

THE LONDON RESORT

The London Resort Development Consent Order

BC080001

Environmental Statement Volume 2: Appendices

Appendix 21.1 – Establishment of long-list and short-list of developments

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Revision: 00

December 2020

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Regulation 5(2)(a)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

Regulation 12(1)

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Stage 1 - Matrix 1 - Identification of 'other development' for CEA

Matrix 1 provides a means of summarising Stage 1 and Stage 2 of the CEA. It is used to demonstrate that a systematic approach to identifying development for inclusion in CEA has been adopted.

It should ensure that only other existing and/or approved development which is likely to result in a significant cumulative effect is taken forward to the assessment stage. Care should be taken in this regard, it is important not to exclude consideration of effects deemed individually not significant from the CEA, since the cumulative effect of a number of non-significant effects could in itself be significant.

With respect to applying Stage 2 criteria, please consider the following criteria guidance:

The criteria used to determine whether to include or exclude 'other existing development and/or approved development' from further assessment should be clearly presented. It should be prepared having regard to relevant policy or guidance documents and in consultation with the appropriate statutory consultation bodies (particularly the local planning authority). The criteria should address the following:

- **Temporal scope:** The applicant may wish to consider the relative construction, operation and decommissioning programmes of the 'other existing development and/or approved development' identified in the ZOI together with the NSIP programme, to establish whether there is overlap and any potential for interaction.
- **Scale and nature of development:** The applicant may wish to consider whether the scale and nature of the 'other existing development and/or approved development' identified in the ZOI are likely to interact with the proposed NSIP. Statutory definitions of major development and EIA screening thresholds may be of assistance when considering issues of scale.
- **Other factors:** The applicant should consider whether there are any other factors, such as the nature and/or capacity of the receiving environment that would make a significant cumulative effect with 'other existing development and/or approved development' more or less likely and may consider utilising a source-pathway-receptor approach to inform the assessment.
- **Documentation:** The CEA shortlisting process may be documented using Matrix 1 (Appendix 1). The reasons for excluding any development from further consideration should be clearly recorded. This will provide decision makers, consultation bodies and members of the public with a clear record of 'other existing development and/or approved development' considered and the applicant's decision making process with respect to the need for further assessment.

Professional judgement may also be used to supplement the threshold criteria and in order to avoid excluding 'other existing development and/or approved development' that is:

- Below the threshold criteria limits but has characteristics likely to give rise to a significant effect; or
- Below the threshold criteria limits but could give rise to a cumulative effect by virtue of its proximity to the proposed NSIP.

Similarly, professional judgement could be applied to support excluding 'other existing development and/or approved development' that exceeds the thresholds but may not give rise to discernible effects. All of the 'other existing development and/or approved development' considered should be documented and the reasons for inclusion or exclusion should be clearly stated.

Definition of cumulative effect:

Cumulative effects are multiple effects on the same receptor that might arise from the development proposed, together with:

- 'Existing' – developments that have been built and are operational. This is the baseline, so be careful to avoid double-counting.
- 'Approved, but not yet developed or in operation' – cumulative effects that would potentially occur in the 'future baseline' scenario.

Definition of cumulative effect of non-significant effects (in-combination):

- This is the potential for more than one effect from the Proposed Development to affect a particular receptor. Acting together, they may cause a more significant impact than individually. Or, potentially, a combination of beneficial and adverse effects may be experienced simultaneously at a particular location. For interaction between effects to be possible, there would need to be an identifiable residual effect from one or more environmental aspects after considering the mitigation proposed.

'Other development' details						Stage 1			Stage 2			
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
1	TR030003 https://infrastructure.planninginspectorate.gov.uk/projects/south-east/tilbury2/	Tilbury2 Port Expansion by Port of Tilbury London Limited. DCO application for a new port facility acting alongside the existing Port of Tilbury. Determined by: NSIP/ Planning Inspectorate	c. 4.3km east of Kent site c. 820 east of Essex site	Secretary of State for Transport granted development consent for this application on 20/04/19.	Tier 1	Air Quality	Yes	Yes	Yes	New port facility will lead to additional traffic emissions.	Point source emissions/emissions from river transport.	Yes
						Ground Engineering	No			No – within ZOI but proposed mitigation measures will ensure there are no cumulative effects to mutual receptors.		
						Waste	Yes	Yes		Relevant but not significant. Within area, minimal operational waste expected, but some CDE waste (AC)		
						Heritage	Within ZOI for indirect effects Beyond ZOI for archaeological remains	Yes	Yes	Proposed development and Tilbury 2 are likely to exist within the landscape concurrently. Possible significant indirect cumulative effect to significance of heritage assets. Beyond ZOI for Archaeological remains		
						Terrestrial and Freshwater Ecology	Yes (all receptors)	Yes	Yes	Yes	Potential CIs on European Sites and SSSIs and Brownfield Invertebrates	
						Marine Ecology	Yes	Yes	No. If project is finished it should be included as part of the baseline.			
						Landscape and Visual	Yes	Yes	Yes	Yes		
						Socio-economics and Health	Yes	Yes	No overlap during LR construction phase. Overlap during operational phase (2025-2038)	No.		
						Water resources	Yes	Yes		Impact of changes to river vessel movement		
						Noise and vibration	No					
						Transport	Yes	Yes			Development is included and taken into account within the National Trip End Model (NTEM) accessed via TEMPRO growth within the EXCEL based spreadsheet transport model (circa 500	

'Other development' details												
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	Stage 1		Stage 2		Progress to Stage 3/4?	
							With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	
											jobs).	
2	EN010092 https://infrastructure.planninginspectorate.gov.uk/projects/south-east/thurrock-flexible-generation-plant/	Thurrock Flexible Generation Plant, by Thurrock Plant Ltd. Determined by: NSIP/ Planning Inspectorate	c. 4.0km east of Kent site. c. 400m east of Essex site.	The application was accepted for examination on 24/06/2020	Tier 2	Air Quality	Yes	Yes	Yes	Risk of point source emissions in relevant proximity to introduced receptors.		Yes
						Ground Engineering	No			No – within ZOI but proposed mitigation measures will ensure there are no cumulative effects to mutual receptors.		
						Waste	Yes	Yes		Relevant but not significant. Within area, minimal operational waste expected, but some CDE waste		
						Heritage	Within ZOI for direct and indirect effects	Yes	Yes	Proposed development and Flexible Generation Plant are likely to exist within the landscape concurrently. Possible significant indirect cumulative effect to significance of heritage assets. Unlikely to be a significant direct cumulative effect to archaeological remains		
						Terrestrial and Freshwater Ecology	Yes (all receptors)	Yes	Yes	Yes	Potential CIs on European Sites and SSSIs and Brownfield Invertebrates	
						Marine Ecology	Yes	Yes	Yes. Construction commences Q2 2021 for 1-6 years.	Causeway for Ro-Ro		
						Landscape and Visual	Yes	Yes	Yes	Yes	Potential CIs on landscape and visual receptors	
						Socio-economics and Health	Yes	Yes	No overlap during LR construction phase. Overlap during operational phase (2025-2038)	No.		
						Water resources	Yes	Yes		Yes		
						Noise and vibration	No					
						Transport	Yes	Yes			Development is included and taken into account within the National Trip End Model (NTEM) accessed via TEMPRO growth within the EXCEL based spreadsheet transport model. The Environmental statement	

'Other development' details												
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	Stage 1		Stage 2			Progress to Stage 3/4?
							With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	
											states that only a limited full-time workforce will be utilized.	
3	TR010032 https://infrastructure.planninginspectorate.gov.uk/projects/south-east/lower-thames-crossing/	Lower Thames Crossing, by Highways England Determined by: NSIP/ Planning Inspectorate	c. 5.4km east of Kent site c. 2.6km east of Essex site.	Pre-application stage. The application was expected to be submitted to the Planning Inspectorate in Summer 2020.	Tier 2	Air Quality	Yes	Yes	Yes	Risk of point source emissions in relevant proximity to introduced receptors.		Yes
						Ground Engineering	No					
						Waste	Yes	Yes		Relevant but not significant. Within area, minimal operational waste expected, but some CDE waste		
						Heritage	Within ZOI for indirect effects	Yes	Yes	Unlikely to be significant cumulative indirect effects to heritage significance arising from Lower Thames Crossing and the development. Possibility of lesser effects (that is minor or not-significant). Unlikely to be significant cumulative direct effects to buried archaeological remains		
						Terrestrial and Freshwater Ecology	Yes (all receptors)	Yes	Yes	Yes	Potential CIs on European Sites and SSSIs and Brownfield Invertebrates	
						Marine Ecology	No. Water discharge will have small ZoI. Rest of the crossing is buried under the Thames. Vibration from HDD of the tunnels not expected to have ZoI as large as 2.6 km.					
						Landscape and Visual	Yes	Yes	Yes	Yes	Potential CIs on landscape and visual receptors	

'Other development' details												
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	Stage 1		Stage 2			Progress to Stage 3/4?
							With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	
						Socio-economics and Health	Yes	Yes	Overlap during LR construction (2022-2023). Overlap during LR operation (2025-2038)	Non home-based workers: Peak workforce is 900 workers. 125 non home-based workers may be required. Community/public services, PROWS: Significant adverse effects are anticipated on PROWS and landscape character during construction and operation. Visitor numbers and leisure uses: No significant effect.		
						Water resources	Yes	Yes	Yes	Potential cumulative impacts on water quality as overlap in temporal scope.		
						Noise and vibration	No					
						Transport	Yes	Yes			Infrastructure is included within the EXCEL based spreadsheet transport model.	
4	EN010089 https://infrastructure.planninginspectorate.gov.uk/projects/south-east/tilbury-energy-centre/	Tilbury Energy Centre, by RWE Generation UK plc Determined by: NSIP/ Planning Inspectorate	c. 4.6km east of Kent site c. 1.8km east of Essex site	Pre-application stage. Latest update November 2018: RWE have made the decision to freeze the Tilbury Energy Centre.	Tier 2	Air Quality	Yes	Yes	Yes	Risk of point source emissions in relevant proximity to introduced receptors.		Yes
						Ground Engineering	No					
						Waste	Yes	Yes		Relevant but not significant. Within area, minimal operational waste expected, but some CDE waste		
						Heritage	Within ZOI for indirect effects	Yes	Yes	Unlikely to be significant cumulative indirect effects to heritage significance arising from Tilbury Energy Centre and Proposed development. Possibility of lesser effects (that is minor or not-significant). Beyond ZOI for archaeological remains		
						Terrestrial and Freshwater Ecology	Yes (all receptors)	Yes	Yes	Yes	Potential CIs on European Sites and SSSIs and Brownfield Invertebrates	
						Marine Ecology	Yes	Yes	Unlikely as planning has been postponed.	Intakes and outfalls. Piling for jetty. Dredging		
						Landscape and Visual	Yes	Yes	Yes	Yes	Potential CI's on landscape and visual receptors	

