and foundations. Ground movement assessment need to be provided to explain the impact on DLR trains and inflasticulate.  The proximity of the CSD works are concerning to DLRL in various ways including:  1) Found monement efficats resets by the CSD drop shafts, interception chambers and connection tunnels.  2) Depth of drop shafts and works detail generally has not been provided and as a consequence the effects cannot be fully quantified.  3) Ground reversigations not provided.  3) Ground reversigations not provided.  4) Monitoring of DLRL is infrastructure would be required before, during and after the proposed works.  6) No details for not solution for the drop shafts were provided with pile or paragraphent for the columns foundations.	ELL Not Affected		
River Thames Route	Greenwich ) Pumping Station	CSD Interception Greenwich Site	No impact on LU.	No Effect - Not on TLRN					CDLR visuals and inflavolupion chains and inflavolupion chains and in the IDLR visuals at structure.  DRLR visuals in this area in empty contributed concentred valued supported valued supported by columns and piled foundation. Thames Water needs to demonstrate this the TTT proposal does not conflict with the DLR piling and foundations. Ground movement assessment need to be provided to explain the impact on DLR trains and infrastructure:  The proximity of the CSD words are concerning to DLR. It is various ways including:  1) Ground movement effects created by the CSG does plants, interception chambers and connection turnets.  3) Ground movement effects created by the CSG does plants, interception chambers and connection turnets.  3) Ground movement effects created by the CSG does plants, interception chambers and connection turnets.  3) Ground movement effects created by the CSG does plants, interception chambers and connection turnets.  4) Ground movement effects created by the CSG does plants, interception chambers and connection turnets.  5) Ground movement effects created by the CSG does plants, interception chambers and connection turnets.  6) Ground movement effects created by the CSG does plants, interception chambers and connection turnets.  7) Ground movement effects are created as a connection turnet in the connection turnet in the connection of the CSG does plants.  8) Forousation conflict with DLR. The connection connection turnet in the connection turnet in th	ELL Not Affected		
River Thames Roote	Greenvich ) Parking Station	y CSO Interception Greenwich	No impact on LU.	No Effect - Not on TLRN					CSO drop shaft and interception chamber adjacent to DLRL's visuous structure.  DLRL's visious in this area is newly constructed concrete visious supported by columns and piled foundation. Thames Water needs to demonstrate this the TTT proposal does not conflict with the DLR piling and foundations. Ground movement assessment need to be provided no experient the impact no LDR trains and infrastructure;  The proximity of the CSO works are concerning to DLRL in various ways including:  1) Ground movement effects created by the CSO drop shafts, interception chambers and connection tunnels.  2) Deepth of drop shafts and works cale generably has no been provided and as a consequence the effects cannot be fully quantified.  3) Ground movement effects created by the CSO drop shafts, interception chambers and connection tunnels.  2) Deepth of drop shafts and works cale generably has no confort with pile or an arrangement for the columns foundations.  5) Foundation deals not provided deal mort provided deal mort provided deal mort provided deal mort provided to the required before, during and after the proposed works.  5) Foundation deals not provided deal mort provided deals not provided to the columns foundations.  6) No details on fans solution for the drop shafts were provided.  7) Programmer of works for the septices like not grounder.  9) Programmer of works for the septices like not grounder.  9) Construction methodology not defined for all of the works and may create risks to DLRL's railway service and infrastructure and bore sizes not confirmed for the CSO drop shaft, interception chambers and connection tunnel.  10) Access for impection, maintenance and emergencies is likely affected during and after construction.  11) Premanent access to DLRL's infrastructure and some provided and the provided access to DLRL's infrastructure and connection funnel.  10) DLRL would not support the exercise of computory purchase powers over DLR. Land or land adjacent to its land.  10) DLRL would not support the exercise of computo	ELL Not Affected		
	Pumping Station	y CSO Interception Greenwich Site	No impact on LU.	No Effect - Not on TERN					CSO drop shaft and interception chamber adjacent to DLRL's viaduct structure.  DLRL's viaduct in this area is newly constructed concrete viaduct supported by columns and piled foundation. Thames Water needs to demonstrate this the TTT proposal does not conflict with the DLR piling and foundations. Ground movement assessment need to be provided to explain the impact on DLR trains and inflastructure.  The proximity of the CSO works are concerning to DLR. It is viaduous ways including:  1) Ground movement effects created by the CSO drop shafts, interception chambers and connection tunnels.  2) Displind drop shafts and works detail generally has not been provided and as a consequence the effects cannot be fully quantified.  3) Monitoring ORLR's infrastructure would be require before, during and their the proposed works.  5) Foundation detail not provided by DLRL is owner may conflict with pic cap arrangement for the columns foundations.  6) No details on its substitute for the oph shafts were provided.	ELL Not Affected		
