

SILVERTOWN TUNNEL

1.3 Guide to the Application

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APFP Regulation 5(2)(q)

Revision 0

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Silvertown Tunnel

Guide to the Application 1.3

Planning Act 2008


The Infrastructure Planning (Applications: Prescribed Forms and Procedure)
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List of Abbreviations

AIA	Arboricultural Impact Assessment
AQMA	Air Quality Management Area
CC	Congestion Charge
CEEQUAL	Civil Engineering Environmental Quality Assessment
CIL	Community Infrastructure Levy
CoCP	Code of Construction Practice
DCO	Development Consent Order
DfT	Department for Transport
EIA	Environmental Impact Assessment
ES	Environmental Statement
HEqIA	Health and Equality Impact Assessment
HGV	Heavy Goods Vehicle
MMO	Marine Management Organisation
MTS	Mayor's Transport Strategy

NN NPS	National Road and Rail Networks: National Policy Statement
PINS	The Planning Inspectorate
SoCC	Statement of Community Consultation
TA	Transport Assessment
TfL	Transport for London
TIMS	Traffic Impact and Mitigation Strategy

Glossary of Terms

Account holder	User of the tunnels who has registered their vehicle and payment details with TfL.
Blackwall Tunnel	An existing road tunnel underneath the River Thames in east London, linking the London Borough of Tower Hamlets with the Royal Borough of Greenwich, comprising two bores each with two lanes of traffic.
Charging period	For the purposes of the Assessed Case this has been defined as 6am to 10pm every day.
Development Consent Order	This is a statutory order which provides consent for the project and means that a range of other consents, such as planning permission and listed building consent, will not be required. A DCO can also include provisions authorising the compulsory acquisition of land or of interests in or rights over land which is the subject of an application.
Environmental Impact Assessment	There are categories of development that are required by European and UK domestic legislation to be made the subject of an assessment known as an Environmental Impact Assessment (EIA). The EIA regime in Europe is governed by Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of public and private projects on the environment. This directive is transposed into UK law by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 as amended by the Infrastructure Planning (Environmental Impact Assessment) (Amendment) Regulations 2012 (the EIA Regulations).
Habitats Regulations	Conservation of Habitats and Species Regulations 2010 (as amended).
Host Boroughs	The Royal Borough of Greenwich, and the London Boroughs of Newham and Tower Hamlets where the existing Blackwall Tunnel and proposed Silvertown Tunnel are situated.

The Scheme	The construction of a new bored tunnel with cut and cover sections at either end under the River Thames (the Silvertown Tunnel) between the Greenwich peninsula and Silvertown, as well as necessary alterations to the connecting road network and the introduction of user charging at both Silvertown and Blackwall tunnels.
Silvertown Tunnel	Proposed new twin-bore road tunnels under the River Thames from the A1020 in Silvertown to the A102 on Greenwich Peninsula, East London.
Transport for London	<p>A London government body responsible for most aspects of the transport system in Greater London. Its role is to implement transport strategy and to manage transport services across London.</p> <p>These services include: buses, the Underground network, Docklands Light Railway, Overground and Trams. TfL also runs Santander Cycles, London River Services, Victoria Coach Station and the Emirates Air Line.</p> <p>As well as controlling a 580km network of main roads and the city's 6,000 traffic lights, TfL regulates London's private hire vehicles and the Congestion Charge scheme.</p>

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1. INTRODUCTION

1.1 Purpose of this document

- 1.1.1 This document provides an accessible guide to Transport for London's (TfL) (the Applicant) application for a Development Consent Order (DCO) for the Silvertown Tunnel scheme (the Scheme).
- 1.1.2 The Scheme involves the construction of a twin bore road tunnel providing a new connection between the A102 Blackwall Tunnel Approach on Greenwich Peninsula (Royal Borough of Greenwich) and the Tidal Basin roundabout junction on the A1020 Lower Lea Crossing/Silvertown Way (London Borough of Newham). The Silvertown Tunnel would be approximately 1.4km long and would be able to accommodate large vehicles including double-deck buses.
- 1.1.3 This document provides an overview of the scheme and an introduction to TfL. It serves as a sign-posting document to those wanting to know more about the Scheme and its effects.

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2. THE SCHEME

2.1 Background

2.1.1 The River Thames forms a natural barrier to movement in London. In east London, much of the demand to cross the river is focussed at the Blackwall Tunnel, which links the A102/A2 in the south to the A12 and A13 in the north. The Blackwall Tunnel does not have sufficient capacity to cope with this level of demand and, having been built first in the 1890s, is not accessible to modern freight vehicles or double-deck buses. As a result, it is highly susceptible to disruptive incidents which can require that it be closed at very short notice. There are around 1,000 unscheduled closures of the Blackwall Tunnel a year, most of which result from over-height vehicles trying to access the tunnel. The congestion at the Blackwall Tunnel significantly delays bus and coach services, as well as freight and other vehicles. The congestion contributes to poor air quality in the area and makes it much more difficult for businesses to trade and grow.