'Other development' details												
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							With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	
						Socio-economics and Health	No			Non home-based workers: 1,500 peak construction workers. Effect on LR unknown due to missing info on construction period. Community/public services, PROWS: There may be temporary significant impacts upon PRowS during construction. Visitor numbers and leisure uses: No significant effect.		
						Water resources	Yes	Yes		Potential significant use of water		
						Noise and vibration	No					
						Transport	Yes	Yes			Development is included and taken into account within the National Trip End Model (NTEM) accessed via TEMPRO growth within the EXCEL based spreadsheet transport model. Project currently on hold.	
5	EN010093 https://infrastructure.planninginspectorate.gov.uk/projects/london/riverside-energy-park/	Riverside Energy Park, by Cory Riverside Energy Determined by: NSIP/ Planning Inspectorate	c. 11.3km north west of Kent site c. 9.6km north west of Essex site	The Secretary of State granted permission for this application on 09/04/20.	Tier 1	Air Quality	No					No
						Ground Engineering	No					
						Waste	No					
						Heritage	No					
						Terrestrial and Freshwater Ecology	No					
						Marine Ecology	No					
						Landscape and Visual	No					
						Socio-economics and Health	Yes	Yes	Overlap during LR construction (2022-2023). Overlap during LR operation (2025-2038).	Non home-based workers: 1,097 peak construction workforce (local + non local) per month. May have significant effect on LR due to overlap with 2 assessment years. Community/public services, PROWS: No significant effect. Visitor numbers and leisure uses: No significant effect.		
						Water resources	No					
						Noise and vibration	No					
						Transport	No					

'Other development' details													
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	Stage 1		Stage 2			Progress to Stage 3/4?	
							With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors		
6	TR010029 https://infrastructure.planninginspectorate.gov.uk/projects/south-east/m25-junction-28-improvements/	M25 junction 28 improvements, by Highways England Determined by: NSIP/ Planning Inspectorate	c. 16.4km north of Kent site c. 18.6km north west of Essex site	Pre-examination stage. Registration of interested parties closed 09/09/20.	Tier 2	Air Quality	No						No
						Ground Engineering	No						
						Waste	Yes	Yes		Relevant but not significant. Within area, minimal operational waste expected, but some CDE waste			
						Heritage	No						
						Terrestrial and Freshwater Ecology	No						
						Marine Ecology	No						
						Landscape and Visual	No						
						Socio-economics and Health	Yes	Yes	Overlap during LR construction (2022-2023). Overlap during LR operation (2025-2038).	Non home-based workers: N/A Community/public services, PROWS: Temp and permanent adverse effects on users of PROWs during operation. Visitor numbers and leisure uses: No significant effect.			
						Water resources	No						
						Noise and vibration	No						
Transport	No												
7	EN010108 https://infrastructure.planninginspectorate.gov.uk/projects/south-east/extension-to-allington-energy-from-waste-facility/	Extension to Allington Energy from Waste Facility Determined by: NSIP/ Planning Inspectorate	c. 19.3km south east of Kent site c. 19.6km south east of Essex site.	Application is expected to be submitted to the Planning Inspectorate October 2020.	Tier 2	Air Quality	No						No
						Ground Engineering	No						
						Waste	Yes	Yes		Relevant but not significant. Within area, minimal operational waste expected, but some CDE waste			
						Heritage	No						
						Terrestrial and Freshwater Ecology	No						
						Marine Ecology	No						
						Landscape and Visual	No						
						Socio-economics and Health	Yes	Yes	Overlap during LR construction (2022-2023). Overlap during LR operation (2025-2038).	No			
						Water resources	No						
						Noise and vibration	No						
Transport	No												
8	TR030004	Oikos Marine and South Side Development	c. 17.6km south west of Kent site.	Application is expected to be	Tier 2	Air Quality	No					No	

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ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	Stage 1		Stage 2			Progress to Stage 3/4?
							With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	
	https://infrastructure.planninginspectorate.gov.uk/projects/eastern-oikos-marine-south-side-development/	Determined by: NSIP/ Planning Inspectorate	c. 14.2km south west of Essex site.	submitted to the Planning Inspectorate Q1 2021.		Ground Engineering	No					
						Waste	Yes	Yes		Relevant but not significant. Within area, minimal operational waste expected, but some CDE waste		
						Heritage	No					
						Terrestrial and Freshwater Ecology	Yes (European Sites)	No (Marine Impacts Only)				
						Marine Ecology	No					
						Landscape and Visual	No					
						Socio-economics and Health	No					
						Water resources	No					
						Noise and vibration	No					
						Transport	No					
9	03/01134/OUT http://applications.ebbsfleetdc.org.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=HPSCE0BOL0000	Eastern Quarry, Swanscombe by Barton Wilmore. A mixed use development of up to 6250 dwellings & in addition up to 231,000 square metres of built floorspace (in total), including: Use classes A1-5, B1, D1, D2, and C1. Development also includes open space provision, highways and public transport facilities, and facilities for mooring, launching and landing watercraft. Determined by: Dartford Borough Council	c. 1.4km south of Kent site c. 4.6 km south west of Essex site.	Permission granted 13/11/07 A number of Reserved Matters and Discharge of Conditions applications have been submitted since permission was granted. Most recently, a discharge of conditions application was granted on 23/06/20.	Tier 1	Air Quality	Yes	Yes	Yes	Impact are two fold combined impact of operational traffic from this scheme + LR, and also operational emissions (traffic/energy) from LR impacting the receptors introduced by this scheme.		Yes
						Ground Engineering	No					
						Waste	Yes	Yes		Significant. Within area, significant operational and CDE waste expected		
						Heritage	Within ZOI for indirect effects Within ZOI for direct effects to archaeological remains	Yes	Yes	Unlikely to be significant cumulative indirect effects to significance of heritage assets (effects that are considered significant for EIA regulations) arising from Eastern Quarry and Proposed development. Possibility of lesser effects (that is minor or not-significant). Potential for cumulative direct effects to Paleolithic archaeological resource		
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes	Yes	Potential CIs on European Sites and SSSIs and various terrestrial species e.g. dormice	
						Marine Ecology	No					
						Landscape and Visual	Yes	Yes	Yes	Yes	Potential CIs on landscape and visual receptors	

'Other development' details												
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							With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	
						Socio-economics and Health	Yes	Yes	Overlap during LR construction (2022-2023). Overlap during LR operation (2025-2038).	Non home-based workers: 1,150 FTE construction workers over construction period. May have significant effect on LR due to overlap with 2 assessment years. Community/public services, PROWS: Significant effect on community facilities including neighborhood facilities emergency services, health services and recreation facilities. Visitor numbers and leisure uses: No significant effect		
						Water resources	Yes	Yes		Large size/significant for water extraction		
						Noise and vibration	No					
						Transport	Yes	Yes			Development has been included within the Highways England A2 Bean to Ebbsfleet transport model forecast years with GIS layers of traffic flows/traffic speeds/%HGV supplied to WSP by Highways England for use within the EXCEL base spreadsheet transport model. This includes 360,000m ² of B1, 6,250 of C3, 33,000m ² of C1, 222,000m ² of D2 and 78,000m ² of A1.	
10	https://highwaysengland.co.uk/projects/a2-bean-and-ebbsfleet-junction-improvements/	A2 Bean and Ebbsfleet Junction Improvements by Highways England. Construction of 5 new slip roads and 1 modified roundabout to connect the A2 Trunk Road to the B255 Bean North and Bean South Roundabouts and Ebbsfleet East Roundabout. Determined by: Secretary of State for Transport.	c. 2.5km south west of Kent site. c. 6.0 km south west of Essex site.	On 2 nd June 2020 Highways England received confirmation from the Secretary of State for Transport that the scheme can proceed to construction.	Tier 1	Air Quality	Yes	Yes	Yes	Overlapping construction of LR and this scheme, may impact LR construction trackout route and cumulative construction impacts.		Yes
						Ground Engineering	No					
						Waste	Yes	Yes		Significant. Within area, significant		

'Other development' details						Stage 1		Stage 2				
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
										operational and CDE waste expected		
						Heritage	Within ZOI for indirect effects Within ZOI for direct effects to archaeological remains	Yes	Yes	Unlikely to be significant cumulative indirect effects to significance of heritage assets (effects that are considered significant for EIA regulations) arising from Junction improvements and Proposed development. Possibility of lesser effects (that is minor or not-significant). Potential cumulative effects to archaeological remains associated with Springhead Roman town/ritual complex		
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes	Yes	Potential CIs on SSSIs and dormice	
						Marine Ecology	No					
						Landscape and Visual	Yes	Yes	Yes	Yes	Potential CIs on landscape and visual receptors	
						Socio-economics and Health	Yes	Yes	Overlap during LR construction (2022-2023). Overlap during LR operation (2025-2038).	Non home-based workers: 100 peak on-site construction workers (all expected to be locally based). Therefore, no significant effect on LR non home-based workers. Community/public services, PROWS: adverse effects on PROWs during construction, beneficial effect on PROWs during operation. Visitor numbers and leisure uses: No significant effect		
						Water resources	Yes	Yes		Potential construction impact of surface water receptors		
						Noise and vibration	Yes	Yes				
						Transport	Yes	Yes			Infrastructure was included within the Highways England A2 Bean to Ebbsfleet transport model forecast years with GIS layers of traffic flows/traffic speeds/%HGV supplied to WSP by	

'Other development' details						Stage 1		Stage 2				
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
											Highways England for use within the EXCEL base spreadsheet transport model.	
11	KCC/DA/0232/2019 https://www.kentplanningapplications.co.uk/Planning/Display/KCC/DA/0232/2019	Bluewater Shopping Centre by Kent County Council Full planning application for a new tunnel (the Bean Road Tunnel) and associated road works to include bus, cycling and pedestrian access to the east of Bluewater Shopping Centre to link to the Eastern Quarry development. Determined by: Kent County Council	c. 2.4km south west of Kent site. c. 6.0km south west of Essex site.	Granted with conditions 24/06/2020.	Tier 1	Air Quality	Yes	Yes	Yes	Combined impact from operational traffic at this location and during construction.		Yes
						Ground Engineering	No					
						Waste	Yes	Yes		Significant. Within area, significant operational and CDE waste expected		
						Heritage	Within ZOI for indirect effects Beyond ZOI for direct effects to archaeological remains	Yes	Yes	Nature of the Bluewater Shopping Centre development largely comprising tunnel and road alterations is unlikely to result in any indirect cumulative effects, as alterations will largely be below ground or at ground level		
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes	Yes	Potential CIs on dormice	
						Marine Ecology	No					
						Landscape and Visual	Yes	Yes	Yes	Yes	Potential CIs on landscape and visual receptors	
						Socio-economics and Health	Yes	Yes	Overlap during LR operational phase (2025-2038)	Non home-based workers: N/A Community/public services, PROWS: No significant effect. Visitor numbers and leisure uses: No significant effect		
						Water resource	No					
						Noise and vibration	No					
						Transport	Yes	Yes			Development (A1 retail - 30,000m ²) has been included within the Highways England A2 Bean to Ebbsfleet transport model forecast years with GIS layers of traffic flows/traffic speeds/%HGV supplied to WSP by Highways England for use within the EXCEL base	

