

SILVERTOWN TUNNEL

Environmental Statement Appendix 17.A (6.3.17.1)

Cumulative Developments

THIS PAGE HAS INTENTIONALLY BEEN LEFT BLANK

List of Tables

Table 1 Base Case (assumed within environmental future baseline)..... 4

Table 2 Developments considered in the Cumulative Effects Assessment..... 22

Table 1 Base Case (assumed within environmental future baseline)

The base case includes developments that are currently under construction and are programmed to be completed and partially (if built out in phases) or fully operational during construction of the Scheme. These developments will be potential receptors during the construction of the Scheme.

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CEA
Tower Hamlets							
1	PA/10/01864 Approved: 28 November 2011	<p>Leamouth Peninsula North, Orchard Place(London City Island) Hybrid application for the comprehensive redevelopment of the Leamouth Peninsula to provide: up to 1,706 residential units: for development of Phase 1 at the southern end of the site to provide a new pedestrian bridge across the River Lea (in outline), erection of 5 Buildings alterations to existing Building N to provide residential 537-561 units; business use, leisure use, community uses, art gallery, energy centre; 275 car parking spaces. Outline Planning Application for Phase 2 at the northern end of the site comprising 7 Buildings (with all matters reserved except for access and layout) and to provide max 1,169 residential units, arts and cultural uses, educational use, storage and car and cycle parking; formation of a new vehicular access, new private and public open space.</p> <p>https://development.towerhamlets.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=DCAPR_96745</p>	Mixed use development	Within 500m of order limits	1	Reasonably foreseeable development, under construction, within close proximity of the Scheme. Potential to give rise to cumulative effects for all environmental topics.	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CEA
2	PA/06/02101 Approved: 24 April 2008	New Providence Wharf, Blackwall Way Erection of part 44-storey, part 12-storey building comprising 484 residential flats, retail floorspace, health and fitness club, ancillary concierge facility with associated landscaping, car parking, servicing and plant. https://development.towerhamlets.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=DCAPR_44601	Mixed use development	Within 1km of order limits	1	Reasonably foreseeable development, under construction. Potential to give rise to cumulative effects for all environmental topics exclusive of marine ecology due to distance from receptors.	Yes
3	PA/11/03548 Approved: 20 June 2012	Aberfeldy Estate, Abbott Road Erection of 3 blocks between 4 and 10 storeys on the corner of Abbott Road and East India Dock Road to provide 342 new residential units, new retail floorspace, semi-basement and ground floor parking, cycle parking, landscaped public open space and private amenity space and other associated works. https://development.towerhamlets.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=DCAPR_101333	Mixed use development	Within 1km of order limits	1	Reasonably foreseeable development, under construction, Potential to give rise to cumulative traffic effects, air quality, noise, waste, and socio-economic effects.	Yes
4	PA/09/02100 Approved: 29 March 2010	Brownfield Estate Demolition of existing buildings at 132-154 Brownfield Street, site south of 15-37 Ida Street and 1-19 Follett Street, E14 (Sites G, I (1) & I (2)).Erection of a 20 storey building on the Willis Street Car Park site and its use as 112 residential units. https://development.towerhamlets.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=DCAPR_101333	Residential development	Within 2km of order limits	1	Reasonably foreseeable development, under construction, Although it is geographically distant from the scheme, there is potential to give rise to cumulative traffic effects, air quality and	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CEA
5	PA/11/03670 Approved: 10 Nov 2014	keyVal=DCAPR_93321 Asda, 151 East Ferry Road Hybrid planning application for the demolition of existing supermarket, and comprehensive redevelopment of the site for mixed-use purposes to provide use class A1 – A4, B1, D-D2 and up to 850 residential units. https://development.towerhamlets.gov.uk/online-applications/simpleSearchResults.do?action=firstPage	Mixed use development	Within 1km of order limits	1	noise effects, waste. Reasonably foreseeable development, under construction, Although it is geographically distant from the Scheme, there is potential to give rise to cumulative traffic effects, air quality and noise effects, waste.	Yes
Newham							