River Thames	Greenich )	y CSO Interception Greenwich Site	No impact on LLJ.	No Effect - Not on TLRN					CSD does that and interception chamber adjacent to CREs, valued can be concrete valued as supported by columns and piled foundation. Thanes Water needs to demonstrate this the TTT proposal does not conflict with the DLR piling and foundations. Ground movement assessment need to be provided to expend the impact on DLR trains and infrastructure.  The proximity of the CSD works are concerning to DLR in various ways including:  The proximity of the CSD works are concerning to DLR in various ways including:  1) Ground moment effects created by the CSD does plantly, interception chambers and connection breats.  2) Depit of dree partials and works detail generally has not been provided and as a consequence the effects cannot be fully quantified.  3) Ground movement effects created by the CSD does plantly has not been provided and as a consequence the effects cannot be fully quantified.  3) Ground movement effects created by the CSD does plantly has not been provided and as a consequence the effects cannot be fully quantified.  3) Ground movement would be required before, during and after the proposed works.  3) Ground movement would be required before, during and after the proposed works.  3) Ground movement would be required before, during and after the proposed works.  3) Proposation control with DLR. In production of the provided and as a consequence of the columns foundations.  3) Proposation control with DLR. In production of the provided and as a consequence of the columns foundations.  4) Programme of works for the specific site not provided.  5) Programme of works for the specific site not provided.  5) Programme of works for the specific site not provided.  6) Programme of works for the specific site not provided.  6) Programme of works for the specific site not provided.  6) Programme of works for the specific site not provided.  6) Programme of works for the specific site not provided and the controlled of the specific site of the proposal and call and controlled of the programme of works for the specific s	ELL Not Affected		

Tunnel Route	TW site Name	TW Site Shortlisted Works Proposed Borough Referred site Ref No.	Reviewers LUL	Streets (Structures)	Streets Streets (Planning) (Operations)	Streets	River PLA (Safeguarded Wharves)	DLR	Overground	Crossrail Cable Car	Comments
	(West to East)	option site ker No.		Ç ,	(Planning) (Operations)	(Freight)	(Saleguarded Wharves)				
River Thames	Greenwich Pumping Station	y SSD Interception Greenwich  Site  V CSO Interception Greenwich	No impact on LU.  No impact on LU.	No Effect - Not on TLRN  No Effect - Not on TLRN				CSG days shall and interception chamber adjacent to DLRL's visious in three contracted concrete visious supported by columns and piled foundation. Thames Water needs to demonstrate this the TTT proposal does not conflict with the DLR piling and foundations. Ground movement assessment need to be provided to explain the impact on DLR trains and infrastructure.  The proximity of the CSG works are concerning to DLR in various ways including:  1) Ground movement effects created by the CSG does phasts, interception chambers and connection hunnels.  2) Depth of drop phasts and works detail generally has not been provided and as a consequence the effects cannot be fully quantified.  3) Ground movement effects created by the CSG does phasts, interception chambers and connection hunnels.  3) Foundation detail not provided by DLRL is works any conflict with pile cap arrangement for the columns foundations.  5) Foundation detail not provided by DLRL is works any conflict with pile cap arrangement for the columns foundations.  5) Foundation detail not provided by DLRL is works any conflict with pile cap arrangement for the columns foundations.  5) Foundation detail not provided by DLRL is works any conflict with pile cap arrangement for the columns foundations.  5) Foundation detail not provided by DLRL is works any conflict with pile cap arrangement for the columns foundations.  5) Foundation detail not provided by DLRL is works and the columns foundations.  5) Foundation detail not provided by DLRL is works and the columns foundations.  6) Policy arrangement of works for the specific with pile cap arrangement is restricted within his zone and no works can be commenced without DLRL is prior written approval. Furthermore, DLR has column protection rights which would also be affected.  10) Access for impection, maintenance and emergencies is likely affected during and after construction.  11) Access for impection, maintenance and emergencies is likely affected during and after construction.  11) Permanent access to DLRL is a	ELL Not Affected		
Route	Pumping Station	Site Site	No impact on Eo.	NO Ellect - NOT OIL LEXIN				LOCUS of pairs and interestingtion interesting and governed sequence of positions of the property of the proposal does not conflict with the DLR pilling and foundations. Ground movement assessment need to be provided to explain the impact on DLR tains and infrastructure;	ELE NOT Allected		İ
River Thames	Coopuish	y CSO Interception Greenwich	No impact on LU.	No Effect - Not on TLRN				provisors to explain the impact on LLX trains and intrinstructure.  The proximity of the CSO works are concerning to D.R.L. in various ways including:  1) Ground movement effects created by the CSO doep shalts, interception chambers and connection tunnels.  2) Depth of drop shafts and works detail generally has not been provided and as a consequence the effects cannot be fully quantified  3) Ground investigations not provided  4) Monitoring of D.R.L.'s infrastructure would be required before, during and after the proposed works  5) Foundation detail not provided by D.R.L.'s union saw your field with pile cap arrangement for the columns foundations  (6) No details on the solution for the doep shafts were provided  6) No details on the solution for the doep shafts were provided.	ELL Not Affected		