'Other development' details						Stage 1		Stage 2				
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
											spreadsheet transport model.	
12	18/01611/FUL https://publicaccess.dartford.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=PJM0EJBQGS300	Stone Pit 1, London Road by Graham Simpkin Planning Erection of one and two storey buildings to provide a Neighbourhood Centre comprising of a mix of A1, A2, A3, B1a and D1 uses with associated infrastructure and provision, a Sports Club to comprise of football/ sports pitches with clubhouse, new internal access road from London Road and provision of recreational open space. Determined by: Dartford Borough Council	c. 2.1km west of Kent site. c. 6.9km south west of Essex site.	Application permitted 14/09/2020.	Tier 1	Air Quality	Yes	Yes	Yes	Impact are two fold combined impact of operational traffic from this scheme + LR, and also operational emissions (traffic/energy) from LR impacting the receptors introduced by this scheme.		Yes
						Ground Engineering	No					
						Waste	Yes	Yes		Significant. Within area, significant operational and CDE waste expected		
						Heritage	Within ZOI for indirect effects Beyond ZOI for direct effects to archaeological remains	Yes	Yes	Stone Pit 1 development is unlikely to result in cumulative effects in conjunction with the development proposals due to distance from Site and nature of development not exceeding 2 storeys.		
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes	No		
						Marine Ecology	No					
						Landscape and Visual	Yes	Yes	Yes	No	Unlikely, scale of project such that effects would be predominantly very local	
						Socio-economics and Health	Yes	Yes	No	Non home-based workers: N/A Community/public services, PROWS: Provision of a two-storey building with a sports pavilion, changing rooms, sports pitches and car parking. Also provision of land for informal recreation, accessible to the community. Visitor numbers and leisure uses: N/A		
						Water resource	Yes	Yes		Significant due to size and potential water demand		
						Noise and vibration	No					
						Transport	Yes	Yes			Not a committed development as yet therefore would not have been included within the	

'Other development' details												
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	Stage 1 With in ZOI?	Stage 1 Progress to Stage 2?	Stage 2 Overlap in temporal scope?	Stage 2 Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
											Highways England A2 Bean to Ebbsfleet transport model forecast years with GIS layers of traffic flows/traffic speeds/%HGV supplied to WSP by Highways England for use within the EXCEL base spreadsheet transport model.	
13	18/01074/OUT https://publicaccess.dartford.gov.uk/online-applications/applicationDetails.do?previousCaseType=Application&keyVal=PDM0CSBQHT000&previousCaseNumber=20%2F00746%2FVCON&activeTab=summary&previousKeyVal=QCOL3TBQG2T00	Stone Lodge Complex by BAM Construction. Outline application for erection of a secondary school, up to 140 residential dwellings in total across 2 sites and provision of 19ha of public open space. Determined by: Dartford Borough Council	c. 2.7km west of Kent site. c. 7.5km south west of Essex site.	Outline permission approved 24/05/19. A number of discharge of conditions and variation of conditions applications have been submitted, most recently on 29/06/20 (20/00746/VCON)	Tier 1	Air Quality	Yes	Yes	Yes	Impact are two fold combined impact of operational traffic from this scheme + LR, and also operational emissions (traffic/energy) from LR impacting the receptors introduced by this scheme.		Yes
						Ground Engineering	No					
						Waste	Yes	Yes		Significant. Within area, significant operational and CDE waste expected		
						Heritage	Within ZOI for indirect effects Beyond ZOI for direct effects to archaeological remains	Yes	Yes	Stone Lodge Complex development is unlikely to result in cumulative effects in conjunction with the development proposals due to distance from Site and nature of development not exceeding 2.5 storeys. Beyond ZOI for archaeological remains		
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes	Yes	Darenth Wood SSSI within 5km but no Cis	
						Marine Ecology	No					
						Landscape and Visual	Yes	Yes	Yes	Yes	Potential Cis on landscape and visual receptors	
						Socio-economics and Health	Yes	Yes	Overlap during LR construction phase (2022-2023). Overlap during LR operational phase (2025-2038).	Non home-based workers: N/A Community/public services, PROWS: Provision of a secondary school, and new PROW network. Visitor numbers and leisure uses: No		

'Other development' details												
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	Stage 1		Stage 2		Progress to Stage 3/4?	
							With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	
										significant effects.		
						Water resource	No					
						Noise and vibration	No					
						Transport	Yes	Yes			Development C3 - 200 dwellings) has been included within the Highways England A2 Bean to Ebbsfleet transport model forecast years with GIS layers of traffic flows/traffic speeds/%HGV supplied to WSP by Highways England for use within the EXCEL base spreadsheet transport model.	
14	05/00221/OUT https://publicaccess.dartford.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=IDECZLBQK0000	Stone Pit II, by Barton Wilmore Planning Development of up to 870 dwellings and up to 1,200sq metres of built floorspace for B1(a), (b), and (c), D1 and D2, and A1-A5 uses. Determined by: Dartford Borough Council	c. 3.0km south west of Kent site. c. 7.4km south west of Essex site.	Permission granted 30/10/17. A discharge of conditions application was submitted and approved on 04/05/20 relating to condition 16 of the original permission (Ecological Mitigation Strategy).	Tier 1	Air Quality	Yes	Yes	Yes	Impact are two fold combined impact of operational traffic from this scheme + LR, and also operational emissions (traffic/energy) from LR impacting the receptors introduced by this scheme.		Yes
						Ground Engineering	No					
						Waste	Yes	Yes		Significant. Within area, significant operational and CDE waste expected		
						Heritage	Within ZOI for indirect effects Beyond ZOI for direct effects to archaeological remains	Yes	Yes	Stone Pit II development is unlikely to result in cumulative effects in conjunction with the development proposals due to distance from the site and the unlikelihood that the two schemes will affect the same receptors. Beyond ZOI for archaeological remains		
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes	Yes	Potential CIs on Darenth Wood SSSI	
						Marine Ecology	No					

'Other development' details						Stage 1		Stage 2				
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
						Landscape and Visual	Yes	Yes	Yes	Yes	Potential CIs on Landscape and Visual receptors	
						Socio-economics and Health	Yes	Yes	Phasing uncertain	<p>Non home-based workers: 100 onsite peak construction workers (all locally supplied). Therefore, no significant effect on LR non home-based.</p> <p>Community/public services, PROWS: Provision of a mixed-use unit. Could accommodate a local shop, or a community related facility such as a Medical Centre.</p> <p>Visitor numbers and leisure uses: No significant effects.</p>		
						Water resource	Yes	Yes		Significant due to size and potential water demand		
						Noise and vibration	No					
						Transport	Yes	Yes			<p>Development has been included within the Highways England A2 Bean to Ebbsfleet transport model forecast years with GIS layers of traffic flows/traffic speeds/%HGV supplied to WSP by Highways England for use within the EXCEL base spreadsheet transport model.</p> <p>Development call St James Lane Pit on Highways England forecasting (850 dwelling)</p>	
15	18/01377/FUL https://publicaccess.dartford.gov.uk/online-applications/applicationDetails.do?previousCaseType=Property&keyVal=PH3S3XBQFRW00&previousCaseN	Land to the west of Bluewater Parkway, by Blueco and Bluewater Outer Area Limited Site clearance, building operations and other operational works to the existing cliffs to enable the erection of an adventure centre Determined by: Dartford Borough Council	c. 2.6km south west of Kent site. c. 6.9km south west of Essex site.	Permission granted 13/08/19.	Tier 1	Air Quality	Yes	Yes		Construction and operational impacts will be marginal.		Yes
						Ground Engineering	No					
						Waste	Yes	Yes		Significant. Within area, significant operational and CDE waste expected		

'Other development' details						Stage 1		Stage 2				
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
	umber=000UTQBQBU000&previousCaseUprn=200000536190&activeTab=summary&previousKeyVal=LY1W74BQ02T00					Heritage	Within ZOI for indirect effects Beyond ZOI for direct effects to archaeological remains	Yes	Yes	Elements of the Bluewater Parkway development are likely to involve tall structures and as such could result in effects to significance of the same receptors as the proposed development. Unlikely to be a significant effect. Beyond ZOI for archaeological remains		
						Terrestrial and Freshwater Ecology	Yes	Yes	No			
						Marine Ecology	No					
						Landscape and Visual	Yes	Yes	Yes	Yes	Potential Cis on landscape and visual receptors	
						Socio-economics and Health	Yes	Yes	Phasing uncertain	Non home-based workers: N/A Community/public services, PROWS: No significant effects. Visitor numbers and leisure uses: Anticipated to generate 50,000 visits per year. Could potentially affect LR visitor numbers.		
						Water resource	No					
						Noise and vibration	No					
						Transport	Yes	Yes			As planning permission granted in August 2019 it may not have been specifically included within the A2 Bean to Ebbsfleet transport model as the development of the forecast year models was undertaken in 2018. It may have been taken account of within general background growth.	
16	19/00600/FUL https://publicaccess.dartford.gov.uk/online-applications/si	Land East of Lowfield Street, by Bellway Homes Ltd Detailed planning permission for the erection of 280 dwellings Determined by: Dartford Borough Council	c. 5.8km south west of Kent site. c. 10.2km south west of Essex site.	Permission granted 30/04/20.	Tier 1	Air Quality	Yes	Yes		Potential of operational traffic combined effects, however extensive distance from scheme.		No

'Other development' details						Stage 1		Stage 2			Progress to Stage 3/4?	
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?		Other factors
	mpleSearchRes ults.do?action=firstPage					Ground Engineering	No					
						Waste	Yes	Yes		Significant. Within area, significant operational and CDE waste expected		
						Heritage	No					
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes	No		
						Marine Ecology	No					
						Landscape and Visual	Yes	Yes	Yes	No	Unlikely, scale of project such that effects would be predominantly very local	
						Socio-economics and Health	Yes	Yes	Phasing uncertain	Non home-based workers: N/A Community/public services, PROWS: No anticipated significant effects. Visitor numbers and leisure uses: No significant effects.		
						Water resource	No					
						Noise and vibration	No					
						Transport	No					
17	17/01814/FUL https://publicaccess.dartford.gov.uk/online-applications/simpleSearchResults.do?action=firstPage	The Pier, by Crest Nicolshon (c/o Barton Wilmore) Mixed use development including 151 residential, 832.19 sqm floorspace (use class A3/A4), 187.5 sqm (use class D1), riverside walk, boat trailer park development platform and slipway, permanent diversion of Public Right of Way DS1 and associated works. Determined by: Dartford Borough Council	Directly adjacent to western boundary of Kent site. c. 4.9km west of Essex site.	Awaiting decision (checked 16/12/20). Development control board recommended development for approval in December 2019.	Tier 1	Air Quality	Yes	Yes	Yes	Impact are two fold combined impact of operational emissions from this scheme + LR, and also operational emissions (traffic/energy) from LR impacting the receptors introduced by this scheme.		Yes
						Ground Engineering	Yes	Yes		No – within ZOI but proposed mitigation measures will ensure there are no cumulative effects to mutual receptors.		
						Waste	Yes	Yes		Significant. Within area, significant operational and CDE waste expected		
						Heritage	Within ZOI for direct and indirect effects	Yes	Yes	Unlikely to be significant cumulative indirect effects to significance of heritage assets (effects that are considered significant for EIA regulations) arising from The Pier and Proposed development. Possibility of lesser effects (that is minor or not-significant). Potential cumulative effects to archaeological remains similar to potential		

