

## Application for Development Consent for the Silvertown Tunnel

Case Ref: TE010021

### Panel's note of an Unaccompanied Site Inspection

Tuesday 11 October 2016

#### Background

The Examining Authority ('the Panel') undertook an unaccompanied site inspection to support its examination of an application for development consent for the proposed Silvertown Tunnel ('the application') on Tuesday 11 October 2016. The inspection was undertaken from publicly accessible land and from the Emirates Airline. No inspections were undertaken on private land, advance permission to enter land was not required and so on this basis the inspection could be undertaken on an unaccompanied basis.

#### Particulars of the Site Inspection

The visit was undertaken by the three members of the Panel; Peter Robottom, Lillian Harrison and Austin Smyth. The Panel was accompanied by two Planning Inspectorate Case Managers, Katherine King and Emre Williams. There were no other persons in attendance and the Panel did not encounter any Interested Parties during the Site Inspection.

Weather conditions were bright and sunny with good visibility and were, at all times, adequate to appreciate long range views.

The Inspection commenced at approximately 14.30 and finished at approximately 17.00.

The following viewpoints were inspected: -

##### North of the River

- The Hoola Development and the road network near that location; and
- Publically accessible parts of the industrial estate bordering Dock Road.

##### The River Thames

- The approximate route of the proposed development under the Thames, viewed above from the Emirates Airline.

##### South of River

- Views of the O<sub>2</sub> dome and associated car parking areas from the Emirates Greenwich gondola station area;

- Parts of Millenium Way that are within the Order limits; and
- The existing Boord Street footbridge over the A102, enabling views of the traffic using the northbound Blackwall Tunnel approach road, as well as the southbound traffic after it had emerged from the Blackwall tunnel, the fire damaged Studio 338 and the adjacent gas-holder.