



Meeting note

File reference	TR010021
Status	Final
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Date	18 February 2015
Meeting with	Transport for London (TfL)
Venue	TfL offices, Pier Walk, North Greenwich
Attendees	Transport for London Neil Chester – Consents Manager Andrew Miles – Consultation and Engagement Marisa Teuma – Assistant Consents Manager Jason Saldanha – Project Manager Liz Jenks – EIA Manager Planning Inspectorate Susannah Guest – Infrastructure Planning Lead Jenny Colfer – EIA and Land Rights Advisor Wendy Maden – Assistant Case Officer Oliver Lowe – Section Manager, Consents Service Unit
Meeting objectives	Project up-date meeting and site visit to the Silvertown Tunnel scheme
Circulation	All attendees

Summary of key points discussed and advice given:

The applicant was reminded of the Planning Inspectorate's openness policy that any advice given will be recorded and published on the planning portal website under s51 of the Planning Act 2008 (as amended by the Localism Act 2011) (PA 2008) and that any advice given does not constitute legal advice upon which the applicants (or others) can rely.

TfL presented an overview of the Silvertown Tunnel scheme and noted the need for new river crossings in east London. The presentation provided background on the River Crossings Programme and progress to date on the selection of options for the specific crossing between Silvertown and the Greenwich Peninsular. The information included explanations of why the existing tunnels have particular height or width restrictions.

TfL outlined the history of the consultation undertaken to date, noting some of the key documents published and summarising the feedback received. TfL confirmed that progress was being made with their draft Statement of Community Consultation. TfL

also noted the on-going working relationships with bodies such as English Heritage, Environment Agency, Natural England and Port of London Authority.

TfL clarified issues in respect of land ownership, development plan status as well as the status of land 'safeguarded' for the scheme.

TfL confirmed that a Land Interest Liaison Group has been operating since last summer and they have begun the process of refining this down to a 1:1 liaison basis with the intention to undertake any negotiations prior to submission.

The application of a user charge for a new Silvertown Tunnel and the introduction of user charging on the existing Blackwell Tunnel were discussed. The Planning Inspectorate sought more information on user charging and welcomed the offer of a further discussion in respect of the powers available through the PA 2008 regime to achieve such measures. TfL indicated that they have legal advisors working on these matters. The Planning Inspectorate emphasised the importance of including within the red line boundary all elements of a scheme that require land or works. The Development Consent Order must include all powers and provisions to build and operate the proposed tunnel and the Environmental Statement must assess all the relevant impacts.

The consultation requirements of the pre-application stage were discussed and The Planning Inspectorate noted a variety of ways in which the statutory parts of the process could be addressed. For example it was noted that whilst some developers opt for one round of s42 consultation with statutory bodies, others opt for multiple rounds. Also some developers look to separate out their s42 consultation from the duty to publicise under s48, the latter being treated as the last effective version of the scheme that is highly unlikely to change before submission.

The Planning Inspectorate confirmed that non-statutory consultation with Statutory Consultees can take place in addition to statutory consultation. It was stressed that the developer should endeavour to detail all such consultation in their final Consultation Report.

TfL confirmed that, following the Scoping Opinion issued by The Planning Inspectorate in July 2014, they had written to all appropriate Statutory Consultees to set out how we would incorporate their comments into the assessment. Through this process TfL explained that they have been liaising with the appropriate Statutory Consultees to resolve any issues.

TfL queried the process for making post-submission changes to an application. The Planning Inspectorate clarified that although an Advice Note is being drafted around this issue, it is not yet published. Should the developer wish to request any specific advice in the meantime, they may do so.

EIA

TfL confirmed that ecological surveys are on-going and that results of the vibration assessment are pending.

TfL indicated that the air quality modelling work would commence in the following weeks and it is expected that this work will take approximately 10 weeks to complete. TfL explained the complexity of the transport assessment, due to the alternate

predictions of traffic growth and the potential impacts of charging, 40 plus traffic scenarios will be modelled.

Following the discussion, all parties undertook a site visit of the scheme on foot and via the Emirates Air Line (cable car) allowing views of the current road layout and existing approach to the Blackwall Tunnel; land uses both north and south of river and an aerial view of proposed tunnel route and the proposed northern portal.

Specific decisions / follow up required?

Both parties agreed to programme a meeting for March/April to discuss powers and provisions in respect of user charging.