2.2 The Scheme

2.2.1 The Scheme involves the construction of a twin bore road tunnel providing a new connection between the A102 Blackwall Tunnel Approach on Greenwich Peninsula (Royal Borough of Greenwich) and the Tidal Basin roundabout junction on the A1020 Lower Lea Crossing/Silvertown Way (London Borough of Newham). The Silvertown Tunnel would be approximately 1.4km long and would be able to accommodate large vehicles including double-deck buses. It would include a dedicated bus, coach and goods vehicle lane, which would enable TfL to provide additional cross-river bus routes.

2.2.2 The Scheme also includes the introduction of free-flow user charging on both the Blackwall Tunnel (northern portal located in London Borough of Tower Hamlets) and at the new Silvertown Tunnel. This measure is intended to play a fundamental role in managing traffic demand and supporting the financing of the construction, maintenance and operation of the Silvertown Tunnel.

2.2.3 Figure 2-1 below shows the alignment of the proposed new tunnel.

Figure 2-1 The alignment of the Silvertown Tunnel



3. THE APPLICANT

3.1 Transport for London

3.1.1 TfL is a statutory transport authority created by the Greater London Authority (GLA) Act 1999. The Act gives the Mayor of London a general duty to develop and apply policies to promote and encourage safe, integrated, efficient and economic transport facilities and services to, from and within London. TfL's role is to implement the Mayor's Transport Strategy (MTS) and also manage those transport services across the Capital for which the Mayor is responsible.

3.1.2 The project team consists of a multi-disciplinary TfL team covering transport planning, engineering, consents, consultation, environment, legal and commercial. This is also supported by a project sponsor team. All these disciplines are responsible for delivering the project in accordance with the project's requirements.

3.2 Contact us

3.2.1 The Scheme contact details are:

The Silvertown Tunnel project team,
Zone 3Y6,
230 Blackfriars Road,
Southwark,
London,
SE1 8PJ

Email: silvertowntunnel@tfl.gov.uk

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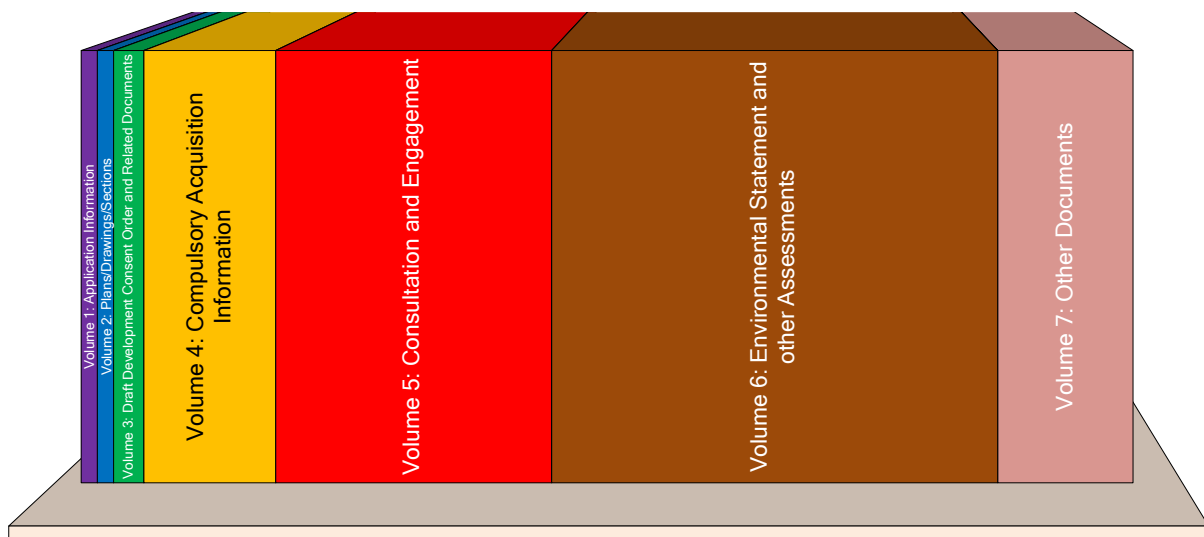
4. APPLICATION DOCUMENTS OVERVIEW

4.1.1 A list of documents within the application is set out in the following sections.

4.2 Overview of the application documentation

4.2.1 The reports, drawings and plans that make up the DCO application have been organised into seven volumes as listed in the table below. The seven volumes are explained in more detail in sections 4 to 12. An illustration of the volume of material that has been provided is included below.