'Other development' details												
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	Stage 1		Stage 2		Progress to Stage 3/4?	
							With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	
										archaeological remains on the peninsula due to proximity of development to Project Site		
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes	No	NE consider mitigation could avoid effects on West Thurrrock Lagoon SSSI	
						Marine Ecology	Yes	Yes	Unknown	Slipway and other marine works within the Swanscombe MCZ.		
						Landscape and Visual	Yes	Yes	Yes	Yes	Potential Cis on landscape and visual receptors	
						Socio-economics and Health	Yes	Yes	Phasing uncertain	<p>Non home-based workers: N/A</p> <p>Community/public services, PROWS: Enhancing the public space with commercial/retail or community development to create a neighbourhood centre.</p> <p>Visitor numbers and leisure uses: No anticipated significant effects.</p>		
						Water resource	Yes	Yes		No		
						Noise and vibration	Yes	Yes				
						Transport	Yes	Yes			As planning permission granted in August 2019 it may not have been specifically included within the A2 Bean to Ebbsfleet transport model as the development of the forecast year models was undertaken in 2018. It may have been taken account of within general background growth.	
18	20150155 EDC http://applications.ebbsfleetdc.org.uk/online-applications/applicationDetails.do?keyVal=NK267YHPFZZ00&	Land West of Springhead Road, by Countryside Properties (UK) Ltd Outline application for mixed use development of up to 789,550 sqm floorspace comprising employment, residential, hotel and leisure uses and supporting retail and community facilities Determined by: Ebbsfleet Development Corporation (Consulting with Gravesham Borough Council)	Adjacent to southern boundary of Kent site. c. 3.0km south west of Essex site.	Permission granted February 2016. A number of reserved matters application have been submitted since this application was approved. The most recent RM	Tier 1	Air Quality	Yes	Yes	Yes	Impact are two fold combined impact of operational traffic from this scheme + LR, and also operational emissions (traffic/energy) from LR impacting the receptors introduced by this scheme.		Yes

Other development details												
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	Stage 1		Stage 2		Progress to Stage 3/4?	
							With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	
	activeTab=summary			<p>application was granted permission on 17/04/20 (EDC/19/0194)</p> <p>Note: this application is to be delivered in phases.</p>		Ground Engineering	Yes	Yes		No – within ZOI but proposed mitigation measures will ensure there are no cumulative effects to mutual receptors.		
						Waste	Yes	Yes		Significant. Within area, significant operational and CDE waste expected		
						Heritage	Within ZOI for direct and indirect effects	Yes	Yes	<p>Unlikely to be significant cumulative indirect effects to significance of heritage assets (effects that are considered significant for EIA regulations) arising from Springhead Road and Proposed development. Possibility of lesser effects (that is minor or not-significant).</p> <p>Potential cumulative effects to archaeological remains associated with Springhead Roman town/ritual complex and archaeological remains of other periods known to exist close to the Site boundary in this area</p>		
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes	Yes	Potential CIs on SSSIs, aquatic habitat fed by River Ebbsfleet and dormice	
						Marine Ecology	No					
						Landscape and Visual	Yes	Yes	Yes	Yes	Potential CIs on landscape and visual receptors	
						Socio-economics and Health	Yes	Yes	Phasing uncertain	<p>Non home-based workers: N/A</p> <p>Community/public services, PROWS: Multiple uses to be provided, including a 2FE primary school, facilities for hire at the school (hall/gym) and financial contribution to the provision of new health facilities.</p> <p>Visitor numbers and leisure uses: No significant effects.</p>		
						Water resource	Yes	Yes		No		
						Noise and vibration	No					
						Transport	Yes	Yes			Development assumed to be included within the Highways England A2	

'Other development' details												
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	Stage 1 With in ZOI?	Stage 1 Progress to Stage 2?	Stage 2 Overlap in temporal scope?	Stage 2 Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
											Bean to Ebbsfleet transport model forecast years with GIS layers of traffic flows/traffic speeds/%HGV supplied to WSP by Highways England for use within the EXCEL base spreadsheet transport model.	
19	EDC/18/0009 http://applications.ebbsfleetdc.org.uk/online-applications/applicationDetails.do?keyVal=P2OU7PUAFG800&activeTab=summary	Land West of Springhead Road, by Countryside Properties (UK) Ltd Reserved matters application pursuant to application 20150155 EDC relating to the erection of 172 residential dwellings in Phase 3 of Springhead Quarter. Determined by: Ebbsfleet Development Corporation (Consulting with Gravesham Borough Council)	Adjacent to southern boundary of Kent site. c. 3.0km south west of Essex site.	Permission granted June 2018. A number of discharge of conditions and NMA applications have been submitted since this application was approved. The most recent discharge of conditions application was granted permission on 09/08/19. 7 such applications are currently awaiting a decision. The most recent of these applications is a discharge of conditions application validated 24/03/20 (EC/20/0046)	Tier 1	Air Quality	Yes	Yes	Yes	Impact are two fold combined impact of operational traffic from this scheme + LR, and also operational emissions (traffic/energy) from LR impacting the receptors introduced by this scheme		Yes
						Ground Engineering	Yes	Yes		No – within ZOI but proposed mitigation measures will ensure there are no cumulative effects to mutual receptors.		
						Waste	Yes	Yes		Significant. Within area, significant operational and CDE waste expected		
						Heritage	Within ZOI for direct and indirect effects	Yes	Yes	Unlikely to be significant cumulative indirect effects to significance of heritage assets (effects that are considered significant for EIA regulations) arising from Springhead Road and Proposed development. Possibility of lesser effects (that is minor or not-significant). Potential cumulative effects to archaeological remains associated with Springhead Roman town/ritual complex and archaeological remains of other periods known to exist close to the Site boundary in this area		
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes	Yes	Part of above scheme	
						Marine Ecology	No					

'Other development' details						Stage 1		Stage 2				
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
						Landscape and Visual	Yes	Yes	Yes	Yes	Potential Cis on landscape and visual receptors	
						Socio-economics and Health	Yes	Yes	Phasing uncertain	Non home-based workers: N/A Community/public services, PROWS Phase 3 will facilitate access tot existing and proposed facilities on Springhead Park with a strategic PROW network. Open space provision included too. Visitor numbers and leisure uses: No significant effects.		
						Water resource	Yes	Yes		No		
						Noise and vibration	Yes	Yes				
						Transport	Yes	Yes			Permission granted in June 2018 so development assumed to be included within the Highways England A2 Bean to Ebbsfleet transport model forecast years with GIS layers of traffic flows/traffic speeds/%HGV supplied to WSP by Highways England for use within the EXCEL base spreadsheet transport model.	
20	EDC/17/0038 http://applications.ebbsfleetdc.org.uk/online-applications/applicationDetails.do?keyVal=ON7TV7UA00K00&activeTab=su summary	Northfleet Embankment, by Keepmoat Homes Ltd. Hybrid planning application comprising: (1) full planning application for the erection of 598 residential dwellings, retail floorspace, amendments to existing highway accesses, provision of open spaces and parking provision, and (2) outline planning application for a two form entry primary school and for the refurbishment and change of use (for use classes A1/A2/A3/B1(a)/C3/D1) of the WT Henley Building. Determined by: Ebbsfleet Development Corporation (Consulting with Gravesham Borough Council)	c. 2.1km south east of Kent site. c. 1.0km south west of Essex site.	Permission granted March 2019. A number of discharge of conditions and variation of conditions applications have been submitted since this application was approved. The most recent of these applications was granted permission on 02/05/19. There are currently 2 such applications awaiting a decision. The most recent of these applications is a discharge of conditions application validated	Tier 1	Air Quality	Yes	Yes	Yes	Impact are two fold combined impact of operational traffic from this scheme + LR, and also operational emissions (traffic/energy) from LR impacting the receptors introduced by this scheme.		Yes
						Ground Engineering	No					
						Waste	Yes	Yes		Significant. Within area, significant operational and CDE waste expected		
						Heritage	Within ZOI for indirect effects	Yes	Yes	Unlikely to be significant cumulative indirect effects to significance of heritage assets (effects that are		

'Other development' details												
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	Stage 1		Stage 2			Progress to Stage 3/4?
							With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	
				24/03/20 (EDC/20/0063)						considered significant for EIA regulations arising from Northfleet Embankment and Proposed development. Possibility of lesser effects (that is minor or not-significant). Beyond ZOI for archaeological remains		
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes	No		
						Marine Ecology	No					
						Landscape and Visual	Yes	Yes	Yes	Yes	Potential Cis on landscape and visual receptors	
						Socio-economics and Health	Yes	Yes	Overlap during construction phase (2022-2023). Overlap during operational phase (2025-2038).	Non home-based workers: Average of 143 FTE workers onsite per month. No clear indication on where these workers will be sourced from. Community/public services, PROWS: Public open space, 2FE primary school and community facilities. Visitor numbers and leisure uses: No significant effects.		
						Water resource	Yes	Yes		Yes		
						Noise and vibration	No					
						Transport	Yes	Yes			As planning permission granted in March 2019 it may not have been specifically included within the A2 Bean to Ebbsfleet transport model as the development of the forecast year models was undertaken in 2018. It may have been taken account of within general background growth.	
21	20141214 https://plan.avesham.gov.uk/online-applications/applicationDetails.do?keyVal=NH	Land at Coldharbour Road, Northfleet, by Bovis Homes Ltd & Persimmon Homes Outline planning application for the development of up to 400 new homes and associated infrastructure including provision of open space, with access off Coldharbour Road.	c. 3.7km south east of Kent site. c. 3.0km south of Essex site.	Permission granted 10/01/18. A number of discharge of conditions and non-material	Tier 1	Air Quality	Yes	Yes	Yes	Impact are two fold combined impact of operational traffic from this scheme + LR, and also operational emissions (traffic/energy) from		Yes

'Other development' details												
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	Stage 1		Stage 2			Progress to Stage 3/4?
							With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	
	183RHPFOE00&activeTab=su mmary	Determined by: Gravesham Borough Council.		amendment applications have been submitted since permission was granted. Most recently, a non-material amendment application was approved on 17/04/20 (20200228)						LR impacting the receptors introduced by this scheme.		
						Ground Engineering	No					
						Waste	Yes	Yes		Significant. Within area, significant operational and CDE waste expected		
						Heritage	Within ZOI for indirect effects Beyond ZOI for direct effects to archaeological remains	Yes	Yes	Unlikely to be significant cumulative indirect effects to significance of heritage assets (effects that are considered significant for EIA regulations) arising from Coldharbour Road and Proposed development. Possibility of lesser effects (that is minor or not-significant). Beyond ZOI for archaeological remains		
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes	No		
						Marine Ecology	No					
						Landscape and Visual	Yes	Yes	Yes	Yes	Potential Cis on landscape and visual receptors	
						Socio-economics and Health	Yes	Yes	Phasing uncertain	Non home-based workers: N/A Community/public services, PROWS: Provision of a significant area of green space, including footpaths and cycle paths. Formal play space for children (1 LEAP and 2 LAPs) will be provided. Visitor numbers and leisure uses: No significant effects		
						Water resource	No					
						Noise and vibration	No					
						Transport	Yes	Yes			Planning permission granted in January 2018 so development assumed to be included within the Highways England A2 Bean to Ebbsfleet transport model forecast years with GIS layers of traffic	