Route	Pumping Station	Ste						DLRL's visitud: In this area is newly constructed concrete visitud: supported by columns and piled foundation. Thames Water needs to demonstrate this the TTT proposal does not conflict with the DLR piling and foundations. Ground movement assessment need to be provided to explain the impact on DLR teams and infrastructure.  The positivity of the CSO drop shalts, interception chambers and connection hunnels.  2) Depth of the positivity of the CSO drop shalts, interception chambers and connection hunnels.  2) Depth of drop shalts and works are concentrated by the CSO drop shalts, interception chambers and connection hunnels.  3) Foundation detail not provided by DLR to works are young conflict with pile cap arrangement for the columns foundations (8) No details on the solution for the drop shalts were provided on the provided by DLR to works are young conflict with pile cap arrangement for the columns foundations (8) No details on the solution for the drop shalts were provided (9) Programme of works for the specific site not provided (9) Programme of works for the specific site not provided (9) Programme of works for the specific site not provided (9) Programme of works for the specific site not provided (10) Provided (10) Programme of works for the specific site of the provided (10) Programme of works to the specific site of the provided (10) Programme of works to DLRs. Instructure affected by the proposed under the provided (10) Programme of works to DLRs. Instructure affected by the proposed into the site of the provided (10) Programme of works to DLRs. Instructure affected by the proposed into the site of the proposed works are provided (10) Programme of the CSO drop shalt, interception chambers and connection hunnel (11) Programme accounts to DLRs. Instructure affected by the proposed into the works powers potentially grained through the Route to Consent (11) DLRs accounts on the works powers potentially grained through the Route to Consent (11) DLRs accounts over the works powers potentially grained through			
River Thames Route	Greenwich Pumping Station	y Sile Interception Greenwich	No Impact on LU.	No Effect - Not on TLRN				EDLRs is valued in this area is newly constructed concerted valued supported by columns and piled foundation. Thames Water needs to demonstrate this the TTT proposal does not conflict with the DLR piling and foundations. Ground movement assessment need to be provided to regulant to instruct in instruction and inflastructure.  The proximity of the CSD works are concerning to DLRs. In various ways including:  (1) Ground movement effects created by the CSD does shalls, interception chambers and connection turnels.  (2) Depth of drop shalls and sworks detail agreemally has not been provided and as a consequence the effects cannot be fully quantified.  (3) Depth of drop shalls and sworks detail agreemally has not been provided and as a consequence the effects cannot be fully quantified.  (4) Monitoring of DLRs. is infrastructure would be required before, during and after the proposed works.  (5) Foundation details not provided by DLRs is work any contributed with pile cap carrangement for the columns foundations.  (6) Nor details on the solution for the does shall were provided.  (8) Proposate contribute would be required and are provided by the CRS of does shall were provided by the CRS of does shall were provided and as a connection foundations.  (8) Nor details on the solution for the does shall were provided.  (8) Proposate contribute would be required and and any create instance of the create	ELL Not Affected		
River Thames Route	Greenwich Pumping Station	y CSO Interception Greenwich	No impact on LU:	No Effect - Not on TLRN				CSO drop shaft and interception chamber adjacent to DLRL's viaduct structure.  DLRL's viaduct in this area is newly constructed. concerned viaduct supported by columns and piled foundation. Thames Water needs to demonstrate this the TTT proposal does not conflict with the DLR piling and foundations. Ground movement assessment need to be provided be explain the impact on DLR trains and infrastructure.  The proximity of the CSO works are concerning to DLRL in various ways including:  1) Ground movement effects created by the CSO area shafts, interception chambers and connection hunnels.  2) Replied drop shafts and works dead generally has not been provided and as a consequence the effects cannot be fully quantified.  3) Ground investigations not provided by the control of the provided provided and as a consequence the effects cannot be fully quantified.  3) Ground investigations not provide by LTRL so works any conflict with pile cap arrangement for the columns foundations.  5) Foundation detail not provided by DLRL so works any conflict with pile cap arrangement for the columns foundations.	ELL Not Affected		
River Thames Route	Greenwich Pumping Station	y Scio Interception Greenwich	No impact on LU.	No Effect - Not on TLRN				ISO does platel and interception chamber adjacent to DLRL's visious and price of possible and interception chamber adjacent to DLRL's visious and price of possible and price of possible and the possible and possib	ELL Not Affected		

	Shortlisted Works Proposed Borough Reviesite Ref No.	ewers LUL tials	Streets Streets (Structures) (Planning)	Streets Streets (Operations) (Freight)	River PLA (Safeguarded Wharves	DLR	Overground Crossrail	Cable Car Comments
River Thames Greenwich	CSO Interception Greenwich	No impact on LU.	No Effect - Not on TLRN			CSO drop shalt and interception chamber adjacent to DLRL's visduct structure.	L Not Affected	
Route Pumping Station	Site	No impact on Eo.	NO ERIOCE - NOT OF TEXA			DLRL's viaduct in this area is newly constructed concrete viaduct supported by columns and piled foundation. Thames Water needs to demonstrate this the TTT proposal does not conflict with the DLR piling and foundations. Ground movement assessment need to be	L. NOT ATTRICTED	
						provided to explain the impact on DLR trains and infrastructure;		
						The proximity of the CSO works are concerning to DLRL in various ways including:  1) Ground movement effects created by the CSO dop shafts, interception chambers and connection tunnels.		