Figure 4-1 Illustration of Volume of Material



Volume		Content
1	Application Information	The completed application form, a Guide to the Application and the electronic index.
2	Plans/Drawings/Sections	Plans that illustrate the location of the Scheme, the proposed works and the land required for the Scheme as well as engineering and other details.
3	Draft Development Consent Order and Explanatory Memorandum	The legal powers TfL is seeking to enable it to construct, operate and maintain the Scheme (including byelaws for the Blackwall and Silvertown Tunnels) and a separate document explaining the provisions of the Order.
4	Compulsory Acquisition Information	Evidence of why TfL requires legal powers to compulsorily acquire land, how the Scheme would be funded and details of the land interests that are required for the construction and operation of the Scheme.
5	Consultation and Engagement	Details of the pre-application consultation that TfL has undertaken on the Scheme and how consultation feedback has been taken into account in this application.
6	Environmental Statement (ES) and other Assessments	An assessment of the likely significant environmental effects (both positive and negative) of the Scheme on the environment and a description of mitigation measures proposed to reduce any negative impacts. Also an assessment of the effects on transport and other areas such as sustainability and energy.
7	Other Documents	Additional documents that support the DCO application; these are not legally required but are intended to provide useful information on the Scheme and aid detailed understanding of the application and its justification. It also provides documentation on key scheme issues such as charging and principles of design.

5. APPLICATION DOCUMENTS

5.1 Overview

5.1.1 A list of documents within the application is set out below. If you require a copy of any of the application documents, or parts there of, please contact the Silvertown Tunnel team (contact details in Section 3.2.1). A DVD containing these documents will be provided free of charge; a reasonable charge for printing and distribution of hard copies may be made.

Volume	Document Reference	Document Title
Volume 1 Application Information	1.1	Cover letter (including Section 55 Checklist)
	1.2	Application form
	1.3	Guide to the application
	1.4	Electronic Index
Volume 2 Plans/Drawings/Sections	2.1	Tunnels Location and Operational Boundaries Plans
	2.2	General Arrangement Plans
	2.3	Land Plans
	2.4	Special Category Land Plan
	2.5	Works Plans
	2.6	Rights of Way and Access Plans
	2.7	Classification of Roads Plans
	2.8	Engineering Section Drawings and Plans.
	2.9	Traffic Regulation Measures Plans
Volume 3 Draft Development Consent Order and Related Documents	3.1	Draft Development Consent Order
	3.2	Explanatory Memorandum to Draft DCO
Volume 4 Compulsory Acquisition Information	4.1	Statement of Reasons Including Appendices A to D
	4.2	Funding Statement
	4.3	Book of Reference
Volume 5 Consultation and Engagement	5.1	Consultation Report
	5.2	Consultation Report Appendices (inc Copies of Notices):
Volume 6 Environmental Statement and other Assessments	6.1	Environmental Statement
	6.2	Environmental Statement Figures/Drawings
	6.3	Environmental Statement Appendices

Volume 7 Other Documents	6.4	Environmental Statement Non Technical Summary
	6.5	Transport Assessment
	6.6	Statement in Respect of Statutory Nuisance
	6.7	Energy and Carbon Statement
	6.8	Health and Equalities Impact Assessment
	6.9	Sustainability Statement
	6.10	Code of Construction Practice
	7.1	Case for the Scheme
	7.2	Planning Policy Compliance Statement
	7.3	Design and Access Statement
7.4	Design Principles	
7.5	Charging Statement	
7.6	Monitoring Strategy	
7.7	Traffic Impacts Mitigation Strategy	
7.8	Outline Business Case comprising:	
7.8.1	Economic Assessment Report	
7.8.2	Regeneration and Development Impact Assessment	
7.8.3	Social Impacts Appraisal	
7.8.4	Distributional Impacts Appraisal	
7.9	Traffic Forecasting Report - Sensitivity Testing	
7.10	Consent and Agreements Position Statement	
7.11	Charging Policy	
7.12	Mitigation Routemap	

6. VOLUME 1 – THE APPLICATION INFORMATION

6.1 Covering Letter (Document Reference 1.1)

6.1.1 The Covering Letter has the Schedule of Compliance with Section 55 included. This schedule is completed by TfL to evidence how the application fulfils the conditions for acceptance required by the Planning Inspectorate (PINS) under Section 55 of the Planning Act 2008.

6.1.2 The Schedule of Compliance with Section 55 will also be completed by the Planning Inspectorate on receipt of the DCO application.

6.2 Application Form (Document Reference 1.2)

6.2.1 The Application Form is a standard form and provides a high level summary of the Scheme and the documents that have been submitted.

6.3 Guide to the Application (Document Reference 1.3)

6.3.1 This Guide to the Application provides a summary of all the documentation provided for the DCO application.

6.4 Electronic Index (Document Reference 1.4)

6.4.1 TfL has completed an Electronic Index, provided by PINS, that lists the electronic file names for all of the DCO application documents.

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7. VOLUME 2 – PLANS, DRAWINGS, SECTIONS

7.1 Overview

7.1.1 There are 9 sets of plans as listed below. Where there are multiple sheets in a set, a key plan is provided to enable the viewer to understand the relationship between the different sheets.

7.1.2 The plans show the location of the Scheme and the land required to build it as well as illustrating technical details.

7.2 Tunnel Locations and Operational Boundaries Plans (Document Reference 2.1)

7.2.1 The location plan identifies the location of the proposed development in its wider context, along with the Blackwall Tunnel and the operational boundaries for the Scheme.

