



Overview - Transboundary screening undertaken by the Secretary of State	
Project name:	Proposed Silvertown Tunnel
Address/Location:	Between the Greenwich Peninsula and Silvertown, East London
Planning Inspectorate Ref:	TR010021
Date(s) screening undertaken:	First screening – 17 July 2014 following the applicant’s request for a scoping opinion Second screening – 10 October 2016 following receipt of the application documents and following the acceptance of the application for examination
EEA States identified for notification:	First screening: None identified Second screening: None identified

FIRST TRANSBOUNDARY SCREENING UNDERTAKEN BY THE SECRETARY OF STATE	
Document(s) used for transboundary Screening:	Transport for London, Silvertown Tunnel, Environmental Impacts Assessment – Scoping Report (‘the Scoping Report’)
Date	17 July 2014
Screening Criteria:	Secretary of State Comments:
Characteristics of the Development	<p>The proposed development would comprise:</p> <ul style="list-style-type: none"> • A dual two-lane connection between the A102 Blackwall Tunnel Approach on Greenwich Peninsula and the Tidal Basin roundabout junction on the A1020 Lower Lea Crossing/Silvertown Way by means of twin tunnels under the River Thames. • A grade-separated, free-flow link from the A102 Blackwall Tunnel approach, to the south of the Blackwall Tunnel, to the Silvertown Tunnel south portal. • An at-grade interchange with the Tidal Basin Roundabout providing a link from the Silvertown Tunnel north portal to the local road network with direct access to the A1020 Lower Lea Crossing/Silvertown Way. • Reconnection of Tunnel Avenue to the west of the A102 on the Greenwich Peninsula to improve local accessibility. • Public transport and non-motorised user links to improve accessibility and safety. • Considerations of emergency/contingency planning including impacts on the wider network. • Integration with land development proposals, such as the Greenwich Peninsula Masterplan. • The construction programme currently assumes that the twin bore tunnel would be driven from Silvertown to Greenwich; the tunnel boring machine would then be rotated at Greenwich and driven back to Silvertown. • The indicative construction programme will take approximately 206 weeks.

	<ul style="list-style-type: none"> The main bores of the tunnel will be lined with reinforced pre-cast concrete segments. The segments will be bolted longitudinally and radially and would be fitted with gaskets to render the lining watertight.
Geographical area	The applicant does not anticipate any impacts are likely to extend beyond the jurisdiction of the UK (Scoping Report, Table 6-18).
Location of Development (including existing use)	<p>The proposed development site is in East London the host authorities are the Royal Borough of Greenwich and the London Borough of Newham. The northern portal of the tunnel lies within mixed residential and recreational land uses, with some light commercial land use to the south of the elevated Silvertown Way and the Docklands Light Railway (DLR). The northern junction approach roads would impact upon a small area of derelict land that is surrounded by cement works and the embankments of the DLR. At the southern portal of the tunnel the land use is predominantly car parking with the O2 arena and commercial buildings to the north west and a leisure facility to the south east. A gas holder (approximately 75m in diameter) is currently situated between Millennium Way and the Blackwall Tunnel Southern Approach on the western boundary of the Scheme. This is located in relatively close proximity of the highway realignment works.</p> <p>Whilst the site lies within two kilometres of one Local Nature Reserve (LNR) and 16 non-statutory Sites of Importance for Nature Conservation (SINC), the applicant has stated that none of these sites will be directly affected, though the ES will examine whether there is any potential for indirect impacts on these sites.</p> <p>The applicant has not stated within the Scoping Report which is the nearest EEA state to the proposed development. The site lies approximately 65km from England's east coast.</p>
Cumulative impacts	<p>There are a number of other schemes being developed near the site the applicant will identify these through consultation with the London Boroughs. Section 6.13 of the Scoping Report considers cumulative effects.</p> <p>Proposed developments identified within the Scoping Report include:</p> <ul style="list-style-type: none"> A new entertainment/sports complex to the west of the Blackwall Tunnel Approach with a mixed development of high quality commercial and residential properties throughout the Greenwich Peninsula. Silvertown Quays - a residential-led mixed use development of 2,500 homes but it also includes commercial space and restaurants as well as a number of 'brand pavilions' which will combine product demonstration space, office space, exhibition space and retail space.