						(2) Depth of drop shafts and works detail generally has not been provided and as a consequence the effects cannot be fully quantified 3) Ground investigations not provided 3) Ground investigations not provided		
						4) Moritoring of DLRL's infrastructure would be required before, during and after the proposed works  5) Foundation default not provided by DLRL as works any confict with pie cap arrangement for the columns (sundations)		
						6) No details on fan solution for the drop shafts were provided 7) Programme of works for the specific site not provided 7) Programme of works for the specific site not provided 8) Proposals confide high DRLR Protection from where development is restricted within this zone and no works can be commenced without DLRL is prior written approval. Furthermore, DLRL has column protection rights which would also be affected.		
						Of Programs on methods of the Control of the Contro		
						17) Permanent access to DLRL's infrastructure and excellent of the proposed and take to the temporary works not provided 12) Details of the temporary works not provided 13) Land contained with the Permanent adistantanting land is DLRL owned land		
						14) DLRL would not support the exercise of compulsory purchase powers over DLRL land or land adjacent to its land.		
						15) DLRI, has concerns over the works powers potentially granted through the Route to Consent 15) Selection mentiology does not justify the selection of the periender also were Shortstade also 16) Selection mentiology does not justify the selection of the periender also were Shortstade also 16) Selection mentiology does not justify the selection of the periender also were Shortstade also 16) Selection mentions are selected as the periender also were Shortstade also 17) Selection mentions are selected as the period and selected as the selected as the period as the selected as the selected as the period as the selected as the sele		
						17) Shortlisted sites 1 and 2 are considered a better option given they sit directly over the sever and do not affect more residential properties than is proposed by the Preferred Site. 18) No details of the connection unner to Bothwick Virtual Forestone have been provided - where will this be driven from and where is the reception site. This proposal could have significant effects in terms of settlement and infrastructure affected 19) No assessment of virtualization effects or of the work has been provided.		
						20) EMI effects not established 21) Emirally the size to the size to the Thames and Dentford Creek means that water laden spil is notentially more nevalent and creates greater risks when expanding/infilling large shafts		
						22) The illustrative visualisation shows less above ground structures than the during construction plans shows - this needs to be clarified as concern remains over whether any other above ground structures might appear in the final arrangement. 23) No works to commence or design to be undertaken without DLRL's approval		
						24) Effects on DLRL radio signals to be assessed via a radio survey		
River Thames Greenwich y	CSO Interception Greenwich	No impact on LU.	No Effect - Not on TLRN			CSO drop shaft and interception chamber adjacent to DLRL's visibut structure.	L Not Affected	
Route Pumping Station	Site					DLRL's viaduct in this area is newly constructed concrete viaduct supported by columns and piled foundation. Thames Water needs to demonstrate this the TTT proposal does not conflict with the DLR piling and foundations. Ground movement assessment need to be		
						provided to explain the impact on DLR trains and infrastructure;		
						The proximity of the CSO works are concerning to DLRL in various ways including:  1) Ground movement effects created by the CSO dop shafts, interception chambers and connection tunnels.		
						2) Depth of drop shafts and works detail generally has not been provided and as a consequence the effects cannot be fully quantified 3 of ground investigations not movided		
						4) Monitoring of DLRU's infrastructure would be required before, during and after the proposed works [5] Foundation detail not provided by DLRLs to works are contrict with pile (5) Foundation detail not provided by DLRLs by works are contrict with pile (6) [6] Foundation detail not provided by DLRLs by works are contrict with pile (6) [7] Foundation detail not provided by DLRLs by works are contrict with pile (6) [8] Foundation details not provided by DLRLs by works are contricted by DLR so		
						(8) No details on Ifan solution for the drop shafts were provided 77 Programme of works for the specific site not provided		
						8) Proposals conflict with DLRL Protection Zone where development is restricted within this zone and no works can be commenced without DLRL's prior written approval. Furthermore, DLRL has column protection rights which would also be affected. 9) Construction methodology not defined for all of the works and may create inside to DLRL's railway service and infrastructure and bore sizes not confirmed for the CSO drop shall, interception chambers and connection tunnel for places of the protection, maintenance and emergencies is likely affected during and after construction.		
						11) Permanent access to DLRL's infrastructure affected by the proposed tand take 12) Details of the temporary works not provided		
						13) Land contained within the Permanent hardstanding land is D.R.R. owned land 14) D.R.R. would not support the exviscios of computary purchase powers over D.R.R. land or land adjacent to its land.		
						15) DLR. has concerns over the works powers potentially granted through the Route to Consent 16) Selection methodoloxy does not justify the selection of the preferred size over Shortisted size 2		
						17) Shortlisted sites 1 and 2 are considered a better option given they sit directly over the sewer and do not affect more residential properties than is proposed by the Preferred Site.  18) No details of the connection turned to Borthwick What Foreshore have been provided - where will this be driven from and where is the reception site. This proposal could have significant effects in terms of settlement and infrastructure affected		
						19) No assessment of vibration effects for all of the works has been provided 20) EMI effects not established 21) Proximity of the site to the Thannes and Deptord Creek means that water laden soil is potentially more prevalent and creates greater risks when excavaling/drilling large shafts.		