7.3 General Arrangement Plans (Document Reference 2.2)

7.3.1 The General Arrangement Plans provide a technical illustration of the scheme against an Ordnance Survey base map.

7.4 Land Plans (Document Reference 2.3)

7.4.1 The Land Plans correspond to the Book of Reference (Document Reference 4.3) and in summary set out:

- the land required for, or affected by, the Scheme:
- any land over which it is proposed to exercise powers of compulsory acquisition or any right over the land
- Any land over which it is proposed to take temporary possession and any land in which it is proposed to, if proven necessary, undertake protective works
- any land impacted by the removal of private land rights over that land.

7.5 Special Category Land Plan (Document Reference 2.4)

7.5.1 The Special Category Land Plan shows the land (open space) which is defined as Special Category Land by sections 131 and 132 of the Planning Act 2008.

7.6 Works Plans (Document Reference 2.5)

7.6.1 The Works Plans show the route and alignment of the proposed works and the limits of deviation within which the development and works may be carried out. The works are numbered and the numbers relate to Schedule 1 of the DCO (Document Reference 3.1) which lists the works which are to be carried out.

7.7 Rights of Way and Access Plans (Document Reference 2.6)

7.7.1 These plans identify any new or altered means of access, stopping up of streets or roads and any diversions, extinguishments or creation of rights of way or public rights of navigation.

7.8 Classification of Roads Plans (Document Reference 2.7)

7.8.1 These plans show the highways classifications and designations which are proposed to apply to the scheme where new classifications are required and existing classifications are changed.

7.9 Engineering Section Drawings and Plans (Document Reference 2.8)

7.9.1 These plans show the levels of the proposed works including:

- ground levels
- the height of proposed bridges
- the depth of the tunnel; and
- drainage outfall details.

7.9.2 These plans should be read in conjunction with Article 5 of the DCO (Document Reference 3.1).

7.10 Traffic Regulation Measures Plans (Document Reference 2.9)

7.10.1 These plans show a range of proposed Traffic Regulations Measures for the Scheme including, but not limited to speed limits, clearways, restrictions on vehicle weights and classes of user.

8. VOLUME 3 - DRAFT DEVELOPMENT CONSENT ORDER AND EXPLANATORY MEMORANDUM

8.1 The Draft Development Consent Order (Document Reference 3.1)

8.1.1 The Draft DCO sets out the powers that TfL is seeking to enable it to construct and maintain the scheme. It sets out the parameters for what development would be permitted. It is accompanied by 14 schedules as outlined below:

- **Schedule 1 Authorised Development** – lists the works that would be authorised by the DCO, which are shown on the works plans and to which the Schedule refers.
- **Schedule 2 Requirements** – sets out the Requirements that TfL would be required to accord with when implementing the development authorised by the DCO and the procedure for the discharge of Requirements.
- **Schedule 3 Permanent Stopping Up of Highways and Private Means of Access** – sets out the highways and access which TfL will permanently stop up as a result of the Scheme.
- **Schedule 4 Land In Which Only New Rights etc, May be Acquired** – sets out the land in which TfL is only seeking to acquire new land rights (such as the rights to maintain infrastructure) rather than acquiring the entire freehold interest in that land.
- **Schedule 5 Modification of Compensation and Compulsory Purchase Enactments for Creation of New Rights** – amends relevant compulsory purchase acquisition legislation to ensure that it can apply to the DCO (particularly in relation to compensation provisions in connection with land and rights compulsorily acquired under the DCO).
- **Schedule 6 Land in Which Only Subsoil and New Rights Over It May Be Acquired** – sets out the land in which TfL is only seeking to acquire subsoil and, above such subsoil, new land rights for the purposes of constructing and operating the Scheme.

- **Schedule 7 Land of Which Only Temporary Possession May Be Taken** – sets out the land which TfL is seeking to possess temporarily for the purpose of constructing the Scheme.
- **Schedule 8 Removal of Motor Vehicles** – sets out certain procedural matters in connection with the power to remove vehicles under Article 44 of the DCO.
- **Schedule 9 Blackwall and Silvertown Tunnels Byelaws** – sets out the byelaws TfL is seeking to apply to users of the Silvertown and Blackwall tunnels to ensure safety etc.
- **Schedule 10 Classification of Roads** – lists the road classifications and designations for roads affected and constructed by the Scheme.
- **Schedule 11 Traffic Regulation** – lists the relevant traffic regulation measures that the new and altered highways would be subject to.
- **Schedule 12 Deemed Marine Licence**– contains the marine licence that would be deemed to be granted (should the DCO be granted) for certain licensable activities under the Marine and Coastal Access Act 2009).
- **Schedule 13 Protective Provisions** – includes provisions to protect the interests of various bodies in the context of the Scheme (e.g. statutory undertakers).
- **Schedule 14 Documents to be Certified** – this contains a list of documents that would be certified under the relevant article of the DCO.