6	11/00662/L TGDC Approved: 28 March 2012	Areas 7 and 1C Barking Road, Canning Town (Halesville Quarter) Outline planning permission (with all matters except for access reserved) for the comprehensive redevelopment of the land known as Areas 7 and 1C of the Canning Town and Custom House Masterplan to comprise a mixed use scheme including the demolition of existing buildings and associated structures, the alteration of the highways, engineering and construction of new buildings and structures to provide a total of 191,530 m ² (excluding basement) comprising retail use, including a foodstore, residential dwellings, leisure and health, offices, live/work units, research and development/light industry, a hotel, student accommodation (Sui Generis), and energy centre, car parking, landscaping, creation of new public realm, a foodstore, a retail unit and associated servicing areas, 179 residential dwellings and energy centre, a basement car park comprising 224 spaces and 238	Mixed use development	Within 500m of order limits	1	Reasonably foreseeable development, under construction, within close proximity of the Scheme. Potential to give rise to cumulative effects for all environmental topics exclusive of marine ecology and flood risk due to location.	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CEA
		temporary car parking spaces to be provided at grade adjacent to the foodstore, public realm works and associated works. https://pa.newham.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=LJZR4GJY01R00					
7	13/01873 Approved 24 April 2014	26 To 34 Tidal Basin Road (Hoola Towers) Redevelopment of the site to provide two residential buildings of 24 and 23 storey's respectively, comprising 360 residential units and 455m2 of flexible Class A, B1 or D1 floorspace, landscaped open space with associated basement car parking, servicing, storage, plant and works incidental to the development. https://pa.newham.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=MUNWJQJY09L00	Residential development	Within 300m of order limits	1	Reasonably foreseeable development, under construction, adjacent to the Scheme. Potential to give rise to cumulative effects for all environmental topics exclusive of marine ecology and flood risk.	Yes
8	07/01816/L TGDC Approved: 3 December 2008	Peruvian Wharf, North Woolwich Road Tranship and distribute aggregates using sea-going vessels, utilising rear of the wharf for aggregate storage. Loading and onward distribution and for cementitious powders import, storage and export. Construction and operation of a ready-mixed concrete batching plant and a dry silo mortar plant using aggregates and cementitious powders landed and handled. The bagging of aggregates. https://pa.newham.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=MUNWJQJY09L00	Infrastructure	Within 300m of order limits	1	Reasonably foreseeable development, under construction, within close proximity of the Scheme. Potential to give rise to cumulative effects for marine ecology, effects on all travellers and noise effects.	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CEA
	14/00395/ FUL Approved: 23 May 2014	keyVal=JOYVBYJYL9000 Application for a permanent access road connecting the Peruvian safeguarded wharf to North Woolwich Road. https://pa.newham.gov.uk/online-applications/simpleSearchResults.do?action=firstPage					
9	08/01599 Approved: 1 September 2010	Kier Hardie Primary School Redevelopment of the land known as Canning Town Area 3. Planning permission is sought for the demolition of all remaining buildings on-site and redevelopment to provide a new Keir Hardie Primary School, 649 residential dwellings, car parking, landscaping and associated works. https://pa.newham.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=K5FIU0JY0I200	Residential development and education use	Within 1km of order limits	1	Reasonably foreseeable development, under construction. Potential to give rise to cumulative traffic effects, air quality and noise effects, waste.	Yes
10	08/02263 Approved: 1 September 2010	Rathbone Market, Barking Road Outline planning permission for up to 60,600m ² comprising retail, offices, residential and market, parking for residential and market traders and associated highway infrastructure, public realm works and provision of open space. https://pa.newham.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=KAMXCJJY01R00	Mixed use development	Within 1km of order limits	1	Reasonably foreseeable development, under construction. Potential to give rise to cumulative traffic effects, air quality, waste, noise effects.	Yes
11	11/00856/ OUT	Minoco Wharf, North Woolwich Road Outline planning application for the comprehensive mixed	Mixed use development	Within 1km of order limits	1	Reasonably foreseeable	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CEA
	Approved: 30 March 2012	<p>use redevelopment of the whole site comprising: retail, financial and professional services; restaurants and cafes, drinking establishments and hot food takeaways; business offices, up to 3,385 residential units, non-residential institutions, assembly and leisure, together with: demolition of all existing buildings; vehicular, cycle and pedestrian access from North Woolwich Road; public realm, public open space and private amenity space.</p> <p>https://pa.newham.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=LLPA4DJY09F00</p>				development, under construction. Potential to give rise to cumulative traffic effects, air quality, waste, noise effects.	