	<ul style="list-style-type: none"> • Minoco Wharf (Royal Docks) – residential development (18ha of land released) to include pedestrian and cycle access to the river. • Thames Wharf - proposed release of land could provide the opportunity to develop new employment, leisure/tourism and residential uses grouped around a potential new DLR station. • Royal Victoria West - new residential, leisure and cultural uses are proposed at this gateway site to the Royal Docks. <p>The applicant does not anticipate any significant cumulative transboundary effects.</p>
Carrier	Potential pollution via air, land and water.
Environmental Importance	<p>Section 6.6 of the Scoping Report considers Ecology and Nature Conservation. In Table 6-10 it is identified that no European Sites are predicted to be affected by the proposed development, the closest designated European Site is the Lee Valley SPA and Ramsar site which is approximately 8 km north west of the application boundary.</p> <p>Section 6.5 of the Scoping Report considers cultural heritage in Table 6-9 it is stated that there are 14 listed buildings within 1.5 km of the application site. Approximately 1.5 km to the south west of the proposed site is the boundary of the World Heritage Sites (WHS) of Maritime Greenwich and the Scheduled Greenwich Palace.</p> <p>Four archaeological investigations have been carried out within approximately 500m of the application site:</p> <ul style="list-style-type: none"> • At an evaluation at the site of the Greenwich Peninsula Hotel peat deposits dating to the Neolithic and Bronze age were recorded. • A geoarchaeological watching brief at the Victoria Deep Water Terminal recorded a layer of peat overlain by a peaty soil. Struck flints were recovered from the interface of the soil and peat, which may have been of Neolithic date since the bottom of the peat was radiocarbon dated to 4,330+/-70BP (3100-2870 BC). • A watching brief to the south of the application site recorded 19th and 20th century made ground. • A watching brief to the north east of the application site recorded that river erosion, possibly in the Iron Age, has removed all earlier prehistoric deposits that may have existed in this area. <p>The findings of the previous archaeological investigations indicate that there is the potential for the proposed site to contain remains relating to flood events and human activity in the prehistoric period and the industrial development of the area from the post-medieval period onwards.</p>

	Should the proposed development go ahead it would likely to lead to additional congestion in some areas surrounding the proposed site during the construction phase.
Extent	Not identified in the applicant's Scoping Report. On the basis of the design measures built into the development and the implementation of mitigation measures and best practice (in line with regulatory body requirements), no significant effects have been identified which could impact on another EEA Member State.
Magnitude	No impacts have been identified which would be likely to affect another EEA State.
Probability	No impacts have been identified which would be likely to affect another EEA State.
Duration	No impacts have been identified which would be likely to affect another EEA State.
Frequency	No impacts have been identified which would be likely to affect another EEA State.
Reversibility	No impacts have been identified which would be likely to affect another EEA State.

Transboundary screening undertaken by the Secretary of State

Under Regulation 24 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) (the EIA Regulations) and on the basis of the current information available from the Applicant, the Secretary of State is of the view that the proposed development **is not likely** to have a significant effect on the environment in another EEA State.

In reaching this view the Secretary of State has applied the precautionary approach (as explained in the Planning Inspectorate's Advice Note 12: Transboundary Impacts Consultation); and taken into account the information currently supplied by the Applicant.

Action:

No further action required at this stage

Date: 17 July 2014

Note: The Secretary of State's duty under Regulation 24 of the EIA Regulations continues throughout the application process.

SECOND TRANSBOUNDARY SCREENING UNDERTAKEN BY THE SECRETARY OF STATE

Document used for transboundary Screening:	Silvertown Tunnel Environmental Statement (ES) (Document Reference 6.1 – 6.4) (April 2016) (including Habitats Regulation Assessment (HRA) (Appendix 9.G to the ES, Document Reference 6.3.9.7))
Date	Re-screened on 10 October 2016 following on receipt of the application documents and following the acceptance of the application for examination

Transboundary re-screening undertaken by the Secretary of State

Following the submission of the DCO application which included the Environmental Statement (ES) and the applicant's Habitats Regulations Assessment (HRA) report, the Secretary of State has reconsidered the transboundary screening decision undertaken on 17 July 2014.

Characteristics of the Development

Some modifications have been made to the defined order limits as presented in the scoping report compared to the DCO application. The applicant has also made modifications and refinements to the description of the proposed development including (but not limited to):

- Describing the length of the twin-bored tunnelled section as approximately 1km in length with 200m long 'cut and cover' sections at each end;
- Alterations to junction designs and integration with the existing highway network at the Blackwall Tunnel approach (Greenwich Peninsula) and the Tidal Basin roundabout (London Borough of Newham) and description of ancillary service buildings at each end of the proposed tunnel; and
- Further definition of vertical and horizontal limits of deviation.

Paragraph 5.2.18 of the ES (Document Reference 6.1) confirms the applicant's view that no potentially significant effects on other European Economic Area (EEA) member states have been identified as part of the assessment.

The Secretary of State does not consider the changes above to be substantive in the context of likely significant environmental effects beyond those already considered during the first transboundary screening process.

Conclusion

Under Regulation 24 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) (the EIA Regulations) and on the basis of the current information available from the applicant, there is no change to the previous conclusion (dated 17 July 2014), and the Secretary of State remains of the view that the proposed development is not likely to have a significant effect on the environment in another EEA State.

In reaching this view the Secretary of State has applied the precautionary approach (as explained in the Planning Inspectorate's Advice Note 12: Transboundary Impacts Consultation); and taken into account the information currently supplied by the applicant.

Action: No further action required at this stage

Date: 10 October 2016

Note: The Secretary of State's duty under Regulation 24 of the EIA Regulations continues throughout the application process

Note:

1. The Secretary of State's screening of transboundary issues is based on the relevant considerations specified in Annex 4 to Planning Inspectorate Advice Note 12 available on the Planning Inspectorate's website at <http://infrastructure.planningportal.gov.uk/legislation-and-advice/advice-notes/>