

**THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS
2017 SCREENING MATRIX**

1. CASE DETAILS			
Case Reference	20230668	Brief description of the project / development	One new shaft headhouse and one new cable sealing end compound.
Applicant	National Grid.		
LPA	Gravesham Borough Council		
2. EIA DETAILS			
Is the project Schedule 1 development according to Schedule 1 of the EIA Regulations?			N
If YES, which description of development (THEN GO TO Q4)			N/A
Is the project Schedule 2 development under the EIA Regulations?			Y
If YES, under which description of development in Column 1 and Column 2?			10(b) Urban development projects
Is the development within, partly within, or near a 'sensitive area' as defined by Regulation 2 of the EIA Regulations?			Yes
If YES, which area?			The Thames Estuary and Marshes Special Protection Area and Ramsar site is located in close proximity to both the south and east of the site. At its closest point it is approximately 50m from an existing pylon where restringing will occur. The headhouse and main works area is approximately 100m from the Ramsar/SPA. The foreshore areas adjoining the River Thames to the north of the Gravesend site are also considered suitable to support the species for which the Ramsar/SPA are designated. The site is located within the Canal and Grazing Marsh, Higham Local Wildlife Site (LWS) and the Tilbury Marshes LWS is approximately 2km north-west. The South Thames Estuary and Marshes SSSI is approx. 50m south. The Mucking Flats and Marshes SSSI is approx. 2km north-east. The Halling to Trottscliffe Escarpment Site of Special Scientific Interest (SSSI) is also nearby as is the Kent Marshes Functional Land and the North Downs Woodlands Special Area of Conservation (SAC), The semi-natural grassland is a Habitats of Principal Importance supporting protected species. The foreshore contains sensitive intertidal habitats highlighted as sensitive in the Water Framework Directive (WFD). Habitats within the works area and adjacent area are suitable for notable invertebrates.

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	Grassland habitat adjacent to the site provides suitable habitat for notable overwintering bird species. The scrub and grassland habitats have suitability for breeding birds and reptiles. Suitable habitat adjoining main works area for water voles. Ditches adjacent to the site have potential for otters. Possible potential for the ditches adjoining the site to have great crested newt although said to be unlikely. One tree with high suitability for roosting bats and suitable foraging habitat for foraging and commuting bats. The Thames and its banks are suitable for cetaceans and pinnipeds.
Are the applicable thresholds/criteria in Column 2 exceeded/met?	Yes
If yes, which applicable threshold/criteria?	(i) The development is more than 1 hectare of urban development which is not dwelling house development (Total area approx.. 1.1 hectares).
3. LPA/SOS SCREENING	
Has the LPA or SoS issued a Screening Opinion (SO) or Screening Direction (SD)? (In the case of Enforcement appeals, has a Regulation 37 notice been issued)	No
If yes, is a copy of the SO/SD on the file?	N/A
If yes, is the SO/SD positive?	N/A
4. ENVIRONMENTAL STATEMENT	
Has the appellant supplied an ES for the current or previous (if reserved matters or conditions) application?	No

WHEN COMPLETING THIS DOCUMENT IN RELATION TO AN ENFORCEMENT APPEAL, THE UNDERSIGNED OFFICER HAS HAD REGARD TO THE PROJECT AS ALLEGED IN THE RELEVANT ENFORCEMENT NOTICE WHEN REFERRING TO THE PROJECT / DEVELOPMENT.

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)	C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
	Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)	Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact? If the finding of no significant effect is reliant on specific features or measures of the project envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment these should be identified in bold.

5. NATURAL RESOURCES

5.1 Will construction, operation or decommissioning of the project involve actions which will cause physical changes in the topography of the area?	No	The part of the site in Gravesham consists of relatively flat ground across the area with a gentle sloping north to the Thames foreshore. The proposal for one new shaft headhouse and one new cable sealing end compound would not alter this.	No	N/A
5.2 Will construction or operation of the project use natural resources above or below ground such as land, soil, water, materials/minerals or energy which are non-renewable or in short supply?	Yes	The proposal will use natural resources which are non-renewable.	No	The levels would be unlikely to be significant enough to cause a significant impact on the environment.
5.3 Are there any areas on/around the location which contain important, high quality or scarce resources which could be affected by the project, e.g. forestry, agriculture, water/coastal, fisheries, minerals?	Yes	River Thames, Thames & Medway Canal and unnamed watercourse.	Yes	As 10.1 – see below.