						22) The illustrative visualisation shows less above ground structures than the during construction plans shows - this needs to be clarified as concern remains over whether any other above ground structures might appear in the final arrangement.  23) No works to commence or design to be understand without DLRI's approval		
						24) Effects on DLRL radio signals to be assessed via a radio survey		
N/A Grosvenor	Minor CSO	Seems to be no work proposed at these	No Exact location- also position with	Site of Moderate Concern - Road More details required		OLR Not affected	L Not Affected	More details required
Ditch CSO	modifications with no major	locations.	respect to TLRN, temporary works Technical Approvals may be	adjacent to TLRN, any changes to road capacity may have significant impact on				assist topined
	interceptions works		required.	key strategic routes, need to consider, ped, bus and cyclists. Any banned turns				
				/ closures and resulting diversion routes will need to be agreed with TIL & neighbouring traffic authorities. There				
				meignoouring mainc autriomies. There will be a requirement for detailed traffic modelling and significant mitigation				
NO.	Minor CSO			measures put in place on the Site of High concern - Road adjacent to More details required		D.R.R. Not affected Eq.	.L Not Affected	Many data to a service of
d CSO	modifications with no major	Seems to be no work proposed at these locations.	No Exact location- also position with respect to TLRN, temporary works Technical Approvals may be	TLRN , any changes to road capacity may have significant impact on key		Lu.K.r. Not aneciaed	L. Not Affected	More details required
	interceptions works		required.	strategic routes, need to consider, ped, bus and cyclists. Any banned turns /				
				closures and resulting diversion routes will need to be agreed with TfL &				
				neighbouring traffic authorities. There will be a requirement for detailed traffic				
				modelling and significant mitigation measures put in place on the				
N/A Savoy Street CSO	Minor CSO modifications with	Seems to be no work proposed at these locations.	No Exact location- also position with respect to TLRN, temporary works	Site of Moderate Concern - Road More details required adjacent to TLRN , any changes to road capacity may have significant impact on		DLR. Not affected	.L Not Affected	More details required
	no major interceptions works		Technical Approvals may be required.	capacity may have significant impact on key strategic routes, need to consider, ped. bus and ovolists. Any banned turns				
				/ closures and resulting diversion routes will need to be agreed with TfL &				
				neighbouring traffic authorities. There will be a requirement for detailed traffic				
				modelling and significant mitigation measures put in place on the				
N/A Norfolk Street CSO	Minor CSO modifications with	Seems to be no work proposed at these locations.	No Exact location- also position with respect to TLRN, temporary works	Site of Moderate Concern - Road More details required adjacent to TLRN , any changes to road		DLRL Not affected	L Not Affected	More details required
	no major interceptions works		Technical Approvals may be required.	capacity may have significant impact on key strategic routes, need to consider,				
				ped, bus and cyclists. Any banned turns / closures and resulting diversion routes will need to be agreed with TfL &				
				will need to be agreed with ITL & neighbouring traffic authorities. There will be a requirement for detailed traffic				
				modelling and significant mitigation measures put in place on the				
N/A Essex Street	Minor CSO modifications with	Seems to be no work proposed at these locations.	No Exact location- also position with respect to TLRN, temporary works	Site of Moderate Concern - Road More details required adjacent to TLRN , any changes to road		DUR. Not affected	L Not Affected	More details required
CSO	no major interceptions works	locations.	Technical Approvals may be required.	capacity may have significant impact on key strategic routes, need to consider,				
				ped, bus and cyclists. Any banned turns / closures and resulting diversion routes				
				will need to be agreed with TfL & neighbouring traffic authorities. There				
				will be a requirement for detailed traffic modelling and significant mitigation measures put in place on the				
Minor System	CSO Interception			The second state of the second				
Modifications	Site							
N/A Stamford Brook CSO	Undefined minor works TBC by	Seems to be no work proposed at these locations.	No Exact location- also position with respect to TLRN, temporary works	More details required		DURL Not affected Eq.	.L Not Affected	More details required
N/A North West	Thames Water Undefined minor	Seems to be no work proposed at these	Technical Approvals may be No Exact location- also position with	More details required		DR. Not affected	.L Not Affected	More details required
Storm Relief CSO	works TBC by Thames Water	locations.	respect to TLRN, temporary works Technical Approvals may be					
N/A Charlton Storm Relief CSO	Undefined minor works TBC by	Seems to be no work proposed at these locations.	No Exact location- also position with respect to TLRN, temporary works	More details required		OLRIL Not affected	L Not Affected	More details required
Modifications	Thames Water CSO Interception		Technical Approvals may be					
N/A West Putney	Site Minor CSO Wandsworth	No impact on LU.	On the A205(Upper Richmond Rd) - TA Approvals subject to the nature of	More details required		DURI. Not affected	.L Not Affected	More details required
CSU	modifications with no major interceptions works		works					
N/A Jews Road	Minor CSO Wandsworth	No impact on LU.	Abuts Triity Road on slip(Birdhurst	More details required		D.R.R. Not affected Eq.	.L Not Affected	More details required
CSO 1	modifications with no major		Rd) but not on TLRN- so no probably no effect	mana addita terfaited		in the second se		more details required
	interceptions works							
N/A Jews Road CSO 2	Minor CSO Wandsworth modifications with	No impact on LU.	Abuts Triity Road off slip(Wandsworth Common West	More details required		OLRE Not affected	L Not Affected	More details required
	no major interceptions works		Side) but not on TLRN- so no probably no effect					
N/A Savoy Street	Minor CSO City of	May have an impact on the District Line - more information required before we can	On A3211 (Embankment) depending	More details required		DLR. Not affected	.L Not Affected	More details required
CSO Chamber	modifications with Westminster no major	more information required before we can confirm.	on location and works required TA procedures required.					