8.2 The Explanatory Memorandum to the Draft Development Consent Order (Document Reference 3.2)

- 8.2.1 The explanatory memorandum to the draft DCO explains the purpose and effect of each provision in the draft DCO including why it is considered necessary.

9. VOLUME 4 - COMPULSORY ACQUISITION INFORMATION

9.1.1 In order to implement the Scheme, TfL will need to use statutory powers to acquire land and rights in land, and to possess and use land temporarily. TfL is required to provide evidence that the use of these powers would be justified, proportionate and in the public interest and this evidence is set out in a Statement of Reasons (Document Reference 4.1), Funding Statement (Document Reference 4.2) and Book of Reference (Document Reference 4.3) as explained below.

9.2 Statement of Reasons (Document Reference 4.1)

9.2.1 The Statement of Reasons explains that there is a compelling case in the public interest which would justify TfL's exercise of powers of compulsory acquisition in order to acquire land and rights permanently and to use land temporarily to enable TfL to construct, operate and maintain the Scheme.

9.3 Funding Statement (Document Reference 4.2)

9.3.1 This statement explains how the Scheme would be funded, including any land to be purchased through compulsory acquisition.

9.4 Book of Reference (Document Reference 4.3)

9.4.1 The Book of Reference identifies all parties who own or occupy land and/or have an interest in or right over the land affected by the scheme, and/or who may be entitled to make a 'relevant claim' as defined in *Section 57 of the Planning Act 2008*. It is structured in five parts in accordance with relevant regulatory requirements. The five parts are:

- **Part 1:** Names and addresses for service of each person within Categories 1 and 2 defined as set out in *Section 57 of the Planning Act 2008*.
- **Part 2 (Development Consent Order boundary)** Names and addresses for service of each person within Category 3 as defined in *Section 57 of the Planning Act 2008*, who would or might be entitled to make a relevant claim as defined in *Section 57(6) of the Planning Act 2008*. For clarity, Part 2 is sub-divided as follows:

- Part 2A: Category 3 persons who would or might be entitled to make a relevant claim in respect of an interest in land within the DCO boundary; and
- Part 2B: Category 3 persons who would or might be entitled to make a relevant claim in respect of an interest in land outside the DCO boundary.
- **Part 3:** Names and addresses of those persons whose entitlement to enjoy private easements or rights may be extinguished, suspended or interfered with.
- **Part 4:** Names and addresses of the owner of any Crown interest in the land which is proposed to be used for the purposes of the scheme.
- **Part 5:** Land which is Special Category Land as defined in *Section 131 of the Planning Act 2008*.

9.4.2 For each plot of land described in the **Book of Reference (Document Reference 4.3)** and being land within which it is intended that all or part of the proposed development shall be carried out, the area in square metres of that plot is given.

10. VOLUME 5- CONSULTATION AND ENGAGEMENT

10.1 Consultation Report (Document Reference 5.1)

10.1.1 This report provides an account of the pre-application consultation carried out on the Scheme. It reports on the statutory consultation carried out on the Scheme in accordance with the Planning Act 2008 and on the non statutory consultation that took place before this. It also explains what activities have been undertaken since the statutory consultation closed in November 2015. In doing so it provides details of how the Scheme has been amended as a result of some consultation responses received. The chapters of the Consultation Report are as follows:

- Chapter 1 is the Executive Summary to the Consultation Report.
- Chapter 2 is the introduction to the Consultation Report.
- Chapter 3 provides an overview of consultation and stakeholder engagement.
- Chapter 4 sets out the consultation strategy for the statutory consultation.
- Chapter 5 sets out how the S.42 statutory consultation was undertaken.
- Chapter 6 sets out how the Statement of Community Consultation (SOCC) was prepared and consulted on.
- Chapter 7 sets out how the consultation was carried out in accordance with the SOCC.
- Chapter 8 sets out how S.48 publicity was carried out.
- Chapter 9 sets out how consultation was carried out under EIA and Habitats Regulations.
- Chapter 10 sets out how consultation responses were analysed.
- Chapter 11 provides an overview of the responses to the statutory consultation.
- Chapter 12 sets out responses received in relation to user charging.

- Chapter 13 sets out the responses received relating to traffic and highways issues.
- Chapter 14 sets out the responses received which relate to the environment.
- Chapter 15 sets out the responses received relating to TfL's consultation.
- Chapter 16 sets out responses received relating to TfL's optioneering process for the Scheme.
- Chapter 17 set out responses received relating to public transport.
- Chapter 18 sets out general responses received in support of the Scheme.
- Chapter 19 sets out general responses received opposed to the Scheme.
- Chapter 20 sets out responses relating to construction.
- Chapter 21 sets out responses relating to tunnel design and operation.
- Chapter 22 sets out post consultation activities undertaken.
- Chapter 23 provides a conclusion to the report.