12	10/00369/ FUL Approved: 12 March 2012	<p>Site We8, The Pumping Station Site, Tidal Basin Road (The Pumphouse)</p> <p>To consider the redevelopment of the site for the construction of a 24 storey tower containing commercial space at ground floor level and 161 residential units on the floors above. The tower will include basement parking for 32 car park spaces, 8 motorcycle and 201 cycle spaces. The construction of a neighbouring three-storey block, providing energy centre for the proposed development plus commercial space. An open deck at first floor level, providing landscaped amenity space. The deck will provide facilities for residents and employees accommodated in the building. The remainder of the site will provide a further 7 car park spaces, 10 motor cycle spaces, and a further 50 bicycle spaces and landscaping.</p> <p>https://pa.newham.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=LLPA4DJY09F00</p>	Mixed use development	Within 300m of order limits	1	Reasonably foreseeable development, under construction, adjacent to the northern boundary of the Scheme. Potential to give rise to cumulative traffic effects, air quality and noise effects, townscape and visual amenity, waste.	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CEA
		keyVal=KY36DPJY09F00					
Greenwich							
	02/2903/O 2004 Greenwich Masterplan	(Land at Greenwich Peninsula Greenwich SE10) Mixed Use including up to 10,010 dwellings, offices, research and development and light industry, retail, food & drink facilities hotel, student accommodation, residential and non-residential institutions, education, community facilities, landscaping, open space, transport/highways, parking, riverside pier, walk, cycle ways, helipad, retention of dome for mixed use, and associated works. http://publicaccess.royalgreenwich.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal= GRNW DCAPR 27186	Mixed use development			Planning applications that were approved as part of the Greenwich Peninsula Masterplan in 2004 and are currently under construction are included in the Base Case developments. The Greenwich Peninsula Masterplan has since been revised and a new outline planning application was approved in September 2015 for the remainder of the land. The new outline planning application has been included in the Cumulative Developments Matrix 17.A-2 as construction has not started at the time of this assessment.	
13	09/2796/F Approved: 2 March 2010	Land adjacent to 228 and 228 Tunnel Avenue Demolition of existing house and erection of a 6 storey building to provide a hotel with 47 bedrooms, bar and restaurant and associated parking. http://publicaccess.royalgreenwich.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal= GRNW DCAPR 63065	Hotel/Bar/Restaurant	Within 300m of order limits	1	Reasonably foreseeable development, under construction, within close proximity of the Scheme. Potential to give rise to cumulative traffic effects, air quality, waste, townscape and visual, noise effects.	Yes
14	14/0460/F Approved: 9 April	Lovell's, Granite, Badcock and Pipers Wharves, Pelton Road, Greenwich Revised application for part of Phase 1 and all of Phase	Mixed use development	Within 1km of order limits	1	Reasonably foreseeable development, under	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CEA
	2014	<p>2 (namely blocks 3, 4, 5, 6a, 9, 10 and 11) for a mixed use development comprising 439 residential units (increasing from 282) and office use, cafe/bar/restaurant, ecological centre/community centre, medical health centre, nursery, rowing club and health club, creation of new areas of open space, play areas, provision of plant and service areas and parking facilities together with associated works including vehicular access, cycle pedestrian routes, landscaping works to river wall and foreshore.</p> <p>http://publicaccess.royalgreenwich.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal= GRNW DCAPR 76663</p>				<p>construction. Potential to give rise to cumulative traffic effects, air quality, waste, ecology, flood risk, effects on all travellers, noise effects.</p>	
15	<p>12/2819 Approved: 28 February 2013</p>	<p>Land between East Parkside and Chandlers Avenue (Plot MO114), Greenwich Peninsula (Greenwich Peninsula Masterplan 2004) Residential development comprising of 201 residential units, private and communal amenity space, associated car parking and cycle parking, servicing and access, hard and soft landscaping and associated works.</p> <p>http://publicaccess.royalgreenwich.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=_GRNW_DCAPR_72540</p>	Residential development	Within 300m of order limits	1	<p>Reasonably foreseeable development, under construction, within close proximity of the Scheme. Potential to give rise to cumulative traffic effects, air quality, waste, geology and soils, effects on all travellers, landscape and visual amenity, noise effects.</p>	Yes