N/A Shad Thames	interceptions works  Minor CSO Southwark	No impact on LU	No Effect - Not on TLRN	Maya platella recuired		D.F.R. Not affected EE.	L Not Affected	More details required
N/A Shad Thames Pumping Station	Minor CSO Southwark modifications with no major	No impact on LU.	NO Effect - NOT ON TERM	More details required		puntur rest attended	L. NOT MIRCIEG	More details required
	interceptions works							
N/A Holloway CSO	Minor CSO ?? modifications with	No impact on LU.	Not Applicable- only title	Site of moderate concern More details required		D.R.P. Not affected	L Not Affected	More details required
	no major interceptions works							
N/A 162 Stroud	Minor CSO Haringey	No impact on LU.	No Effect - Not on TLRN	Site of moderate concern More details required		DURL Not affected	.L Not Affected	More details required
Green Rod	modifications with no major interceptions works							
N/A Junction of	Minor CSO Islington	No impact on LU.	No Effect - Not on TLRN	Site of moderate concern More details required		E DAR Not affected	.L Not Affected	More details required
Stroud Green Road and	modifications with no major			mano detallo required				more details required
Tollington Park	interceptions works							

Tunnel Route   TW site Name   TW Site (West to East)   referred option	Shortlisted site Ref No. Works Proposed	Borough Reviewers LUL Initials	Streets (Structures)	Streets (Planning)	Streets Streets (Operations) (Freight)	River PLA (Safeguarded Wharves)	DLR	Overground Crossrali	Cable Car Comments
N/A Junction of Midway Road.	Minor CSO modifications with	Islington No impact on LU.	No Effect - Not on TLRN	_	More details required		DLRL Not affected	ELL Not Affected	More details required
King Henry's Walk and Crossway	no major interceptions works		No Effect - Not on TLRN						
N/A Charlton Storm y Relief CSO N/A	1 CSO Interception Site 2 CSO Interception	Greenwich No impact on LU.  Greenwich No impact on LU.	No Effect - Not on TLRN		More details required  More details required		DLRI. Not affected  DLRI. Not affected	ELL Not Affected  ELL Not Affected	More details required  More details required
N/A N/A	3 CSO Interception Site 4 CSO Interception	Greenwich No impact on LU.  Greenwich No impact on LU.	No Effect - Not on TLRN No Effect - Not on TLRN		More details required  More details required		DLFIL Not affected DLFIL Not affected	ELL Not Affected  ELL Not Affected	More details required  More details required
N/A Other Shortlisted	5 CSO Interception Site	Greenwich No impact on LU.	No Effect - Not on TLRN		More details required		DLFLI. Not affected	ELL Not Affected	More details required
Sites (See other									
Sites Leaflet) River Thames Deptiford Route and Tunnelling Area Abbey Mills Route	1 Tunnel Boring Intermediate or retrieval Site	Southwark No impact on LU.	No Effect - Not on TLRN				DLPL Not affected	ELL Not Affected	
River Thames Route and Abbey Mills Route	2 Tunnel Boring Intermediate or retrieval Site	Southwark No impact on LU.	No Effect - Not on TLRN				DLFIL Not affected	ELL Not Affected	
Route River Thames Poute and	3 Tunnel Boring Drive Intermediate or retrieval Site	Tower No impact on LU.	No Effect - Not on TLRN				DLPL Not affected	ELL Not Affected	
River Thames Route and Abbey Mills Route		Tower No impact on LU.	No Effect - Not on TLRN				DL.PL. Not affected	ELL Not Affected	
Route and Abbey Mills Route	4 Tunnel Boring Intermediate or retrieval Site	Hamlets							
River Thames Route and Abbey Mills Route	5 Tunnel Boring Intermediate or retrieval Site	Lewisham No impact on LU.	No Effect - Not on TLRN				Not affected	ELL Not Affected	