10.2 Consultation Report Appendices (Document Reference 5.2)

10.2.1 The appendices that support the report are described below:

- Appendix A – Consists of a Compliance Checklist (A1) to demonstrate that TfL has complied with the requirements for consultation under the terms of the Act, and applicable regulations, guidance and advice notes and the Direction letter provided by the Secretary of State (A2).
- Appendix B (1-11) – Includes Consultation Reports and material relating to TfL's historic, non-statutory consultations on the Silvertown Tunnel scheme and information relating to TfL's stakeholder engagement activities, undertaken outside of consultations on the scheme.
- Appendix C – TfL's Consultation Strategy (C1) for the statutory consultation and a full set of the published materials (C2).

- Appendix D – A list of consultees to TfL’s statutory consultation under s42 of the Act and the materials provided to these consultees (D1-D10). A copy of the pack of information sent to the Secretary of State under section 46 of the Planning Act 2008 (D11).
- Appendix E (1-9) – TfL’s published Statement of Community Consultation (SoCC) and the materials associated with consulting the Boroughs of Greenwich, Newham and Tower Hamlets on the draft SoCC and publicising the SoCC.
- Appendix F (1-10) – Materials TfL used to publicise consultation with the community under s47 of the Act.
- Appendix G – copies of statutory notices relevant to s48 of the Act (Appendix G1).
- Appendix H (1-3) – copies of notification provided under regulation 6(1) (b) of the EIA Regulations (H1), and the application for a Scoping Opinion (H2) and the Scoping Opinion received from PINS (H3).
- Appendix I – a table listing the number of responses TfL received to the statutory consultation by Borough.
- Appendices J-S – tables identifying those respondents who provided feedback to the statutory consultation by consultation strand.
- Appendix T - information relating to the post-consultation activities TfL carried out.

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11. VOLUME 6 - ENVIRONMENTAL STATEMENT AND OTHER ASSESSMENTS

11.1 Environmental Statement (Document Reference 6.1)

11.1.1 TfL has undertaken an Environmental Impact Assessment (EIA) of the Scheme to consider what significant effects the Scheme is likely to have on the environment. The Environmental Statement (ES) reports the findings of the EIA.

11.1.2 The EIA and ES are legal requirements and accord with relevant legislation and guidance. The content of the ES was agreed through a Scoping Opinion with PINS which has been included in the **Environmental Statement Appendices (Document Reference 6.3)** as document 5A.

11.1.3 The ES also provides general information on the scheme including context, description of the scheme and its' construction, main alternatives considered, the consultation process that was part of the EIA and technical information on a range of topics.

11.1.4 The Environmental Statement provides the following chapters:

- Chapters 1 – 5 - Introduction to the Scheme
- Chapter 6 - Air Quality
- Chapter 7 - Community and Private Assets
- Chapter 8 - Cultural Heritage
- Chapter 9 – Terrestrial Ecology
- Chapter 10 – Marine Ecology
- Chapter 11 – Effects on All Travellers
- Chapter 12 – Geology and Soils
- Chapter 13 – Materials and Waste
- Chapter 14 – Noise and Vibration
- Chapter 15 – Townscape and Visual
- Chapter 16 – Surface Water Quality and Flood Risk

- Chapter 17 – Cumulative Effects

11.2 Environmental Statement Figures/Drawings (Document Reference 6.2)

11.2.1 The Environmental Statement is accompanied by the following technical drawings:

Table 11-1 Environmental Statement Figures

Drawing No.	Drawing Title
4.1	Proposed Order Limits
6.1 (Sheet A to D)	Study Area
6.2 (Sheet E to P)	Modelled Receptors
6.3 (Sheet A to D)	BaseYear2013
6.4 (Sheet A to D)	RefCase2021
6.5 (Sheet E to O)	Assessed Case
6.6 (Sheet A to D)	Verification Zone
6.7 (Sheet E to P)	NO2 Monitoring Locations Used in Model Verification
6.8 (Sheet A to D)	PM ₁₀ & PM _{2.5} Monitoring Locations Used in Model Verification
6.9 (Sheet A to D)	Air Quality Constraints
6.10 (Sheet E to P)	Local NO2 Results
7.1	Community and Private Assets
8.1	Heritage Asset Location Plan
9.1	Statutory Sites
9.2	Non Statutory Sites

9.3 (Sheet 1)	Phase 1 Habitat Survey Sheet 1of 2 (Greenwich)
9.3 (Sheet 2)	Phase 1 Habitat Survey Sheet 2 of 2 (Silvertown)
9.4	Ecological Impact Assessment Sheet 1 (Greenwich)
9.4	Ecological Impact Assessment Sheet 2 (Silvertown)
9.5	Ecology: Soft Landscaping Sheet 1 (Greenwich)
9.5	Ecology: Soft Landscaping Sheet 2 (Silvertown)
10.1	Marine Mammal Sightings
10.2	Intertidal and subtidal ecology survey locations
10.3	Intertidal habitat map
11.1	Primary Walking and Cycling Routes at the Silvertown Site (Sheets 1-3)
11.2	Primary Walking and Cycling Routes at the Greenwich Site (Sheets 1 and 2)
14.1	Noise Important Areas and Other Sensitive Receptors
14.2	Operational Ventilation Noise Receptors
14.3	Baseline Noise Monitoring Locations
14.4	Construction Receptors and Operational Study Area
14.5	Long Term Impacts Without Scheme
14.6	Road Traffic Noise Mitigation
14.7	Short Term Noise Impacts
14.8	Long Term Impacts With Scheme