6. WASTE

6.1 Will the project produce solid wastes during construction or operation or decommissioning?	Yes	Excavation - Spoil from creation of the reception shaft on the Gravesend side (10,250 cubic metres).	No	The majority of the spoil from the project overall is to be excavated on the Tilbury side and National Grid are looking at how the spoil could be re-used to meet their
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	Total spoil from the project would be 69,600 cubic metres (49,100 cubic metres for the tunnel and 10,250 cubic metres for each shaft at Gravesend & Tilbury). There would also be other construction waste.	commitment to zero waste to landfill target by 2026. Opportunities being considered include: • the infill and restoration of saline lagoon at RSPB Cliffe Pools providing benefits to aquatic invertebrates and located approximately 5.5km east of the Proposed Development on the south side of the River Thames (National Grid's preferred choice); • the infill of similar lagoons on neighbouring land owned by commercial operator, Brett Aggregates; • use as construction material for the various other large developments up and coming in the Tilbury area; and • to support other habitat restoration and wetland projects in the Tilbury area. Mitigation is to be considered for the whole of the proposed development and will aim to prioritise waste prevention, followed by preparing for reuse, recycling and recovery and lastly disposal to landfill as per the internationally recognised waste hierarchy. The following mitigation measures will be considered and implemented where applicable during the design phases and subsequent construction work: • Designing for reuse and recovery: identifying, securing, and using materials that already exist on site or can be sourced from other projects. • Designing for materials optimisation: simplifying layout and form to minimise material use, using standard design parameters, balancing cut and fill, maximising the use of renewable materials and materials with recycled content. • Designing for off-site construction: maximising the use of pre-fabricated structure and components, encouraging a process of assembly rather than construction. • Designing for the future (deconstruction and flexibility): identify how materials can be

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			designed to be more easily adapted over an asset lifetime and how deconstructability and demountability of elements can be maximised at end of first life. • Designing for waste and material efficient procurement: identify and specify materials that can be acquired responsibly, in accordance with a recognised industry standard. • The construction contractor would be required to implement a Construction Environmental Management Plan (CEMP) and a Site Waste Management Plan (SWMP) would be prepared as part of the CEMP. • The construction contractor would be required to implement a Materials Management Plan if one is required under the CL:AIRE Definition of Waste: Development Industry Code of Practice by the construction contractor to support the re-use of excavated materials, minimize off-site disposal; and to demonstrate the necessary lines of evidence to support the proper reuse/offsite disposal of materials and ensure compliance with regulatory guidance. • Incorporation of “appropriate facilities for the storage and recycling of waste” as required by Gravesend Council Policy CS19. • Application of National Grid’s materials and waste targets. Taking into account the amount of waste proposed for the Gravesend site and the proposed mitigation it is considered the impact on the environment in respect of waste would not be significant.
7. POLLUTION AND NUISANCES			
7.1 Will the project release pollutants or any hazardous, toxic or noxious substances to air?	Yes	The report states that the proposed development has the potential to impact on local air quality through construction phase dust emissions, construction phase traffic emissions and construction phase energy plant	No The report states the proposed mitigation measures to be incorporated into design and construction will reduce effects such that they are unlikely to be significant. GBC Environmental

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	Emissions and these impacts have the potential to impact on amenity, human health and nature conservation receptors close to the site and human health sensitive receptors adjacent to the road network on the construction traffic route. Also that in the absence of the mitigation, there is potential for increased emissions from construction to result in likely significant effects on local air quality.	Protection advise that the construction phase impacts relating to dust can be addressed by a suitably detailed Construction Environmental Management Plan (CEMP) which can be submitted with the full planning application. Subject to this it is considered the impact on the environment in respect of air pollutants would not be significant.
7.2 Will the project cause noise and vibration or release of light, heat, energy or electromagnetic radiation?	Yes The report states that without mitigation there would be significant noise and vibration effects during the construction or operational phases. GBC Environmental Protection advise that there will be an impact from noise and vibration during the construction and operational phases unless there is appropriate mitigation – sensitive receptors are to the west of the site (daytime only) with residential being located much further away to the south so they state would not be impacted as such.	Yes The report states that appropriate mitigation measures such as the 'best practicable means' as defined in Section 72 of the Control of Pollution Act and the use of attenuators and acoustic louvers will be incorporated into the design and construction such that residual effects are unlikely to be significant. It is proposed that more detail on potential effects and mitigation requirements will be set out in an Environmental Report which accompanies the relevant consent application. GBC Environmental Protection acknowledge that further detail on impact will be given in the Environmental Report along with mitigation and they advise that with appropriate mitigation any potential impact would be minimised and would not be significant. However, it is considered that the impact on the environment would likely to be significant in respect of noise and vibration given that the ditches system forms an integral part of the biodiversity and ecology of the area and any noise and vibration from the development could significantly impact on this.
7.3 Will the project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	Yes The report identifies the following: • mobilising existing contamination in soil and groundwater as a result of ground disturbance (due to the installation of foundations/ structures) and dewatering (if needed) during construction;	Yes Assessment of land contamination will take the form of a tiered, risk-based approach: • Tier 1: preliminary risk assessment based on a desktop study of available information to identify

