

SILVERTOWN TUNNEL

**8.114 Marine Policy
Statement Compliance**

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Silvertown Tunnel

Marine Policy Compliance Statement

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Author: Transport for London

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Contents

1.	INTRODUCTION	5
1.1	National Policy	5
1.2	UK Marine Policy Statement Objectives.....	5
1.3	Regional Policy	5
2.	SUSTAINABILITY STATEMENT	6
3.	MARINE ELEMENTS OF THE SCHEME.....	7
4.	SCHEME ASSESSMENT.....	8
5.	CONCLUSION	10

1. INTRODUCTION

1.1 National Policy

1.1.1 The UK Marine Policy Statement (MPS) is the framework for preparing Marine Plans and taking decisions affecting the marine environment. Adopted by the UK Government, the Scottish Government, the Welsh Government and the Northern Ireland Executive, the MPS is intended to help achieve the shared UK vision for clean, healthy, safe, productive and biologically diverse oceans and seas.

1.2 UK Marine Policy Statement Objectives

1.2.1 The UK Marine Policy Statement's high level marine objectives are:

1. Achieving a sustainable marine economy;
2. Ensuring a strong, healthy and just society;
3. Living within environmental limits;
4. Promoting good governance; and
5. Using sound science responsibly.

1.2.2 The MPS aims to enable an appropriate and consistent approach to marine planning across UK waters, and to ensure the sustainable use of marine resources and strategic management of marine activities from renewable energy to nature conservation, fishing, recreation and tourism. The MPS recognises that the primary environmental considerations of marine dredging and disposal activities include morphological changes, hydrological effects, increase in turbidity and changes to natural sedimentary systems.

1.3 Regional Policy

1.3.1 The proposed development falls within the South East Inshore marine plan area. A marine plan has not yet been produced for this area and the timescales for this have not been finalised. A consultation draft of the plan has not yet been published.

1.3.2 This document has been produced to detail the consistency of the Scheme with the principles of the MPS. The demonstration of consistency with the relevant objectives and policies has been highlighted throughout via the use of parentheses.

2. SUSTAINABILITY STATEMENT

- 2.1.1 A Sustainability Statement has been prepared to support the Development Consent Order (DCO) for the Silvertown Tunnel (APP-091). By undertaking a sustainability appraisal at an early stage in the design process, the potential to contribute positively to sustainable development has been optimised.
- 2.1.2 In the specific context of the marine works TfL has made a commitment to transport 55% (by weight) of all materials associated with the Scheme by river, as set out in the Code of Construction Practice (REP4-035). This provides a number of benefits including a reduction in traffic on the road network and a comparative reduction in CO₂ emissions. The use of river transport will significantly reduce the HGV noise exposure levels to vulnerable populations along the road haul route. River corridor transport has the benefit of fewer proximal sensitive receptors and lower baseline noise levels (being in a relatively more open and less densely trafficked environment context than road routes).
- 2.1.3 The commitments made by TfL ensure that the scheme is contributing to a sustainable marine economy (Objectives 1 and 2) whilst minimising the potential for any adverse effects on sensitive receptors (Objective 3).

3. MARINE ELEMENTS OF THE SCHEME

3.1.1 The elements of the Scheme that could impact on the marine environment are envisaged to include:

- the recommissioning of the existing NAABSA (Not Always Afloat but Safely Aground) berth facility at the Thames Wharf: and
- the construction, operation, and decommissioning of a new temporary jetty within the River Thames, along with an associated dredge and the disposal of the dredge arisings.

3.1.2 Additional works include the moving of two existing moorings, increased vessel movements on the river during the construction of the tunnel and the possible vibration effects arising from the tunnel boring itself. These works will all be undertaken within a highly developed area of the Thames Estuary and are consistent with existing operations that occur in close proximity. The footprint of all associated works has been minimised as far as possible. A full assessment of these marine works has been undertaken and reported within the Environmental Statement (APP-031 ('the ES')).

4. SCHEME ASSESSMENT

- 4.1.1 The Scheme has been considered in the context of all relevant legislation, plans and policies as outlined within the respective chapters of the ES (Objective 4). This has included the consideration of linkages to the terrestrial environment and impacts that could affect socio-economic receptors (Objective 2). A full flood risk assessment has also been undertaken (APP-077).
- 4.1.2 To inform the assessment of potential environmental effects associated with the marine elements of the scheme, a full baseline description has been developed. This has included the use of published scientific literature, environmental citations, previous scheme assessments and site specific surveys. Hydrodynamic modelling has also been undertaken to inform the assessment process (Objectives 3 and 5).
- 4.1.3 The assessments have specifically considered the potential impacts associated with marine dredging in a format that is consistent with the policy objectives associated with this activity (Section 3.6 of MPS). This has included determining the types and volumes of sediment to be dredged. In addition sediment contamination sampling has been undertaken in accordance with OSPAR guidelines. The management and disposal of dredge arisings (should this be required) will be managed in accordance with the Site Waste Management Plan, as secured by the Code of Construction Practice (CoCP). A Site Waste Management Plan (Appendix D of the CoCP) has been developed for the Scheme and will be refined and updated by the Contractor as the design and the Scheme progresses.
- 4.1.4 Marine receptors that have specifically been considered include the Water Environment (hydrodynamics, sediment and water quality), marine ecology (benthic habitats and species, fish and marine mammals), heritage and other legitimate sea users (e.g. commercial and recreational navigation) (Objectives 2 and 4). The protected status of all features has been factored in to understanding the potential significance of environmental effects (Objective 3). Similarly, the potential for cumulative and in-combination effects has been fully evaluated (Objectives 2 and 3). This recognises the importance of the Thames Estuary as being an important resource for both wildlife and a wide range of human activities. The scientific context and level of confidence in each of the marine ecology assessments has also been detailed within the relevant chapters of the ES (Objective 5).

- 4.1.5 Environmental mitigation and monitoring has been proposed where required to reduce the significance of any potential effects to marine receptors to slight adverse at worst, and are controlled through the Code of Construction Practice and the DCO (including within it the Deemed Marine Licence) (Objective 3). This is set in the context of the temporary nature of the proposed marine works.
- 4.1.6 As part of promoting good governance TfL has undertaken consultation with relevant marine stakeholders throughout the assessment process (Objective 4).

5. CONCLUSION

- 5.1.1 This technical note demonstrates that the assessment of the marine elements presented in the ES (APP-031) have been considered during the construction and design of the scheme, and are in full compliance with the objectives and detailed considerations of the MPS.