River Thames	6 Tunnel Boring Drive Intermediate or retrieval Site	Lewisham No impact on LU.	No Effect - Not on TLRN			No current wharf use, vacant. Site would be the preferred drive site for both routes	DLRL Not affected	ELL Not Affected	Safeguarded Wharf
Abbey Mills Route  River Thames Charlton	1 Tunnel Boring	Greenwich No impact on LU.	No Effect - Not on TLRN			both routes	DLFIL Not affected	ELL Not Affected	
River Thames Route and Abbey Mills Route	Intermediate or retrieval Site								
River Thames Route and Abbey Mills Route	2 Tunnel Boring Drive site with Site 3	Greenwich No impact on LU.	No Effect - Not on TLRN				DLPL Not affected	ELL Not Affected	
River Thames Route and Abbey Mills Route	3 Tunnel Boring Drive site with Site 2	Greenwich No impact on LU.	No Effect - Not on TLRN				DLRI. Not affected	ELL Not Affected	
River Thames	4 Tunnel Boring Drive Intermediate	Greenwich No impact on LU.	Possible drive, intermediate and reception site abuts Blackwall Tunni	1			DLRL Not affected	ELL Not Affected	
Route and Abbey Mills Route	or retrieval Site  5 Tunnel Boring	Greenwich No impact on LU.	southern approach road - TA procedures may be required. No Effect - Not on TLRN				DL.PL.Not affected	ELL Not Affected	
Route and Abbey Mills Route	Intermediate or retrieval Site or Drive site together with Site 6								
River Thames Route and Abbey Mills Route	6 Tunnel Boring Intermediate or retrieval Site or Drive site together	Greenwich No impact on LU.	No Effect - Not on TLRN				DLPL Not affected	ELL Not Affected	
	with Site 5	Greenwich No impact on LU.	No Effect - Not on TLRN				DLFL Not affected	ELL Not Affected	
River Thames Route and Abbey Mills Route	Intermediate or retrieval Site  8 Tunnel Boring	Greenwich No impact on LU.	No Effect - Not on TLRN				DURL Not affected	ELL Not Affected	
River Thames Route and Abbey Mills Route	Intermediate or retrieval Site or Drive site together with Site 9	Greenwich No Impact on LU.	No effect - Not on TERN				Lucit. And allerated	ELL NOT Affected	
River Thames Route and	9 Tunnel Boring Intermediate or retrieval Site or	Greenwich No impact on LU.	No Effect - Not on TLRN			Angerstein Wharf - Current wharf use, operated by Cemex,	DLFIL Not affected	ELL Not Affected	
Route and Abbey Mills Route	Drive site together with Site 8					handled c.880k in 2009 (950k in 2008). Site was considered, but not			
River Thames Route and Abbey Mills Route	10 Tunnel Boring Drive Intermediate or retrieval Site	Greenwich No impact on LU.	No Effect - Not on TLRN			preferred, either alone or Murphy's Wharf - Current wharf use, operated by Tarmac and Day Aggregates, handled	DLRL Not affected	ELL Not Affected	
						Murphy's Wharf - Current wharf use, operated by Tarmac and Day Aggregates, handled c. 985k in 2009 (1,000k in 2009). Site was considered, but not preferred.			
River Thames Route and Abbey Mills Route	11 Tunnel Boring Intermediate or retrieval Site or Drive site together	Greenwich No impact on LU.	No Effect - Not on TLRN				DLRL Not affected	ELL Not Affected	
River Thames	with Site 14 and 15  12 Tunnel Boring Drive Intermediate	Greenwich No impact on LU.	No Effect - Not on TLRN				DLRL Not affected	ELL Not Affected	
Route and Abbey Mills Route River Thames	or retrieval Site  13 Tunnel Boring Drive Intermediate	Greenwich No impact on LU.	No Effect - Not on TLRN			Riverside Wharf - Current	DLFL Not affected	ELL Not Affected	
River Thames Route and Abbey Mills Route	Drive Intermediate or retrieval Site together with site 16					Rhemide Whaf - Current whar uso, operated by by Tarmac, handled c.40k in 2009 (30k in 2009). Size would be preferred drive site for both routes all to both routes al			
						also the preferred CSO site, with (presumably) area of wharf permanently			
			N ==			retained post construction with structures on it.			