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	• increasing the potential for contaminants in unsaturated soils to leach to groundwater in open excavations during construction; • increasing the potential for contaminated surface run-off to migrate to surface water and groundwater receptors as a result of leaching from uncovered stockpiles; • discharge of water from dewatering to surface watercourses; • introducing new sources of contamination, such as fuels and oils used in construction plant; • creating preferential pathways for the migration of contamination and gases, for example along new below ground service routes, service ducts and as a result of dewatering; and • introducing new human health receptors such as site staff during construction.	potential sources of contamination, receptors to contamination and potential pathways between them. The identified sources, pathways and receptors are presented in the form of an initial Conceptual Site Model (CSM) showing the potential contaminant linkages (PCL); • Tier 2: If PCL are identified, this means there is a theoretical risk to receptors from contamination. Therefore, intrusive investigation should be used to provide data to inform a generic quantitative risk assessment (GQRA). The GQRA involves comparison of site-specific, laboratory analytical data against appropriate generic assessment criteria (GAC) for human health and/or controlled waters which represent minimal or tolerable risk; and • Tier 3: detailed quantitative risk assessment to identify whether contamination identified above minimal or tolerable risk levels represents an unacceptable risk and therefore requires remediation. A number of environmental design and management measures will be employed as standard best practice to minimise impacts to human health, controlled waters and soil resources during the construction of the proposed development. These will be incorporated into the Outline Construction Environmental Management Plan (CEMP) to be prepared alongside the Environmental Appraisal Report. Potential environmental impacts that will be avoided, prevented, reduced or offset through the implementation of these mitigation measures include: • human exposure through direct contact/inhalation/dermal uptake of contaminants; • creation of preferential pathways and mobilisation of contamination; • contamination of natural soils, contamination of groundwater with concrete, paste or grout;

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		• pollution and degradation of water quality of any underlying aquifer; • infiltration and/or runoff into the local drainage/sewerage network - pollution of drainage and sewerage network and any adjacent surface water features; • run-off and infiltration of contaminants from material stockpiles; • contamination of drainage and sewerage network and/or groundwater; and • spread of nuisance dusts and soils to the wider environment and local roads. A ground investigation is currently on-going at the site, to characterise existing ground conditions which will allow a quantitative assessment as to whether any of the potential risks identified are present and are of material concern to the proposed development. It is stated in the report that subject to the findings of intrusive investigations, a site-specific Remediation Strategy (and subsequent verification reporting) may be required if contamination is encountered or considered to pose an unacceptable risk. A Phase 1 Preliminary Risk Assessment (PRA) report, to be completed and submitted to the Local Planning Authorities. Although the existing Geotechnical and Geoenvironmental Desk Study provides an indication that potential ground contamination may be present at the Site, it does not include a risk assessment. The primary objective of a Phase 1 PRA report is to identify potential land quality liabilities and contamination risks at the sites. Potential liabilities and risks in this context may derive from: • Contamination due to past and current uses of the site and surrounding land, in the context of the environmental sensitivity of the site setting; • Changes in land use; and • Potential natural ground hazards and constraints associated with the local ground conditions.