'Other development' details												
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	Stage 1		Stage 2			Progress to Stage 3/4?
							With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	
											flows/traffic speeds/%HGV supplied to WSP by Highways England for use within the EXCEL base spreadsheet transport model.	
22	20/00242/FUL https://regs.thurrock.gov.uk/online-applications/caseDetails.do?caseType=Application&keyVal=O6CUFPOG0UE00	Chadfields, Tilbury, by Apex Platinum Investments Ltd (c/o GL Hearn) Hybrid Planning Application for the demolition and site clearance of the existing Tilbury FC Stadium (Chadfields) and the erection of a new stadium full planning permission) and the erection of up to 112 new dwellings on the site of the old stadium (outline). Determined by: Thurrock Council	c. 3.3km north east of Kent site. c. 1.3km north of Essex site.	Application validated 12/03/20. Awaiting decision (checked 16/12/2020)	Tier 1	Air Quality	Yes	Yes	Yes	Risk of combined construction impacts in the event construction phases overlap		Yes
						Ground Engineering	No					
						Waste	Yes	Yes		Significant. Within area, significant operational and CDE waste expected		
						Heritage	Within ZOI for indirect effects Beyond ZOI for direct effects to archaeological remains	Yes	Yes	Unlikely to be significant cumulative indirect effects to significance of heritage assets (effects that are considered significant for EIA regulations) arising from replacement Stadium and Proposed development. Possibility of lesser effects (that is minor or not-significant) due to likelihood that this will be a tall structure. Beyond ZOI for Archaeological remains		
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes	No		
						Marine Ecology	No					
						Landscape and Visual	Yes	Yes	Yes	Yes	Potential Cis on landscape and visual receptors if construction phases coincide. Unlikely to have Cis once complete.	
						Socio-economics and Health	Yes	Yes	Phasing uncertain	Non home-based workers: N/A Community/public services, PROWS: Clubhouse will provide community facilities. Visitor numbers and leisure uses: New community football stadium, with potential capacity to hold 2,000+ people.	Could have cumulative effect on community facilities, as well as visitor numbers and leisure uses.	
						Water resource	No					
						Noise and vibration	No					
						Transport	Yes	Yes			Development is	

'Other development' details												
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	Stage 1		Stage 2		Progress to Stage 3/4?	
							With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	
23	20/00284/OUT https://regs.thurrock.gov.uk/online-applications/caseDetails.do?caseType=Application&keyVal=06Q9SYQGMF400	Land West of Lytton Road, by Greatview Properties Ltd Outline application with all matters reserved (except for access) for up to 140 dwellings Determined by: Thurrock Council	c. 3.6km north east of Kent site c. 2.8km north of Essex site	Application validated 05/03/20. Determination deadline 04/06/20. Awaiting decision (checked 16/12/2020)	Tier 1	Air Quality	Yes	Yes	Yes	Impact are two fold combined impact of operational traffic from this scheme + LR, and also operational emissions (traffic/energy) from LR impacting the receptors introduced by this scheme.	likely to have been taken into account within the National Trip End Model (NTEM) accessed via TEMPRO growth within the EXCEL based spreadsheet transport model (112 dwellings)	Yes
						Ground Engineering	No					
						Waste	Yes	Yes		Significant. Within area, significant operational and CDE waste expected		
						Heritage	Within ZOI for indirect effects Beyond ZOI for direct effects to archaeological remains	Yes	Yes	Unlikely to be significant cumulative indirect effects to significance of heritage assets (effects that are considered significant for EIA regulations) arising from Lytton Road and Proposed development. Possibility of lesser effects (that is minor or not-significant). Beyond ZOI for archaeological remains		
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes	No	NE consider mitigation could avoid effects on Essex Coast RAMS sites	
						Marine Ecology	No					
						Landscape and Visual	Yes	Yes	Yes	Yes	Potential Cis on landscape and visual receptors	
						Socio-economics and Health	Yes	Yes	Phasing uncertain	Non home-based workers: N/A Community/public services, PROWS: Proposed strategic green link through from Tilbury marshes to the centre of Chadwell St Mary. Improvements to cycle routes are being explored. S106 to improve open space near St Mary.		

'Other development' details												
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	Stage 1		Stage 2			Progress to Stage 3/4?
							With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	
											Visitor numbers and leisure uses: No significant effects.	
						Water resource	No					
						Noise and vibration	No					
						Transport	Yes	Yes			Development is likely to have been taken into account within the National Trip End Model (NTEM) accessed via TEMPRO growth within the EXCEL based spreadsheet transport model (140 dwellings)	
24	19/01373/OUT https://regs.thurrock.gov.uk/online-applications/caseDetails.do?caseType=Application&keyVal=PXKKA6QGKKB00	Land adjacent Wood View and Chadwell Road, by Third Dimension Arch. Design Ltd. Outline planning application (all matters reserved) for 75 residential units consisting of 57 houses and 18 apartments Determined by: Thurrock Council	c. 3.3.km north east of Kent site. c. 3.1km north west of Essex site.	Application validated 03/02/20. Determination deadline 04/05/20. Awaiting decision (checked 16/12/2020)	Tier 1	Air Quality	Yes	Yes			Small number of dwellings, unlikely to lead to impact. Minor risk of LR operational emission impacting introduced receptors but worst case receptors will be closer to the site.	Yes
						Ground Engineering	No					
						Waste	Yes	Yes			Significant. Within area, significant operational and CDE waste expected	
						Heritage	Within ZOI for indirect effects Beyond ZOI for direct effects to archaeological remains	Yes	Yes	Yes	Wood view and Chadwell Road development is unlikely to result in significant cumulative indirect effects to significance of heritage assets (effects that are considered significant for EIA regulations) in conjunction with the development proposals due to distance from the site and the likelihood that the two schemes will not affect the same receptors. Possibility of lesser effects (that is minor and not-significant) as development may contain taller elements associated with apartments Beyond ZOI for archaeological remains	
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes		No	

'Other development' details												
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	Stage 1 With in ZOI?	Progress to Stage 2?	Stage 2 Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
						Marine Ecology	No					
						Landscape and Visual	Yes	Yes	Yes	Yes	Potential Cis on landscape and visual receptors	
						Socio-economics and Health	Yes	Yes	Phasing uncertain	Non home-based workers: N/A Community/public services, PROWS: No significant effect anticipated. Visitor numbers and leisure uses: No significant effects.		
						Water resource	No					
						Noise and vibration	No					
						Transport	Yes	Yes			Development is likely to have been taken into account within the National Trip End Model (NTEM) accessed via TEMPRO growth within the EXCEL based spreadsheet transport model (75 dwelling)	
25	16/00412/OUT https://regs.thurrock.gov.uk/online-applications/caseDetails.do?caseType=Application&keyVal=O4FR5EQG0OE00	Star Industrial Estate, by Apex Properties Ltd. Outline development for up to 203 dwellings (all matters reserved apart from principle and access) Determined by: Thurrock Council	c. 4.2km north east of Kent site. c. 2.0km north of Essex site.	Permission granted 05/011/19. No subsequent reserved matters applications have been submitted.	Tier 1	Air Quality	Yes	Yes	Yes	Operational impact are two fold combined impact of operational traffic from this scheme + LR, and also operational emissions (traffic/energy) from LR impacting the receptors introduced by this scheme.		Yes
						Ground Engineering	No					
						Waste	Yes	Yes		Significant. Within area, significant operational and CDE waste expected		
						Heritage	Within ZOI for indirect effects Beyond ZOI for direct effects to archaeological remains	Yes	Yes	Star industrial estate development is unlikely to result in cumulative indirect effects to significance of heritage assets (effects that are considered significant for EIA regulations) in conjunction with the development proposals due to distance from the site and the likelihood that the two schemes will not affect the same receptors. Possibility of lesser effects (that is minor and not-significant) as details of development are currently unknown (reserved matters)		

'Other development' details												
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	Stage 1		Stage 2		Progress to Stage 3/4?	
							With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	
										Beyond ZOI for archaeological remains		
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes	No		
						Marine Ecology	No					
						Landscape and Visual	Yes	Yes	Yes	No	Unlikely, residential development replacing industrial	
						Socio-economics and Health	Yes	Yes	Phasing uncertain	Non home-based workers: N/A Community/public services, PROWS: Proposals to redevelop an area of neighbourhood public open space. New PROWs (footpaths in particular) are also included. Visitor numbers and leisure uses: No significant effect.		
						Water resource	Yes	Yes		Potential cumulative impacts on the River Thames		
						Noise and vibration	No					
						Transport	Yes	Yes			Development is likely to have been taken into account within the National Trip End Model (NTEM) accessed via TEMPRO growth within the EXCEL based spreadsheet transport model (203 dwelling)	
26	19/01319/FUL https://regs.thurrock.gov.uk/online-applications/caseDetails.do?caseType=Application&keyVal=PX06Y4QGG7900	Former Allotment Site, Dell Road, by Keepmoat Homes Ltd. Construction of 35 dwellings (15 apartments and 20 houses) with associated access, parking and amenity areas Determined by: Thurrock Council	c. 2.0km north of Kent site. c. 3.5km north west of the Essex site.	Application validated 29/08/19. Determination deadline 28/11/19. Awaiting decision. No documents have been uploaded to this application since 18/11/19.	Tier 1	Air Quality	Yes	Yes		Small number of dwellings, unlikely to lead to impact. Minor risk of LR operational emission impacting introduced receptors		No
						Ground Engineering	No					
						Waste	Yes	Yes		Significant. Within area, significant operational and CDE waste expected		
						Heritage	Within ZOI for indirect effects Beyond ZOI for direct effects to	Yes	Yes	Unlikely to be significant cumulative indirect effects to significance of heritage assets (effects that are considered significant for EIA regulations) arising from Former Allotment Site and Proposed development. Possible		

'Other development' details												
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	Stage 1		Stage 2		Progress to Stage 3/4?	
							With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	
							archaeological remains			insignificant effects (that is minor and not-significant) due to likelihood that apartment blocks will be a tall structure. Beyond ZOI for archaeological remains		
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes	No		
						Marine Ecology	No					
						Landscape and Visual	Yes	Yes	Yes	No	Unlikely, scale of project such that effects would be predominantly very local and contained by existing urban form	
						Socio-economics and Health	Yes	Yes	Phasing uncertain	Non home-based workers: N/A Community/public services, PROWS: No significant effects Visitor numbers and leisure uses: No significant effects		
						Water resource	No					
						Noise and vibration Transport	No					
27	19/01058/OUT https://regs.thurrock.gov.uk/online-applications/caseDetails.do?caseType=Application&keyVal=PUFLM8QGJNZ00	Land Part of Little Thurrock Marshes, by Nordor Holdings Ltd Outline application for 161 new dwellings and 7,650sqm of employment floorspace (B1c/B2/B8) and associated infrastructure. Determined by: Thurrock Council	c. 1.8km north east of Kent site. c. 2.3km north west of Essex site.	Application validated 11/07/19. Determination deadline 10/10/19. Awaiting decision. Application still receiving consultee comments.	Tier 1	Air Quality	Yes	Yes	Yes	Operational impact are two-fold combined impact of operational traffic from this scheme + LR, and also operational emissions (traffic/energy) from LR impacting the receptors introduced by this scheme.		Yes
						Ground Engineering	No					
						Waste	Yes	Yes		Significant. Within area, significant operational and CDE waste expected		
						Heritage	Within ZOI for indirect effects Beyond ZOI for direct effects to archaeological remains	Yes	Yes	Unlikely to be significant cumulative indirect effects to significance of heritage assets (effects that are considered significant for EIA regulations) arising from Little Thurrock Marshes and Proposed development. Possible insignificant effects (that is minor and not-significant) due to blocks of flats of three storeys Beyond ZOI for archaeological		