River Thames Route and Abbey Mills Route	14 Tunnel Boring Intermediate or retrieval Site or Drive site together with Site 11 and 15	Greenwich No impact on LU.	No Effect - Not on TLRN				D.R.I. Not affected	ELL Not Affected	
River Thames Route and Abbey Mills Route	15 Tunnel Boring Intermediate or	Greenwich No impact on LU.	No Effect - Not on TLRN				DLPIL Not affected	ELL Not Affected	
	retrieval Site or Drive site together with Site 11 and 14		No Effect - Not on TLRN				DURL Not affected	ELL Not Affected	
River Thames Route and Abbey Mills Route	16 Tunnel Boring Drive Intermediate or retrieval Site together with site 13	Greenwich No impact on LU.	INO Effect - Not on TLRN				NULTIC TIME STORY STORY	ELL NV ATRONE	
River Thames Beckton Route Beckton Tunnelling Area	1 Tunnel boring drive	Newham No impact on LU.	No Effect - Not on TLRN	TLRN			Proposal conflicts directly with DLRL's Basking & Dagerham Extension route alignment	ELL Not Affected	
Noute Tunneling Area	site and general works.			Similiar to Lee Tunnel and other works at Beckton; however, there seems to CSO close to the			Agrement between DLRL and Thames Water in place which regualtes aspects of this interface		
All Routes Wandsworth Tunnelling Area	Tunnel Boring Drive Intermediate and	Wandsworth No impact on LU.	No Effect - Not on TLRN	Woolwich Ferry? uncertain what we are being asked to comment	Not proposed to be used for any of the routes for boring		DLRL Not affected	ELL Not Affected	Not proposed to be used for any of the
All Routes	retrieval site  2 Tunnel Boring Drive Intermediate and	Hammersmith No impact on LU.	No Effect - Not on TLRN	on	Not proposed to be used for any of the routes for boring		DLRL Not affected	ELL Not Affected	routes for boring  Not proposed to be used for any of the
All Routes	retrieval site  3 Tunnel Boring Drive Intermediate and		No Effect - Not on TLRN		Not proposed to be used for any of the routes for boring		DLPL Not affected	ELL Not Affected	routes for boring  Not proposed to be used for any of the
	Intermediate and retrieval site				notes for boning				used for any of the routes for boring

Tunnel Route TW site Name (West to East) TW Site	e Shortlisted Works Propose site Ref No.	d Borough Review Initial		Streets (Structures)	Streets (Planning)	Streets (Operations)	Streets (Freight)	River	PLA (Safeguarded Wharves)	DLR	Overground	Crossrail	Cable Car Comments
All Routes	4 Tunnel Boring Dri Intermediate and retrieval site	ve Hammersmith & Fulham	No impact on LU.	No Effect - Not on TLRN			Not proposed to be used for any of the routes for boring			DURL Not affected	ELL Not Affected		Not proposed to be used for any of the routes for boring
All Routes Lots Road Tunnelling Area	Tunnel Boring Dri     Intermediate and     retrieval site	ve Hammersmith & Fulham	No impact on LU.	No Effect - Not on TLRN	uncertain what we are being asked to comment on	Site of moderate concern	Not proposed to be used for any of the routes for boring			DLRL affected	ELL Not Affected		Not proposed to be used for any of the routes for boring
All Routes	Tunnel Boring Dri     Intermediate and     retrieval site	ve Kensington & Chelsea	No impact on LU.	No Effect - Not on TLRN			Not proposed to be used for any of the routes for boring			DLRL affected	ELL Not Affected		Not proposed to be used for any of the routes for boring
All Routes Limehouse Tunnelling Area	1 Tunnel Boring Dri Intermediate and retrieval site	ve Tower Hamlets	No impact on LU.	No Effect - Not on TLRN	uncertain what we are being asked to comment on		Not proposed to be used for any of the routes for boring			DLRL Not affected	ELL Not Affected		Not proposed to be used for any of the routes for boring
All Routes	2 Tunnel Boring Dri Intermediate and retrieval site	ve Tower Hamlets	No impact on LU.	Above Rotherhithe Tunnel and Abutting A1203. This "was" a possible drive,intermediate and reception site. Therefore this will be subject to TA procedures and intens discussions on shaft locations.	ie		Not proposed to be used for any of the routes for boring			DLPIL Not affected	ELL Not Affected		Not proposed to be used for any of the routes for boring
All Routes	3 Tunnel Boring Dri Intermediate and retrieval site combined with sit	Hamlets	No impact on LU.	Abuts A1203(the Highway) could be for Intermediate or Reception shaft only-therefore TA procedures possibly required.			Not proposed to be used for any of the routes for boring			DLRL's railway is passed under to the east of Limehouse Station on older brick visiduct and metal and concrete spans [which has visible sign of twist across its arches  DLRL's visiduct in this area is listed.  Depth of the tunnel at this crossing point to be confirmed  Ground movement report required to understand the predicted settlement effects on DLRL's infrastructure and to consider the impact on DLRL infrastructure	ELL Not Affected		Not proposed to be used for any of the routes for boring
All Routes	4 Tunnel Boring Dri Intermediate and retrieval site combined with sit	Hamlets	No impact on LU.	Above Limehouse Link - could be for Intermediate or Reception shaft only therefore TA procedures possibly required.	d /-		Not proposed to be used for any of the routes for boring			DLRL's railway is passed under to the east of Limehouse Station on older brick viaduct and metal and concrete spans (which has viable sign of twist across its arches  DLRL's viaduct in this area is listed.  Depth of the funnel at this crossing point to be confirmed  Ground movement report required to understand the predicted settlement effects on DLRL's infrastructure and to consider the impact on DLRL infrastructure	ELL Not Affected		Not proposed to be used for any of the routes for boring
All Routes	5 Tunnel Boring Intermediate and retrieval site	Tower Hamlets	No impact on LU.	Abuts A1203(the Highway) could be for Intermediate or Reception shaft only-therefore TA procedures possibly required.			Not proposed to be used for any of the routes for boring			CURL's railway is passed under to the east of Limehouse Station on older brick visiduct and metal and concrete spans [which has visible sign of twist across its arches  DURL's visiduct in this area is listed.  Depth of the funnel at this crossing point to be confirmed  Ground movement report required to understand the predicted settlement effects on DURL's infrastructure and to consider the impact on DURL infrastructure	ELL Not Affected		Not proposed to be used for any of the routes for boring