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				GBC Environmental Protection state this staged approach is acceptable and in line with their usual requirements. It is stated in the report that it is anticipated that the results and recommendations of the Phase 1 Preliminary Risk Assessment (PRA) once incorporated into the Draft Construction Environmental Management Plan (CEMP) along with the environmental design and management measures for the construction, operation and decommissioning phases, will negate the need for a statutory geology and hydrogeology assessment. However, this view is questioned. The ditches system forms an integral part of the biodiversity and ecology which is present there. There is concern there could be impact given the intricate ecological and hydrological systems at the site. The impact on the environment is therefore considered to have the potential to be significant in respect of geology and hydrology.
7.4 Are there any areas on or around the location which are already subject to pollution or environmental damage, e.g. where existing legal environmental standards are exceeded, which could be affected by the project?	Yes	There is the potential for contaminative uses to have been present in the area of the Gravesend site.	No	The Phase 1 Preliminary Risk Assessment (PRA) & Construction Environmental Management Plan (CEMP) as discussed in 7.3 above would address this.
8. POPULATION AND HUMAN HEALTH				
8.1 Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?	No	No risks identified.		

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8.2 Will the project present a risk to the population (having regard to population density) and their human health during construction, operation or decommissioning? (for example due to water contamination or air pollution)	Yes	As discussed in 7.1 & 7.3 above the proposal has the potential to impact on air quality and pollution of waters.	Yes	Particularly in relation to water contamination - see 7.3 above.
9. WATER RESOURCES				
9.1 Are there any water resources including surface waters, e.g. rivers, lakes/ponds, coastal or underground waters on or around the location which could be affected by the project, particularly in terms of their volume and flood risk?	Yes	The site is adjoined to the east and south by an unnamed water course. The River Thames is approx. 140m north of the site and the Thames & Medway Canal is approx. 85m south of the site.	No	KCC Flood & Water Management state that the impermeable area of the headhouse and Sealing End Compound (SEC) at 5,000 sq. m will have the potential to greatly increase surface water run-off compared to the existing greenfield scenario. They advise that the proposed Drainage Strategy report should ensure that surface water run-off is appropriately considered and that this report should also demonstrate what measures will be used to treat water to ensure no impact on water quality. Subject to this and any necessary mitigation it is considered there would be no significant impact on the environment in respect of flood risk.
10. BIODIVERSITY (SPECIES AND HABITATS)				
10.1 Are there any protected areas which are designated or classified for their terrestrial, avian and marine ecological value, or any non-designated / non-classified areas which are important or sensitive for reasons of their terrestrial, avian and marine ecological value, located on or around the location and which could be affected by the project? (e.g. wetlands, watercourses or other water-bodies, the coastal zone, mountains, forests or woodlands, undesignated nature reserves or parks. (Where designated indicate level of designation	Yes	Site is within or close to: - The Thames Estuary and Marshes Special Protection Area and Ramsar Site is located in close proximity to both the south and east of the site. At its closest point it is approximately 50m from an existing pylon where restringing will occur. The headhouse and main works area is approximately 100m from the SPA/Ramsar; - The foreshore areas adjoining the River Thames to the north of the Gravesend site are also considered to be suitable to support the species for which the Ramsar/SPA are designated;	Yes	Natural England advise that based on the information submitted there are potential likely significant effects on statutorily designated nature conservation sites or landscapes and further assessment is required. KCC Biodiversity advise that there are likely to be significant impacts and therefore an EIA for ecology is required. They advise that due to the proximity to the Thames Estuary & Marshes Ramsar Site and SPA and the nearby foreshore as well as the grassland habitat adjacent to the site providing suitable habitat for notable overwintering birds, the proposal may have an impact on the SPA and Ramsar site. They also advise that due to the site being within the Canal and Grazing Marsh, Higham Local Wildlife Site (LWS) and there being suitable habitat for breeding birds, reptiles, water

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(international, national, regional or local))).		• The Gravesend site is located within the Canal and Grazing Marsh, Higham Local Wildlife Site (LWS); • South Thames Estuary & Marshes Site of Special Scientific Interest (SSSI); • Mucking Flats & Marshes Site of Special Scientific Interest (SSSI); • Halling to Trottiscliffe Escarpment Site of Special Scientific Interest (SSSI); • North Kent Marshes Functional Land • North Downs Woodlands Special Area of Conservation (SAC); • Habitats for a number of protected and non-protected species.		voles, otter, great crested newt and foraging/commuting/roosting bats, there is likely to be an impact on species likely to be present and they cannot rule out that the impact on the environment would not be significant. The impact on the environment is therefore considered to have the potential to be significant in respect of biodiversity and ecology.
10.2 Could any protected, important or sensitive species of flora or fauna which use areas on or around the site, e.g. for breeding, nesting, foraging, resting, over-wintering, or migration, be affected by the project?	Yes	See 10.1 above.	Yes	See 10.1 above.
11. LANDSCAPE AND VISUAL				
11.1 Are there any areas or features on or around the location which are protected for their landscape and scenic value, and/or any non-designated / non-classified areas or features of high landscape or scenic value on or around the location which could be affected by the project? ¹ Where designated indicate level of designation (international, national, regional or local).	Yes	The Gravesend site is not subject to any locally, nationally or internationally important landscape designations. However, given the scale of the development and that the site is highly visible it is considered there could be an impact in landscape and visual terms.	Yes	The design of the new pylon in Gravesend is not known and as an existing pylon on the Gravesend site is to be left in place, it is considered this would cause visual harm and the impact on the environment in terms of townscape, landscape and visual harm would likely to be significant.