'Other development' details												
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	Stage 1		Stage 2			Progress to Stage 3/4?
							With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes	Yes	Invertebrate interest – Buglife objection	
						Marine Ecology	No					
						Landscape and Visual	Yes	Yes	Yes	Yes	Potential Cis on landscape and visual receptors	
						Socio-economics and Health	Yes	Yes	Phasing uncertain	Non home-based workers: N/A Community/public services, PROWS: A significant area of green, public open space together with smaller pockets of open space across the site. New foot/cycle links also proposed. Visitor numbers and leisure uses: No significant effects	Could have cumulative effect on PROWs and open space.	
						Water resource	No					
						Noise and vibration	No					
						Transport	Yes				Development is likely to have been taken into account within the National Trip End Model (NTEM) accessed via TEMPRO growth within the EXCEL based spreadsheet transport model (161 dwelling)	
28	14/02155/OUTM https://pa.bexley.gov.uk/online-applications/applicationDetails.do?previousCaseType=Application&keyVal=Nf6IESBE01D00&previousCaseNumber=14%2F02155%2FOUTM33&activeTab=summary&previousKeyVal=PW469LBEJS200	Erith Quarry, Fraser Road, Erith, Kent Full planning permission for the provision of new site accesses and access roads, a 3-Form Entry Primary School, 86 residential dwellings (Use Class C3), a maximum 540sqm GEA of ancillary non-residential floorspace (Use Classes A1, A2, A3, B1 and/or D1) and up to a further 514 residential dwellings (Use Class C3). Determined by: London Borough of Bexley	c. 9.7km west of Kent site. c. 14.0km west of Essex site.	Application granted planning permission subject to S106 agreement 14/04/15. A number of reserved matters conditions have been submitted following this application. The most recent of these applications was approved 01/07/20 (14/02155/OUTM33)	Tier 1	Air Quality	No					No
						Ground Engineering	No					
						Waste	Yes	Yes		Out with areas of Kent/Essex, not significant for waste/materials		
						Heritage	No					
						Terrestrial and Freshwater Ecology	Yes	No (Over 5km from SSSIs within Project Site's ZOI. No clear pathway for effects on European Sites within Project Site's ZOI)				

'Other development' details						Stage 1		Stage 2				
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
						Marine Ecology	No					
						Landscape and Visual	No					
						Socio-economics and Health	Yes	Yes	No overlap during LR construction phase. Overlap during LR operational phase (2025-2038)	Non home-based workers: No effect on LR as there is no overlap during construction assessment years. Community/public services, PROWS: 3FE primary school (630 pupils capacity), 3.25ha ecology/grassland area, 1.34 ha of informal and formal open space (all weather football pitch and other sports facilities), and pedestrian/cyclist infrastructure. Visitor numbers and leisure uses: No significant effect.	May have cumulative effect on community services, PROWs, and open space.	
						Water resource	No					
						Noise and vibration	No					
						Transport	No					
						Air Quality	No					
						Ground Engineering	No					
						Waste	Yes	Yes		Out with areas of Kent/Essex, not significant for waste/materials		
						Heritage	No					
29	17/00029/OUTM https://pa.bexley.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=OJI90GBEJFZ00	Burts Wharf, Crabtree Manorway, North Belvedere, Kent Outline planning application for the demolition of the existing buildings and erection of new buildings for flexible light industrial (B1c), general industrial (B2), warehouse and distribution (B8) with ancillary offices (up to 49,700m2 floor space) and Bus Depot (sui generis). Determined by: London Borough of Bexley	c. 10.7km west of Kent site. c. 14.8km west of Essex site.	Application granted planning permission subject to S106 agreement 07/04/19. A number of subsequent reserved matters applications have been submitted following this application. The most recent of these applications was granted permission on 24/07/20 (17/00029/OUTM01). There are six additional RM applications which are currently with the case officer pending consideration.	Tier 1	Terrestrial and Freshwater Ecology	Yes	No (No clear pathway for effects on European Sites within Project Site's ZOI)				No
						Marine Ecology	No					
						Landscape and Visual	No					
						Socio-economics and Health	No					
						Water resource	No					
						Noise and vibration	No					

'Other development' details												
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	Stage 1		Stage 2			Progress to Stage 3/4?
							With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	
30	20/00522/FUL https://regs.thurrock.gov.uk/online-applications/caseDetails.do?caseType=Application&keyVal=O9NOX3QGILB00	Demolition of three existing buildings and the continued use of the site (including lakes) for leisure (use class D2) with the addition of an outdoor water sport facility (with sailing, surfing, rowing, scuba diving and canoeing) Determined by: Thurrock Council	c. 7.0km north west of Kent site. c. 10.3km north west of Essex site.	Awaiting decision. Application validated 19/06/20.	Tier 1	Transport	No					No
						Air Quality	No					
						Ground Engineering	No					
						Waste	Yes	Yes		Significant. Within area, significant operational and CDE waste expected		
						Heritage	No					
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes	No		
						Marine Ecology	No. Lakeside jetties only.					
						Landscape and Visual	Yes	Yes	Yes	No	Unlikely, scale of project such that effects would be predominantly very local	
						Socio-economics and Health	Yes	Yes	Phasing uncertain	Non home-based workers: N/A Community/public services, PROWS: Workshop area which may offer educational/training in the building of boats, canoes, etc. Open to local schools, colleges, clubs, businesses, etc. Visitor numbers and leisure uses: Outdoor sports facility that will facilitate sailing, wind surfing, rowing, scuba diving, and canoeing on the lakes.	Could have cumulative effect on community services, PROWs, open space, visitor numbers and leisure uses.	
						Water resource	No					
Noise and vibration	No											
Transport	No											
31	17/01668/OUT https://regs.thurrock.gov.uk/online-applications/applicationDetails.do?keyVal=P109FAQGKLX00&activeTab=summary	Land east of Caspian Way and north and south of London Road, Purfleet, Essex. Application for outline planning permission for mixed-use redevelopment involving the demolition of existing buildings and other structures, site preparation works, and the development of up to 2,850 dwelling houses (Use Class C3), up to 11,000 sq.m (f/s) of business uses (Use Class B1), up to 8,880 sq.m (f/s) of shops (Use Class A1), up to 5,220 sq.m (f/s) of restaurants and cafes (Use Class A3), up to 900 sq.m (f/s) drinking establishments (Use Class A4), up to 20,000 sq.m (f/s) of hotel accommodation (Use Class C1), up to 18,300 sq.m (f/s) of non-residential institutions uses, comprising a primary school, secondary school and sixth form, medical and community uses (Use Class D1), up to 6,200 sq.m (f/s) of assembly and leisure uses (Use Class D2), up to 135,000 sq.m (f/s together with external backlot production space) film and television production space. Determined by: Thurrock Council	c. 5.0km north west of Kent site. c. 9.3km north west of Essex site.	Permission granted 20/12/19. A number of reserved matters applications have been submitted related to this application. The most recent of these applications were validated in March 2020 and are awaiting determination.	Tier 1	Air Quality	No					Yes
						Ground Engineering	No					
						Waste	Yes	Yes		Significant. Within area, significant operational and CDE waste expected		
						Heritage	No					

Other development details												
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	Stage 1		Stage 2			Progress to Stage 3/4?
							With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes	Yes	Potential CIs on SSSIs	
						Marine Ecology	Yes	Yes	Yes, construction up to 2034.	Potential underwater noise and vibration effects if piling of the jetty required.		
						Landscape and Visual	Yes	Yes	Yes	Yes	Potential CIs on landscape and visual receptors	
						Socio-economics and Health	Yes	Yes	Overlap during LR construction phase (2022-2028). Overlap during LR operational phase (2038).	<p>Non home-based workers: estimated 1,250 construction workers per annum. May have significant effect on availability of LR non-home-based workers.</p> <p>Community/public services, PROWS: 3FE primary school (630 pupils) and Sixth Form (1,200 pupils). 18,300m2 GEA of integrated medical and community facilities.</p> <p>Visitor numbers and leisure uses: 6,200m2 GEA of leisure uses. Could include cinema, gym, creche, nursery, art gallery, museum or library.</p>	<p>May be cumulative effects if non-home based construction workers are required.</p> <p>May have cumulative effect on community services, educational and health facilities, visitor numbers and leisure uses.</p>	
						Water resource	Yes	Yes		Significant size, adjacent to river. Upriver from project sites.		
						Noise and vibration	No					
						Transport	Yes	Yes			Development is likely to have been taken into account within the National Trip End Model (NTEM) accessed via TEMPRO growth within the EXCEL based spreadsheet transport model	
32	16/01698/FUL https://regs.thurrock.gov.uk/online-applications/applicationDetails.do?keyVal=OI87X7QG00E00&activeTab=summary	Full planning permission for the demolition of existing buildings and structures and the erection of new buildings, structures and port infrastructure (including road, railways, tracks, gantries and surfacing). Determined by: Thurrock Council	c. 3.3km north west of Essex site. c. 7.5km north west of Kent site.	Permission granted 04/05/17. A number of reserved matters applications have been submitted, the most recent of which was validated 16/09/19.	Tier 1	Air Quality	No					Yes
						Ground Engineering	No					
						Waste	Yes	Yes		Significant. Within area, significant operational and CDE waste expected		

'Other development' details												
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	Stage 1		Stage 2			Progress to Stage 3/4?
							With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	
						Heritage	Within ZOI for indirect effects Beyond ZOI for direct effects to archaeological remains	Yes	Yes	Unlikely to be significant cumulative indirect effects to significance of heritage assets arising from Purfleet Thames Terminal and Proposed development. Possible insignificant effects (that is minor or not-significant) due to likelihood that some structures could be tall Beyond ZOI for archaeological remains		
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes	Yes	Potential CIs on SSSIs	
						Marine Ecology	No. ZoIs are expected to be small (<3.3 km)					
						Landscape and Visual	Yes	Yes	Yes	Yes	Potential CIs on landscape and visual receptors	
						Socio-economics and Health	Yes	Yes	Overlap during LR construction phase (2022). Overlap during LR operational phase (2025-2038).	Non home-based workers: N/A Community/public services, PROWS: No significant effects. Visitor numbers and leisure uses: No significant effects.	May be cumulative effects if non-home based construction workers are required.	
						Water resource	Yes	Yes		Significant size adjacent to river. Upriver from project sites.		
						Noise and vibration	No					
						Transport	Yes	Yes			Development is likely to have been taken into account within the National Trip End Model (NTEM) accessed via TEMPRO growth within the EXCEL based spreadsheet transport model	
33	18/01404/OUT https://regs.thurrock.gov.uk/online-applications/caseDetails.do?caseType=Application&keyVal=PFPEBQGHUX00	Outline planning permission for the demolition, phased remediation and redevelopment of 167 hectares of former Coryton Oil Refinery to provide up to 480,000 sq. m of commercial development Determined by: Thurrock Council	c.14.1km north east of Kent site c. 10.7km north east of Essex site	Validated 27/09/18. Awaiting decision (checked 16/12/2020)	Tier 1	Air Quality	No					Yes
						Ground Engineering	No					
						Waste	Yes	Yes		Significant. Within area, significant operational and CDE waste expected		
						Heritage	No					

