

Environmental and Social Data Sheet

Overview

Project Name:	LONDON OVERGROUND CAPACITY IMPROVEMENT		
Project Number:	2012-0645		
Country:	United Kingdom		
Project Description:	Purchase of 57 cars to the existing rolling stock fleet to provide for 5-car unit train services on the London Overground lines as well as related infrastructure improvements.		
EIA required:	Possibly	(multi-scheme project)	
Project included in Carbon Footprint Exercise ¹ :	No		

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project is a multi-scheme investment programme. While the acquisition of rolling stock is not subject to EIA, some of the schemes included in the project are new public transport infrastructures with new stabling and depot extensions and therefore fall under Annex II of EIA Directive 2011/92/EU. Therefore, the relevant competent authorities decide on a case-by-case basis whether a full EIA has to be carried out or not.

The Silwood stabling scheme was screened out by the Competent Authority based on an Environmental Report prepared by the promoter. For the New Cross Gate depot extension, the screening process is on-going at the time of appraisal. The Bank will require the Promoter to provide copies of the related environmental screening decision, and if an EIA is needed, the Non-Technical Summary for the extension of NXG depot.

Due to the predominantly urban characteristics of the project, negative environmental impacts are expected to be limited to the construction phase. Such temporary impacts include local air pollution, noise and traffic disruption. However, the project will also improve the attractiveness of the promoter's service thus contributing to public transport maintaining or increasing its modal share resulting in a reduced impact of the transport system on the environment.

Environmental and Social Assessment

Environmental Assessment

The manufacturing of the new rolling stock will take place in the manufacturers' existing plants and is thus not subject to the EIA Directive.

The majority of the planned infrastructure works are of a relatively small scale and much of it likely to be undertaken under Permitted Development Rights. As such, it is not envisaged that an EIA will be required.

However, the construction of new stabling at Silwood and the extension of the New Cross Gate (NXG) depot fall under Annex II of EIA Directive 2011/92/EU, under which the need for an EIA is decided by the Competent Authorities on a case-by-case basis. The respective authorities must issue a statement justifying whatever decisions are taken in this respect.

Silwood Triangle Stabling

As regards of the planned stabling at Silwood (which comprises the construction of over 1 hectare of railways) a request for a screening opinion was submitted to the London Borough

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

of Lewisham (as Competent Authority). In the request, TfL set out that it had considered the proposed development against the criteria contained within the EIA regulations, and that it had determined that few significant impacts were likely to occur. Further it was concluded that the potentially significant impacts were construction related and that they could be addressed by use of appropriate mitigation. The Competent Authority determined that an EIA was not required and issued its screening-out opinion in December 2012.

An Environmental Report was prepared to describe the new train stabling facility at Silwood triangle, to report on the scheme's likely environmental effects, and to propose management measures to avoid any significant environmental effects. This Environmental Report, together with a Code of Construction Practice (CoCP) was submitted to the Competent Authority to support the planning application. The CoCP sets out the minimum environmental measures and controls that will be implemented by the contractor to minimise the potential environmental impacts of the works. The CoCP will form a contractual document that the contractor has to adhere to, and the promoter will undertake periodic monitoring to ensure this compliance.

New Cross Gate (NXG) depot extension

For the NXG depot extension works, the promoter is still in pre-application discussions with the London Borough of Lewisham (as Competent Authority) and about to commence a pre-application public consultation. Therefore, the EIA screening decision is pending. The screening request is due to be submitted Q1 2013. The screening decision is expected in Q2 2013.

Habitat area

No sensitive area (including EU nature conservation areas) is directly affected by the proposed development at Silwood. No protected species were recorded on the site. The site is located within an urban environment and is brownfield and designated for development use. Natural resources within the area are limited, though the existing balancing pond is well developed as an ecological habitat. As part of the project, this existing habitat will be relocated within the same site. The development at NXG is on already developed land. The screening decision is expected to confirm the absence of any significant effects on protected areas and species.