¹ See question 8.1 for consideration of impacts on heritage designations and receptors, including on views to, within and from designated areas.

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11.2 Is the project in a location where it is likely to be highly visible to many people? (If so, from where, what direction, and what distance?)	Yes	It is situated in close proximity to the River Thames (approx. 150m to the north) and so would be visible from not only surrounding area in Gravesend but also visible from Tilbury opposite.	Yes As stated above in 11.1 due not knowing the design of the new pylon and that an existing pylon is to remain it is considered the impact on the environment in respect of townscape, landscape and visual harm would likely to be significant.
12. CULTURAL HERITAGE/ARCHAEOLOGY			
12.1 Are there any areas or features which are protected for their cultural heritage or archaeological value, or any non-designated / classified areas and/or features of cultural heritage or archaeological importance on or around the location which could be affected by the project (including potential impacts on setting, and views to, from and within)? Where designated indicate level of designation (international, national, regional or local).	Yes	The site lies within an area of multi-period archaeological potential adjacent to the Thames. There are designated and non-designated heritage assets within the surrounding area.	Yes An Historic Environment Desk Based Assessment has been submitted with the application. KCC Heritage advise that the development has the potential to impact on significant, potentially nationally important, below-ground archaeological remains, as well, potentially having a significant negative impact on the non-designated Milton Rifle Range and that the project should be subject to EIA. Historic England acknowledge there would be limited designated heritage assets affected. The are however, mindful of the potential for non-designated heritage assets and archaeological matters within the red line boundary. Specifically, in this case it is the likelihood of archaeological and palaeo environmental remains associated with the Thames foreshore and the former marshlands. They note this potential has been identified in the report but they consider that these deposits should be ascribed a high-value because of the potential to provide information on a range of indices, specifically things like climate change, the evolution of the Thames as well as human interaction with that landscape. They note that although this would not change the need for further assessment and the need for an appropriate approach to mitigation, they do consider the values and assessment of impacts are amended to reflect the significance of these deposits.

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		Overall, they consider that the historic environment represents a potentially significant issue in EIA terms. It is therefore considered that the impact on the environment has the potential to be significant in respect of heritage and archaeology.
13. TRANSPORT AND ACCESS		
13.1 Are there any routes on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	Yes Due to the construction of the southern shaft and the necessary buildings and pylons to receive the cables and connect to the overhead wire system in Gravesend. Plus, the removal of the Tunnel Boring Machine.	Yes For the Gravesend site there are expected to be up to 21 HGV vehicle movements a day, with an average of 10 per day. This type of traffic would mainly be associated with the delivery of materials and equipment as follows: • Tunnel shaft construction; • Tunnel shaft lining segments delivery; • AILs for the TBM; • Shaft fit out and head house construction; • Sealing end compound construction; and • 400kv overhead line diversions. It is anticipated that all HGV traffic would access the site from Wharf Road. The proposed construction route is the shortest available between the site and the SRN: • Arrivals: M2/A2 – A289 – A226 – Ordnance Road – Canal Road – Norfolk Road – Mark Lane – Wharf Road; and • Departures: Wharf Road – Mark Lane – Norfolk Road – Canal Road – Ordnance Road – A226 – A289 – M2/A2. A limited number of light vehicle movements are

