

SILVERTOWN TUNNEL

Volume 8

Development Consent Order Application

Response to ExA's Second Written Questions:

8.99 Principal Issue: Heritage

The Infrastructure Planning (Examination Procedure)

Rules 2010

March 2017

Silvertown Tunnel

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Heritage

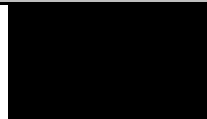
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Silvertown Tunnel

Development Consent Order Application Response to ExA's Second Written Questions: Heritage

Document Reference: 8.99

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Rev.	Date	Approved By	Signature	Description
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HT HERITAGE

HT2.1 Question

Please can the Applicant, the MMO and HE provide an update at D4 regarding the proposed condition within the DML for the archaeological written scheme of investigation

Response

- HT2.1.1 Further to discussions with the MMO and Historic England, the Applicant understands both parties to be happy with the proposed approach, namely that the requirement for an archaeological written scheme (WSI) of investigation should be included in the Code of Construction Practice, together with a new condition in the DML that the WSI must be complied with, such that the MMO can enforce any breaches in the marine area (if necessary). Amendments have been made to the revised version of the draft Code of Construction Practice, and to Requirement 5 of the dDCO submitted at Deadline 4, to secure the MMO's and PLA's role as consultees on many marine aspects of the WSI. Amendments have also been made to the dDML.
- HT2.1.2 It should also be noted that any archaeological mitigation works required in the river Thames would be subject to the other controls contained in the protective provisions for the benefit of the PLA and in the DML.

HT2.2 Question

Please can the Applicant and RBG provide an update at D4 regarding whether there is agreement in relation to possible (unforeseen) impacts at Greenwich Town Centre (including the Greenwich Maritime WHS), should traffic divert towards the Rotherhithe Tunnel, and how any mitigation that is needed, in this event, would be secured in the dDCO?

Response

- HT2.2.1 The Applicant's position on the impacts of the Scheme at Greenwich Town Centre and the World Heritage Site are set out in Summary of Traffic Impacts on the Greenwich WHS note submitted at D2 (Appendix B of REP2-036). This note explains that the Scheme is expected to have a minimal impact on traffic levels, air quality and noise in the proximity of the WHS or Greenwich Town Centre.
- HT2.2.2 The Applicant's approach to securing any necessary mitigation is set out in the Monitoring and Mitigation Strategy. This strategy explains that a refreshed assessment of Scheme impacts will be undertaken pre-opening, and monitoring of Scheme impacts will be undertaken post-opening. Should either the refreshed assessment or the monitoring indicate that the Scheme is having an unforeseen adverse impact on Greenwich Town Centre (including the World Heritage Site) or the operation of the Rotherhithe Tunnel, TfL would develop appropriate mitigation in conjunction with the affected local highway authorities to address these adverse impacts. In response to a request from RB Greenwich an additional monitoring location at Romney Road (which passes the World Heritage Site) has been added traffic monitoring plan (Appendix A of the Monitoring and Mitigation Strategy).