'Other development' details						Stage 1		Stage 2				
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes	Yes	Potential CIs on European Sites	
						Marine Ecology	No					
						Landscape and Visual	No					
						Socio-economics and Health	Yes	Yes	Overlap during LR construction phase (2022-2038). Overlap during LR operational phase (2038).	Non home-based workers: an average of 201 FTE construction workers over construction period. Might affect availability of non-home-based workers for LR. No indication on what % of these will be locally based. Community/public services, PROWS: Creation of new public open spaces to provide recreational value. New pedestrian access. Up to 1,500 m2 GEA of education/community facilities. Visitor numbers and leisure uses: Up to 2,500 m2 of leisure facilities, and a hotel (5,000m2)	May be cumulative effects if non-home based construction workers are required. May have cumulative effect on community and educational facilities, as well as visitor numbers and leisure uses.	
						Water resource	Yes	Yes		Significant size, potential cumulative impact on River Thames		
						Noise and vibration	No					
						Transport	Yes	Yes			Development is likely to have been taken into account within the National Trip End Model (NTEM) accessed via TEMPRO growth within the EXCEL based spreadsheet transport model	
34	19/01662/FUL https://regs.thurrock.gov.uk/online-applications/sampleSearchResults.do?action=firstPage	Hybrid application for the redevelopment of Langdon Hills Golf and Country Club. Detailed approval sought for: a redesigned club house (with health spa, reception area; restaurant area; bar areas; function areas (for 250 guests); professional golf shop; gym; swimming pool; changing rooms; office space; kitchens and food preparation areas and other necessary ancillary areas). The creation of a new health led community to include, 84 no. homes for independent living - extra care (over 55's use class C2); 36 no. apartments for independent living extra care (Use Class C2); 42 no. close care apartments and a 64-bed residential care home with dementia facilities (Use Class C2); 4 no. key worker apartments (Use Class C3) encompassing a care workers administration health hub.	c. 10.0km north east of Kent site c. 9.1km north east of Essex site.	Awaiting decision. Most recent consultee comment submitted July 2020.	Tier 1	Air Quality	No					No
						Ground Engineering	No					
						Waste	Yes	Yes		Significant. Within area, significant operational and CDE waste expected		

'Other development' details						Stage 1		Stage 2				
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
		Determined by: Thurrock Council				Heritage	No					
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes	No		
						Marine Ecology	No					
						Landscape and Visual	No					
						Socio-economics and Health	Yes	Yes	Overlap during LR construction phase (2022-2023). Overlap during LR operational phase (2025-2038)	Non home-based workers: 335 construction jobs per annum over the construction period. This may affect the availability of non-home-based workers for LR. Community/public services, PROWS: Clubhouse and Health Spa (4,758m2) can be utilised for social activities for residents and the community. A new health village for elderly residents requiring care. Visitor numbers and leisure uses: State of the art training facility for recreational purposes as well as professional uses. Capacity of 150 people.	May be cumulative effects if non-home based construction workers are required. May have cumulative effect on community facilities, as well as visitor numbers and leisure uses.	
						Water resource	No					
						Noise and vibration	No					
						Transport	No					
35	20/01104/OUT https://planning.basildon.gov.uk/online-applications/caseDetails.do?caseType=Application&keyVal=QG0OPFCQKFX00	Outline application for the part-demolition and redevelopment of the Eastgate Centre and neighbouring land to provide a mix of town centre uses, including the provision of up to 2,800 residential units; consolidation and reconfiguration of existing retail and commercial floorspace; and the introduction of new retail and commercial floorspace. Determined by: Basildon Council	c. 15.4km north east of Kent site. c. 14.0km north east of Essex site.	Awaiting decision. Determination deadline 04/12/20.	Tier 1	Air Quality	No					No
						Ground Engineering	No					
						Waste	Yes	Yes		Significant. Within area, significant operational and CDE waste expected		
						Heritage	No					
						Terrestrial and Freshwater Ecology	Yes	No (No clear pathway for effects on European Sites within Project Site's ZOI)				
						Marine Ecology	No					

'Other development' details						Stage 1		Stage 2				
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
						Landscape and Visual	No					
						Socio-economics and Health	Yes	Yes	12-year construction period. No indication on when this is expected to commence. Timing of operational phase uncertain.	Non home-based workers: 360 FTE construction jobs over 12-year build period. Likely to affect availability of non-home-based workers for LR. Community/public services, PROWS: Significant increase in the quantum of private and public open space as well as child play space. New cycle and pedestrian routes also planned. 258 m2 GIA of community space on offer. Visitor numbers and leisure uses: Provision of 11,471 m2 GIA of retail and leisure use floorspace.	Could have cumulative effect on community facilities, PROWs and open space, as well as visitor numbers and leisure-uses.	
						Water resource	No					
						Noise and vibration	No					
						Transport	No					
36	16/00898/OUT https://planning.basildon.gov.uk/online-applications/caseDetails.do?caseType=Application&keyVal=09BCS7CQKY400	Re-development to provide up to 587 dwellings and 5,424 sqm of commercial floorspace Determined by: Basildon Council	c. 17.3km north east of Kent site. c. 15.6km north east of Essex site.	Permission granted 22/03/17. A number of reserved matters applications have been submitted, the most recent of which was validated 27/08/20 (20/01068/REM)	Tier 1	Air Quality	No					No
						Ground Engineering	No					
						Waste	Yes	Yes		Significant. Within area, significant operational and CDE waste expected		
						Heritage	No					
						Terrestrial and Freshwater Ecology	No					
						Marine Ecology	No					
						Landscape and Visual	No					
						Socio-economics and Health	Yes	Yes	Phasing uncertain.	Non home-based workers: N/A Community/public services, PROWS: Plans to provide community hub area and open space. Visitor numbers and leisure uses: Provision for up to 5,424 sqm of flexible	Could have cumulative effect on community facilities and open space, as well as visitor numbers and leisure-uses	

'Other development' details						Stage 1		Stage 2				
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
										floorspace (Use Classes A1-A5, B1, C3, D1, D2)		
						Water resource	No					
						Noise and vibration						
						Transport	No					
37	19/01814/OA https://publicaccess2.tmbc.gov.uk/online-applications/caseDetails.do?caseType=Application&keyVal=PVJ09FQHKOIQ	Erection of up to 250 new homes, new community building and provision of a new country park Determined by: Tonbridge and Malling Borough Council	c. 16.6km south east of Kent site c. 17.5km south of the Essex site	To be taken to non-determination appeal (29/07/20)	Tier 1	Air Quality	No					No
						Ground Engineering	No					
						Waste	Yes	Yes		Significant. Within area, significant operational and CDE waste expected		
						Heritage	No					
						Terrestrial and Freshwater Ecology	No					
						Marine Ecology	No					
						Landscape and Visual	No					
						Socio-economics and Health	Yes	Yes	Phasing uncertain	Non home-based workers: N/A Community/public services, PROWS: Provision of a new multi-use community building for local groups and organisations. New country park (open green space) and improved PROWs. Visitor numbers and leisure uses: No significant effects.	Could have cumulative effect on community facilities, open space, and PROWs.	
						Water resource	No					
						Noise and vibration						
						Transport	No					
38	16/2878/F https://planning.royalgreenwich.gov.uk/online-applications/applicationDetails.do?keyVal=GRNW_DCAPR_86952&activeTab=summary	Erection of two buildings comprising 245 residential units and 882 sq m of flexible commercial space Determined by: Royal Borough of Greenwich	C. 12.7km west of the Kent site c. 17.3km west of the Essex site.	Approved 27/09/18 A number of discharge of conditions applications have been submitted, the most recent of these applications was approved 13/08/20 (20/1799/SD)	Tier 1	Air Quality	No					No
						Ground Engineering	No					
						Waste	Yes	Yes		Out with areas of Kent/Essex, not significant for waste/materials		
						Heritage	No					
						Terrestrial and Freshwater Ecology	Yes	No (No clear pathway for effects on European Sites within Project Site's ZOI)				
						Marine Ecology	No					

'Other development' details												
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	Stage 1		Stage 2			Progress to Stage 3/4?
							With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	
						Landscape and Visual	No					
						Socio-economics and Health	Yes	Yes	Overlap during LR operational phase (2025-2038)	Non home-based workers: N/A Community/public services, PROWS: Proposals include 4,524 m2 of public realm improvements, including 911.6m2 of child play space. 717m2 of flexible commercial D1 space. Visitor numbers and leisure uses: Hotel will be provided (3,071) which is expected to support the expansion of the boroughs tourism industry. Potential significant benefit to LR visitor numbers during operation.	Could have cumulative effect on community facilities, open space, and PROWs.	
						Water resource	No					
						Noise and vibration	No					
						Transport	No					
39	http://applications.ebbsfleetdc.org.uk/online-applications/applicationDetails.do?keyVal=KH2EC1HP02600&activeTab=summary	Outline application for a mixed development and comprising: up to 532 Homes, up to 46,000 sq. m Employment Floorspace and a Mixed Use Neighbourhood Centre Determined by: Ebbsfleet Development Corporation	c. 600m east of Kent site c. 1.9km south west of Essex site	Approved subject to 106 08/06/18 A number of discharge of conditions applications have been submitted, the most recent of these was submitted in June 2020 and is awaiting decision.	Tier 1	Air Quality	Yes	Yes			As the operational AQ assessment is linked to the transport assessment.	Yes
						Ground Engineering	Yes	Yes		No – within ZOI but proposed mitigation measures will ensure there are no cumulative effects to mutual receptors.		
						Waste	Yes	Yes		Significant. Within area, significant operational and CDE waste expected		
						Heritage	Within ZOI for indirect effects Beyond ZOI for direct effects to archaeological remains	Yes	Yes	Yes	Unlikely to be significant cumulative indirect effects to significance of heritage assets arising from the development. Possible insignificant effects (that is minor or not-significant) due to likelihood that some structures could be tall Beyond ZOI for archaeological remains	
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes	Yes	Potential for CIs on SPA (recreational), reptiles, birds and invertebrates	
						Marine Ecology	No					