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		envisaged during the construction phase as a result of construction staff. A Construction Logistic Plan (CLP) would be prepared to ensure that all traffic associated with the construction works operate in a safe and compliant manner at all times. The specific mitigation measures in the CLP would be agreed with Gravesham Borough Council and/ or Kent County Council (through regular liaison) and adhered to by the appointed Contractor. The CLP is expected to include the following: • Measures designed to manage construction traffic (e.g. HGVs and construction staff at the start and end of the working day) in order to minimise the impact on local residents, businesses, road users and other potentially sensitive land uses and ensure all third-party traffic interfacing with the proposed development is kept safe from the on-going work; • A traffic routing strategy to ensure vehicles accessing the site do so via the most appropriate route(s) and to avoid (or minimise) conflict with sensitive areas such as residential areas; • Access security personnel and traffic marshals to ensure the access point is managed safely and securely. Swept path analysis will be undertaken to ensure vehicles can safely enter and exit the Proposed Development from/ to the local highway network without impacting road users; • Temporary traffic management/ construction signage at the site access point and on the approach to the site access (as required) to ensure safe movements of all road users; • A parking review to ensure a clear route is available to construction vehicles travelling to/ from the Proposed Development, particularly on local/ access roads;

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				• A requirement for vehicles to be correctly maintained and operated in accordance with the manufacturer's recommendations and in a responsible manner; • A Driver Information Pack covering a variety of topics and providing information on the requirements of working on the Proposed Development; • A specialised haulage service to allow AILs to be transported, with the necessary escort, permits and traffic management in place; and • An access route inspection and swept path analysis for the largest equipment/ construction material delivery vehicles and transporters (including AILs) would also be undertaken to determine the need for any additional control measures. GBC Highways advise that the level of traffic would not be considered significant but could involve some abnormal loads which will require careful management. However, it is considered that due to the number of trips proposed which involve HGV's together with how the site will be accessed will impact on biodiversity and ecology as well as other impacts such as noise and disturbance. The impact on the environment is therefore considered to have the potential to be significant in respect of transport and access.
13.2 Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	No		N/A	
14. LAND USE				
14.1 Are there existing land uses or community facilities on or around the	Yes	To the north of the site is the Saxon Shore Way with more vegetation beyond and the River Thames	Yes	Due to the distance of the nearest sensitive receptors and in respect of certain areas – biodiversity and

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location which could be affected by the project? E.g. housing, densely populated areas, industry / commerce, farm/agricultural holdings, forestry, tourism, mining, quarrying, facilities relating to health, education, places of worship, leisure /sports / recreation.		beyond that. To the east is the Milton Rifle Range, to the west is the Thameside Campus (National Maritime Training Centre), Metropolitan Police Specialist Training Centre (MPSTC) and Thames and the Medway Canal Association and to the south is the railway and Thames and Medway Canal. There is housing to the south.		ecology, geology and hydrology, noise and vibration, townscape/landscape (visual effects) and transport and access it is considered the impact on other land uses or community facilities could be significant.
14.2 Are there any plans for future land uses on or around the location which could be affected by the project?	No		N/A	
15. LAND STABILITY AND CLIMATE				
15.1 Is the location susceptible to earthquakes, subsidence, landslides, erosion, or extreme /adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	No		N/A	
16. CUMULATIVE EFFECTS				
16.1 Could this project together with existing and/or approved development result in cumulation of impacts together during the construction/operation phase?	Yes	Lower Thames Crossing is at the pre-examination phase.	Yes	The effects from a number of matters in this checklist including highways, biodiversity and pollution, amongst others, could have a cumulative impact when other developments such as Lower Thames Crossing are taken into consideration. It considered further information would be needed in this regard.
17. TRANSBOUNDARY EFFECTS				
17.1 Is the project likely to lead to transboundary effects? ²	Yes	The site is located in close proximity to Essex.	No	A separate EIA screening opinion has been submitted to Thurrock Council which has been determined by way of EIA is not required.

² The Regulations require consideration of the transboundary nature of the impact. Due to the England's geographical location the vast majority of TCPA cases are unlikely to result in transboundary impacts.

18. CONCLUSIONS – ACCORDING TO EIA REGULATIONS SCHEDULE 3

The proposed development has been assessed against the criteria in Schedules 2 and 3 to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). It is considered that an Environmental Statement is required as the proposed development is likely to result in significant impacts on the environment.

19. SCREENING DECISION

If a SO/SD has been provided do you agree with it?	No
Is it necessary to issue a SD?	Yes
Is an ES required?	Yes

20. ASSESSMENT (EIA REGS SCHEDULE 2 DEVELOPMENT)

OUTCOME

Is likely to have significant effects on the environment	ES required	✓
<u>Not</u> likely to have significant effects on the environment	ES not required	
More information is required to inform direction	Request further info	

21. REASON FOR SCREENING

At the request of the applicant.

NAME	Rebecca Harrison
DATE	03/08/2023