



<b>Overview - Transboundary screening undertaken by the Secretary of State</b>	
<b>Project name:</b>	Tavistock to Bere Alston railway reinstatement and associated trails
<b>Address/Location:</b>	Devon
<b>Planning Inspectorate Ref:</b>	TR040010
<b>Date(s) screening undertaken:</b>	First screening – 13 March 2015 following the applicant's request for a scoping opinion
<b>EEA States identified for notification:</b>	First screening: None identified

<b>FIRST TRANSBOUNDARY SCREENING UNDERTAKEN BY THE SECRETARY OF STATE</b>	
<b>Document(s) used for transboundary Screening:</b>	Environmental Impact Assessment Screening and Scoping Report, October 2014
<b>Date</b>	13 March 2015
<b>Screening Criteria:</b>	<b>Secretary of State Comments:</b>
<b>Characteristics of the Development</b>	<p>The proposed development comprises works associated with the re-instatement of approximately 5.5 miles of decommissioned single track railway between Tavistock and Bere Alston in the West Devon Borough. At Bere Alston the new line would meet with an existing railway that operates between Gunnislake and Plymouth, effectively meaning that the works would result in a new rail link between Tavistock and Plymouth.</p> <p>A series of trail routes are proposed in the area surrounding the reinstated railway. The aim is for the trails to increase access to the Tamar Valley Area of Outstanding Natural Beauty (AONB) and to possibly re-use some of the material that arises from the reinstatement works.</p> <p>The main project components are:</p> <ul style="list-style-type: none"> <li>• Railway re-instatement including a new station at south west Tavistock;</li> <li>• Five trail routes;</li> <li>• Upgrading of existing infrastructure at Bere Alston station.</li> <li>• Upgrading of other existing infrastructure along the proposed rail re-instatement route, including bridges and embankments and replacement of the existing track bed.</li> <li>• Four new telecommunications masts, up to 20m high.</li> </ul> <p>Some existing roads linking to the proposed trails may need to be upgraded to be suitable for the increase in pedestrian/trail/horse traffic. The applicant states that these works would not require development consent given their location on or directly adjoining the highway (and therefore constitute permitted development) but would be considered as part of the cumulative effects assessment.</p>

	<p>Other development characteristics described in Section 19 (Potential trans-boundary effects) of the Scoping Report include:</p> <ul style="list-style-type: none"> <li>• Site area: 481,427m<sup>2</sup> (or approximately 48 hectares, none of which lies within the boundary of another EEA State.</li> <li>• Use of natural resources: use of metals, aggregates and other stone during construction and carbon-based fuels during construction and operation.</li> </ul>
<b>Geographical area</b>	<p>The proposals will not extend into any area of another EEA State. The extent of the likely area under the jurisdiction of another EEA State which may be affected is not described in the Scoping Report.</p>
<b>Location of Development (including existing use)</b>	<p>The existing railway line to be re-instated is between the south-west of Tavistock and the existing Bere Alston station approximately 5.5 miles to the south west. The proposed trail routes would be constructed in the area surrounding the railway re-instatement, the locations of which are shown at Appendix C of the Scoping Report.</p> <p>The site is approximately 180km from France and 250km from the Republic of Ireland (as described in Section 19 of the Scoping Report).</p> <p>The site is located within a rural landscape comprising the Middle Tamar and Tavy valleys. The existing land uses within the site boundary are the former railway and agricultural land.</p> <p>There are residential receptors and Public Rights of Way within the site and/or nearby which could be affected by the proposed development. There are also a number of capped and open mineshafts within the site and nearby.</p>
<b>Cumulative impacts</b>	<p>Section 20 of the Scoping Report acknowledges that the EIA will need to consider development proposals allocated in range of planning policy documents. These include:</p> <ul style="list-style-type: none"> <li>• Adopted West Devon Borough Council Core Strategy and other emerging Development Plan Documents;</li> <li>• Adopted Dartmoor National Park Core Strategy and other emerging Development Plan Documents;</li> <li>• Adopted Plymouth City Council Core Strategy and other relevant adopted and emerging Development Plan Documents;</li> <li>• Saved policies from the various Cornish District Council Local Plans and emerging Cornwall Development Plan Documents;</li> <li>• Devon County Council Waste Local Plan and emerging Waste Plan; and</li> <li>• Devon County Council Minerals Local Plan and emerging Minerals Plan.</li> </ul> <p>The Report states that transport schemes in the Local Transport</p>

	<p>Plans of Devon County Council, Plymouth City Council and Cornwall Council will also be considered.</p> <p>Section 19 of the Report refers to a major housing and mixed use development of 635 dwellings and a 13 hectare employment development within 2km of the site.</p> <p>The potential for the cumulative effects of these projects to have significant effects on the environment in another EEA State is not described in the Scoping Report.</p>
<b>Carrier</b>	<p>The most likely carrier of transboundary effects is via impacts to air or water quality and which:</p> <ul style="list-style-type: none"> <li>• Adversely affect designated features of the European Sites within the vicinity (see above); and</li> <li>• Are important to other EEA states.</li> </ul>
<b>Environmental Importance</b>	<p>The development area is not within any internationally designated areas. A number of European Sites are nearby:</p> <ul style="list-style-type: none"> <li>• Plymouth Sound and Estuaries Special Area of Conservation (SAC);</li> <li>• Dartmoor SAC; and</li> <li>• Tamar Estuary Special Protection Area (SPA).</li> </ul> <p>Other designations identified on or in proximity to the site include:</p> <ul style="list-style-type: none"> <li>• AONB;</li> <li>• World Heritage Site (WHS);</li> <li>• National Park;</li> <li>• Conservation Areas, listed buildings and Scheduled Monuments;</li> <li>• Sites of Special Scientific Interest (SSSIs);</li> <li>• County Wildlife Site (CWS);</li> <li>• County Geological Site (CGS);</li> <li>• Ancient Woodland (UK BAP Habitat);</li> <li>• Flood Zones 2 &amp; 3.</li> </ul> <p>Ecological surveys have identified records of, or the potential for, various protected species to be present along or around the proposed rail re-instatement route. Species include badgers, bats, breeding birds, dormice, reptiles and otters.</p> <p>The River Tavy and the disused Tavistock Canal lie to the east of the proposed re-instatement route. The River Tamar lies to the west of Bere Alston and south of Calstock.</p>
<b>Extent</b>	<p>No impacts are identified in the Scoping Report which would be likely to have significant effects on the environment in another EEA State.</p>
<b>Magnitude</b>	<p>No impacts are identified in the Scoping Report which would be likely to have significant effects on the environment in another</p>

	EEA State.
<b>Probability</b>	No impacts are identified in the Scoping Report which would be likely to have significant effects on the environment in another EEA State.
<b>Duration</b>	No impacts are identified in the Scoping Report which would be likely to have significant effects on the environment in another EEA State.
<b>Frequency</b>	No impacts are identified in the Scoping Report which would be likely to have significant effects on the environment in another EEA State.
<b>Reversibility</b>	No impacts are identified in the Scoping Report which would be likely to have significant effects on the environment in 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:**

13 March 2015

**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/>