15.1	Townscape and Visual Considerations
15.2 (Sheet 1 to 9)	Panoramic Views
16.1	Waterbodies and Water Courses
16.2	River Sediment Quality Desk Study Data Site Locations
16.3	River Sediment Quality Sample Locations - Investigation on Site
16.4	Baseline Residual Flood Risk – Northern Portal Breach 0.5% 2065 Event
16.5	Baseline Residual Flood Risk – Northern Portal Breach 0.5% 2115 Event
16.6	Baseline Residual Flood Risk – Southern Portal Breach Location 1 0.5% 2115 Event
16.7	Baseline Residual Flood Risk – Southern Portal Breach Location 2 0.5% 2115 Event
16.8	Post Development Residual Flood Risk - Southern Portal Breach Location 1 0.5% 2115 Event
16.9	Post Development Residual Flood Risk - Southern Portal Breach Location 2 0.5% 2065 Event
16.10	Post Development Residual Flood Risk - Southern Portal Breach Location 2 0.5% 2115 Event
17.1	Base case Under Construction
17.2	Cumulative Developments

11.3 Environmental Statement Appendices (Document Reference 6.3)

11.3.1 The ES is accompanied by the following appendices:

Table 11-2 Environmental Statement Appendices

Appendix No.	Doc Ref	Drawing Title
1.A	6.3.1.1	NN NPS compliance
3.A	6.3.3.1	Options Summary Table
4.A	6.3.4.1	Construction Method Statement
4.B	6.3.4.2	Indicative Lighting Drawings
5.A	6.3.5.1	Scoping Opinion Response Table
6.A	6.3.6.1	Construction Dust Assessment
6.B	6.3.6.2	Model Verification
6.C	6.3.6.3	Local Authority Automatic Monitoring Data 2012-2015
6.D	6.3.6.4	Environmental Traffic Data
6.E	6.3.6.5	Model Parameters
7.A	6.3.7.1	Navigational Risk Assessment
8.A	6.3.8.1	Heritage Asset Gazetteer
8.B	6.3.8.2	Geoarchaeological Model
8 C	6.3.8.3	Archaeological Foreshore Survey
9.A	6.3.9.1	Extended Phase 1 Habitat Survey (2015)
9.B	6.3.9.2	Bat Activity Survey
9.C	6.3.9.3	Invertebrate Survey
9.D	6.3.9.4	Arboricultural Survey
9.E	6.3.9.5	Arboricultural Impact Assessment
9.F	6.3.9.6	Dedicated Species Assessments for Reptiles and Black

		Redstart
9.G	6.3.9.7	Habitat Regulations Assessment
9.H	6.3.9.8	Biodiversity Action Plan and Mitigation Strategy
10.A	6.3.10.1	Water Framework Directive Assessment
10.B	6.3.10.2	Marine Ecology Survey Report
10.C	6.3.10.3	Underwater Noise Assessment
12.A	6.3.12.1	"GIR Borehole Location Plan and Geological Long Sections"
12.B	6.3.12.2	Settlement Assessment Report
14.A	6.3.14.1	Construction Noise
14.B	6.3.14.2	Noise Survey Data
14.C	6.3.14.3	Vibration, groundborne and underwater sound from the tunnel boring machine
14.D	6.3.14.4	Tunnel Ventilation Noise Assessment - Northern Portal
14.E	6.3.14.5	Tunnel Ventilation Noise Assessment - Southern Portal
15.A	6.3.15.1	Photomontages
16.A	6.3.16.1	Flood Risk Assessment
16.B	6.3.16.2	Hydrodynamics Modelling
16.C	6.3.16.3	Flood Warning and Evacuation Plan
16.D	6.3.16.4	River Wall Structural Condition Survey
16.E	6.3.16.5	Off Site River Sediment Chemistry Data
16.F	6.3.16.6	On Site Survey Factual Report and Information
16.G	6.3.16.7	Water Framework Directive River Basin Management Plan Second Cycle Waterbody Data
17.A	6.3.17.1	Cumulative Developments

11.4 Environmental Statement Non-Technical Summary (Document Reference 6.4)

11.4.1 This summarises the findings of the Environmental Statement.

11.5 Transport Assessment (Document Reference 6.5)

11.5.1 The Transport Assessment (TA) (Document Reference 6.5) assesses the impact of the proposed Silvertown Tunnel on the strategic and local highway network, road safety, and local sustainable modes of transport. It consists of:

- an overview of relevant planning policy;
- detail on the collection of baseline traffic data and the development of the traffic model;
- a summary of the safety performance of the existing road and the impact of the scheme on road safety;
- a description of the accessibility by sustainable modes of transport and assessment of the impact of the scheme on local sustainable modes of transport;
- an overview of existing traffic conditions on the existing route;
- assessments of the impacts on the strategic and local highway networks for both the construction and operational phases; and
- the appendices provide further evidence concerning traffic forecasts and impacts to support the findings of the TA.