'Other development' details												
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	Stage 1		Stage 2		Progress to Stage 3/4?	
							With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	
						Landscape and Visual	Yes	Yes	Yes	Yes	Potential CI's on landscape and visual receptors	
						Socio-economics and Health	Yes	Yes	Overlap during construction (2022,2023, 2028) and overlap during operation (2030,2038)	<p>Non home-based workers: 1,600 job construction job years. No indication on what % will be non-home based.</p> <p>Community/public services, PROWS: Proposals include a 180m2 community centre, and open spaces including a sports playing field, play areas and wildlife corridors.</p> <p>Visitor numbers and leisure uses: 500m2 of A4 drinking establishments and A3 restaurants and cafes.</p>		
						Water resource	No					
						Noise and vibration	No					
						Transport	Yes	Yes			This development is outside the extent of the A2 Bean to Ebbsfleet transport model but development is likely to have been taken into account within the National Trip End Model (NTEM) accessed via TEMPRO growth.	
40	http://applications.ebbsfleetdc.org.uk/online-applications/applicationDetails.do?keyVal=OLEM45UAFUB00&activeTab=summary	Outline application for development of brownfield land to provide up to 21,500 sqm (231,000 sqft) of employment floorspace, comprising use classes B1, B2, B8 and A3, A4, A5 and associated site vehicular access. Determined by: Ebbsfleet Development Corporation	c. 1.7km south east of Kent site c.1.2km south west of Essex site.	Approved 27/09/17	Tier 1	Air Quality	Yes	Yes			As the operational AQ assessment is linked to the transport assessment.	Yes
						Ground Engineering	No					
						Waste	Yes	Yes		Significant. Within area, some CDE waste expected		
						Heritage	Within ZOI for indirect effects Beyond ZOI for direct effects to archaeological remains	Yes	Yes	Yes	Unlikely to be significant cumulative indirect effects to significance of heritage assets arising from the development. Possible insignificant effects (that is minor or not-significant) due to likelihood that some structures could be tall Beyond ZOI for archaeological remains	
						Terrestrial and Freshwater Ecology	Yes	Yes	No	No		

'Other development' details						Stage 1		Stage 2				
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
						Marine Ecology	No					
						Landscape and Visual	Yes	Yes	Yes	Yes	Potential CI's on landscape and visual receptors	
						Socio-economics and Health	Yes	Yes	Overlap in operation (2025, 2030, 2038)	Visitor numbers and leisure uses: 1,036m2 of A3/A4/A5 space (shops, restaurants/cafes)		
						Water resource	No	Yes		Overlap in flood risk ZOI, although low combined impact. Development overlaps in water supply area.		
						Noise and vibration	No					
						Transport	Yes	Yes			This development is outside the extent of the A2 Bean to Ebbsfleet transport model but development is likely to have been taken into account within the National Trip End Model (NTEM) accessed via TEMPRO growth	
41	EDC/17/0038 http://applications.ebbsfleetdc.org.uk/online-applications/applicationDetails.do?keyVal=ON7TV7UA00K00&activeTab=summary	Hybrid planning application comprising: 598 residential dwellings, a two form entry primary school and for the refurbishment, change of use (for Use Classes A1/A2/A3/B1(a)/C3/D1) and demolition of the boundary wall and rear portion of the WT Henley Building. Determined by: Ebbsfleet Development Corporation	c. 2.2km south east of Kent site c. 1.1 south west of Essex site	Approved subject to 106 20/03/19 There are a number of linked applications. The most recent of these applications is the submission of the Rosherville Pier Management Plan required by the S106, which is awaiting determination (EDC/20/0063)	Tier 1	Air Quality	Yes	Yes			As the operational AQ assessment is linked to the transport assessment.	Yes
						Ground Engineering	No	No				
						Waste	Yes	Yes		Significant. Within area, some CDE waste expected		
						Heritage	Within ZOI for indirect effects Beyond ZOI for direct effects to archaeological remains	Yes	Yes	Unlikely to be significant cumulative indirect effects to significance of heritage assets arising from the development. Possible insignificant effects (that is minor or not-significant) due to likelihood that some structures could be tall Beyond ZOI for archaeological remains		
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes	Yes	Potential for CIs on SPA (recreational)	
						Marine Ecology	No					
						Landscape and Visual	Yes	Yes	Yes	Yes	Potential CI's on landscape and visual receptors	
						Socio-economics and Health	Yes	Yes	Overlap with construction (2022, 2023), overlap with	Non home-based workers: 143 FTE workers per month job. No indication on		

'Other development' details												
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	Stage 1		Stage 2		Progress to Stage 3/4?	
							With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	
									operation (2025, 2030, 2038)	what % will be non-home based. Community/public services, PROWS: A 2FE primary school and community facilities. D1 (non-residential institutions) use. 1.2 ha of open space. Visitor numbers and leisure uses: Retail provision A1 (shops) and A3 uses (restaurant and cafes)		
						Water resource	Yes	Yes		Overlap in flood risk as the development is on the shore of the River Thames and overlap in water supply.		
						Noise and vibration	No					
						Transport	Yes	Yes			This development is outside the extent of the A2 Bean to Ebbsfleet transport model but development is likely to have been taken into account within the National Trip End Model (NTEM) accessed via TEMPRO growth	
42	http://applications.ebbsfleetdc.org.uk/online-applications/applicationDetails.do?keyVal=OVFNE0UAKRW00&activeTab=su summary	Outline planning application for residential development of up to 220 dwellings including new vehicular access to Tiltman Avenue, creation of a development platform and associated works. Determined by: Ebbsfleet Development Corporation	Adjacent to southern site boundary of Kent site c. 4.4km west of Essex site	Approved subject to 106 18/12/18 There are a number of linked applications. The most recent of these application is an application to modify a planning obligation, which is awaiting decision (EDC/20/0090)	Tier 1	Air Quality	Yes	Yes	Yes (within 500m of DCO order limits)		As the operational AQ assessment is linked to the transport assessment.	Yes
						Ground Engineering	Yes	Yes		No – within ZOI but proposed mitigation measures will ensure there are no cumulative effects to mutual receptors.		
						Waste	Yes	Yes		Significant. Within area, some CDE waste expected		
						Heritage	Within ZOI for direct and indirect effects	Yes	Yes	Unlikely to be significant cumulative indirect effects to significance of heritage assets arising from the development. Possible insignificant effects (that is minor or not-significant) due to likelihood that some structures could be tall Unlikely to be significant cumulative effects to buried archaeological remains		
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes	Yes	Potential for CIs on SPA	

'Other development' details					Stage 1		Stage 2					
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
											(recreational), reptiles, birds and invertebrates	
						Marine Ecology	No					
						Landscape and Visual	Yes	Yes	Yes	Yes	Potential CI's on landscape and visual receptors	
						Socio-economics and Health	Yes	Yes		Community/public services, PROWS: New footpath and cycling routes will be provided. New open space (34% of total site area) will be available to the public and private residents.		
						Water resource	Yes	Yes		Site is next to the DCO Order limits - overlap in flood risk and water supply.		
						Noise and vibration	Yes	Yes	Within 50-200m of the order limits.			
						Transport	Yes	Yes			Planning permission granted in December 2018 so development assumed to be included within the Highways England A2 Bean to Ebbsfleet transport model forecast years with GIS layers of traffic flows/traffic speeds/%HGV supplied to WSP by Highways England for use within the EXCEL base spreadsheet transport model.	
43	20090286 https://plan.gravesham.gov.uk/online-applications/sampleSearchResults.do?action=firstPage	Bulk aggregates import terminal handling up to 3 Mt per annum and associated infrastructure including reinstated rail access. KCC GRANTED PERMISSION 21.2.2011 (CONDITIONS) Determined by: Gravesham Borough Council	c. 830m east of Kent site c. 2.2km south west of Essex site	Approved 06/10/10	Tier 1	Air Quality	Yes	Yes			As the operational AQ assessment is linked to the transport assessment	Yes
						Ground Engineering	Yes	Yes		No - within ZOI but proposed mitigation measures will ensure there are no cumulative effects to mutual receptors.		
						Waste	Yes	Yes		Significant. Within area, some CDE waste expected		
						Heritage	Within ZOI for indirect effects	Yes	Yes	Unlikely to be significant cumulative indirect effects to significance of heritage assets arising from the development. Possible		

'Other development' details						Stage 1			Stage 2			
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
							Beyond ZOI for direct effects to archaeological remains			insignificant effects (that is minor or not-significant) due to likelihood that some structures could be tall Beyond ZOI for archaeological remains		
						Terrestrial and Freshwater Ecology	Yes	Yes	Yes	No		
						Marine Ecology	Yes	Yes	Yes			
						Landscape and Visual	Yes	Yes	Yes	Yes	Potential CI's on landscape and visual receptors	
						Socio-economics and Health	No	No				
						Water resource	Yes	Yes				
						Noise and vibration	No					
						Transport	Yes	Yes			If planning permission granted in October 2010 and subsequently built then it have been taken into account within the base year model build but unsure of the status of this	
44	TR010021 https://infrastructure.planninginspectorate.gov.uk/projects/london/silvertown-tunnel/?section=overview	Silvertown Tunnel by Transport for London DCO application for a new road tunnel passing under the River Thames between Silvertown and North Greenwich. Determined by: NSIP/ Planning Inspectorate	c. 20.4km west of Kent site c. 24.7km west of Essex site	Granted consent in May 2018. On 21/04/2019 the Secretary of State for Transport issued a Correction Order and Correction Notice to make corrections to the Order.	Tier 2	Air Quality	No					No
						Ground Engineering	No					
						Waste	Yes	Yes		Significant. Within area, significant CDE waste expected		
						Heritage	No					
						Terrestrial and Freshwater Ecology	No	No				
						Marine Ecology	No	No				
						Landscape and Visual	No	No				
						Socio-economics and Health	Yes	Yes	Overlap in construction (2022, 2023, 2028) and overlap in operation (2025, 2030, 2038)	Non home-based workers: Peak construction workforce equals approx. 1,010 workers. Commitment that 25% of non-specialist elements of the workforce to be locally sourced.		
						Water resource	No					
						Noise and vibration	No					
						Transport	No					
45	TR030004-000005 https://infrastructure.planninginspectorate.gov.uk/projects/london/silvertown-tunnel/?section=overview	Oikos Marine and South Side Development by Oikos Storage Ltd DCO application for the alteration of existing harbor facilities by the installation of additional import and export infrastructure and equipment.	c. 17.5km north east of Kent site. c. 14km north east of Essex site.	Pre-application stage. Application expected to be submitted to Planning	Tier 3	Air Quality	No					
						Ground Engineering	No					
						Waste	Yes	Yes		Not significant. Within area, minimal CDE		

'Other development' details					Stage 1		Stage 2					
ID	Application Reference	Applicant for 'other development' and brief description	Distance from project	Status	Tier	Environmental factor	With in ZOI?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
	v.uk/projects/eastern/oikos-marine-south-side-development/?ipcsection=overview	Determined by: Planning Inspectorate		Inspectorate Q3 2021.						waste expected		
						Heritage	No					
						Terrestrial and Freshwater Ecology	No	No				
						Marine Ecology	No	No				
						Landscape and Visual	No	No				
						Socio-economics and Health	No	No				
						Water resource	No					
						Noise and vibration	No					
						Transport	No					