11.6 Statement in Respect of Statutory Nuisance (Document Reference 6.6)

11.6.1 This identifies the matters set out in Section 79 of the Environmental Protection Act 1990 in respect of statutory nuisances and considers whether the proposed development would engage one or more of those matters. Where any matters may be potentially engaged, this statement sets out its proposals for mitigating or limiting them.

11.6.2 The Statement concludes that with the mitigation measures secured by the DCO in place, none of the statutory nuisances identified in Section 79 of the Environmental Protection Act 1990 are predicted to arise.

11.7 Energy and Carbon Statement (Document Reference 6.7)

11.7.1 The Energy Statement analyses the energy and CO₂ savings that can be achieved by the Scheme.

11.8 Health and Equalities Impact Assessment (Document Reference 6.8)

11.8.1 This statement assesses the impacts of the Scheme on health and equalities including consideration of air quality, noise, active travel and access to jobs.

11.9 Sustainability Statement (Document Reference 6.9)

11.9.1 The Sustainability Statement sets out how the Scheme will be designed and constructed taking sustainability into account, looking at water, energy and waste reduction. The statement assesses the Scheme using CEEQUAL, a sustainability assessment rating scheme.

11.10 Code of Construction Practice (CoCP) (Document Reference 6.10)

11.10.1 The CoCP sets a framework to control possible impacts arising from the construction of the Scheme. It covers controls for environmental, public health and safety aspects of the Scheme that may affect the interests of local residents, businesses, the general public and the surroundings in the vicinity of the Scheme.

12. VOLUME 7- OTHER DOCUMENTS

12.1.1 A range of additional documents have been submitted with the DCO application. These documents are not legally required but have been submitted to provide useful information on the Scheme and to aid understanding of the application and its justification.

12.2 Case for the Scheme (Document Reference 7.1)

12.2.1 The Case for the Scheme sets out the need for the Scheme, its support within policy, alternatives considered, and the objectives that the Scheme addresses.

12.3 Planning Policy Compliance Statement (Document Reference 7.2)

12.3.1 This statement assesses the Scheme against relevant planning policy and in particular the National Road and Rail Networks National Policy Statement (NN NPS) and the relevant local development plans for the Scheme.

12.4 Design and Access Statement (Document Reference 7.3)

12.4.1 The Design and Access Statement explains how the proposed scheme has been designed to fit into its setting and to take account of future development within the local area.

12.5 Design Principles (Document Reference 7.4)

12.5.1 The Design Principles document sets out the principles and parameters which the detailed design of the Scheme will be required to take into account.

12.6 Charging Statement (Document Reference 7.5)

12.6.1 The Charging Statement explains the purposes of charging, sets out the policy context and describes the Assessed Case.

12.7 Monitoring Strategy (Document Reference 7.6)

12.7.1 The Monitoring Strategy sets out the approach TfL will take to monitoring the effects of the Silvertown Tunnel after it has opened. The strategy sets out how traffic, air quality, carbon and noise will be monitored.

12.8 Traffic Impacts and Mitigation Strategy (TIMS) (Document Reference 7.7)

12.8.1 The Traffic Impacts Mitigation Strategy (TIMS) sets out the process for interpreting the outputs of the Monitoring Strategy and for determining the need for and type of mitigation. The document focuses on process and governance rather than mitigations themselves, which are determined in line with the outcomes of the monitoring.

12.9 Outline Business Case (Document Reference 7.8)

12.9.1 The Outline Business Case, written in accordance with DfT guidance sets out the transport business case for the Scheme. It is split into the following parts:

- Outline Business Case (**Document Reference 7.8**);
- Economic Assessment Report (**Document Reference 7.8.1**);
- Regeneration and Development Impact Assessment (**Document Reference 7.8.2**);
- Social Impacts Appraisal (**Document Reference 7.8.3**);
- Distributional Impacts Appraisal (**Document Reference 7.8.4**); and

12.10 Traffic Forecasting Report (Document Reference 7.9)

12.10.1 This explains the results of the traffic modelling which TfL has carried out.

12.11 Consents and Agreements Position Statement (Document Reference 7.10)

12.11.1 This statement explains the approach of TfL to obtaining the consents and agreements required to construct and operate the Scheme which are not included in the DCO and therefore must be obtained separately.

12.12 Charging Policy (Document Reference 7.11)

12.12.1 The Charging Policy sets out the approach to be used for setting the user charge for the Silvertown and Blackwall tunnels and the approach to be taken for any future changes to the charge.

12.13 Mitigation Routemap (Document Reference 7.12)

12.13.1 The Mitigation Routemap sets out how the mitigation measures described in the Environmental Statement (Document Reference 6.1) will be secured through the DCO.