16	<p>12/2841/F Approved: 28</p>	<p>Land between Chandlers Ave and East Parkside (Plot M0115), Greenwich Peninsula, (Greenwich Peninsula Masterplan 2004)</p>	Residential development	Within 300m of order limits	1	<p>Reasonably foreseeable development, under</p>	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CEA
	February 2013	Residential development comprising of 144 units, private and communal amenity space, associated car parking and cycle parking, servicing and access, hard and soft landscaping and associated works. http://publicaccess.royalgreenwich.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal= GRNW DCAPR 72562				construction, within close proximity of the Scheme. Potential to give rise to cumulative traffic effects, air quality, waste, geology and soils, effects on all travellers, landscape and visual amenity, noise effects.	
17	13/2823 Approved: 31 March 2014	Land southwest of Barge Walk and northwest of Bessemer Place, (Plot M0116), Peninsula Riverside, Greenwich Peninsula, (Greenwich Peninsula Masterplan 2004) Residential development comprising of 139 residential units and non-residential floorspace, private and communal amenity space, car parking and cycle parking, servicing and access, public realm, hard and soft landscaping and associated works. http://publicaccess.royalgreenwich.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal= GRNW DCAPR 75710	Residential development	Within 300m of order limits	1	Reasonably foreseeable development, under construction, within close proximity of the Scheme. Potential to give rise to cumulative traffic effects, air quality, waste, geology and soils, effects on all travellers, landscape and visual amenity, noise effects.	Yes
18	13/2822/F Approved: 31 March 2014	Land southwest of Barge Walk (Plot M0119), Peninsula Riverside, Greenwich Peninsula, (Greenwich Peninsula Masterplan 2004) Mixed use development comprising of non-residential floorspace, hard and soft landscaping, public realm and associated works.	Mixed use development	Within 300m of order limits	1	Reasonably foreseeable development, under construction, within close proximity of the Scheme. Potential to give rise to cumulative	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CEA
		http://publicaccess.royalgreenwich.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal= GRNW DCAPR 75709				traffic effects, air quality, waste, geology and soils, effects on all travellers, townscape and visual amenity, noise effects.	
19	12/2840 Approved: 27 March 2013	Land adjacent to John Harrison Way (Plot M0117), Greenwich Peninsula, (Greenwich Peninsula Masterplan 2004) Residential development comprising of 161 units, private and communal amenity space, associated car parking and cycle parking, servicing and access, hard and soft landscaping and associated works. http://publicaccess.royalgreenwich.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal= GRNW DCAPR 72561	Residential development	Within 300m of order limits	1	Reasonably foreseeable development, under construction, within close proximity of the Scheme. Potential to give rise to cumulative traffic effects, air quality, waste, geology and soils, townscape and visual amenity, noise effects.	Yes
20	13/2874/F Approved: 31 March 14	Land to the east of Barge Walk (Plot M0103), Peninsula Riverside, Greenwich Peninsula, (Greenwich Peninsula Masterplan 2004) Residential development comprising of 224 units, private and communal amenity space, car parking and cycle parking, servicing and access, public realm, hard and soft landscaping and associated works. http://publicaccess.royalgreenwich.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal= GRNW DCAPR 75761	Residential development	Within 300m of order limits	1	Reasonably foreseeable development, under construction, within close proximity of the Scheme. Potential to give rise to cumulative traffic effects, air quality, waste, geology and soils, townscape and visual amenity, noise effects.	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CEA
21	09/1948/O, 12/0835/F Approved: 25 November 2009	<p>Land north of Woolwich Road and west of Gallions Road, Charlton Demolition of existing buildings and construction of a mixed use development, internet distribution facility, associated servicing, car parking, landscaping and access arrangements.</p> <p>http://publicaccess.royalgreenwich.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal= GRNW DCAPR 70543</p>	Mixed use development	Within 2km of order limits	1	Reasonably foreseeable development, under construction, Although it is geographically at a distance from the scheme, there is potential to give rise to cumulative traffic effects, air quality, waste, noise effects.	Yes
22	12/2592/F Approved: 29 Jan 2013	<p>ARC Car Wash, Blackwall Lane, Greenwich Construction of a 5-storey mixed use building comprising ground floor commercial/retail space, 20 duplex apartments above and 15 car parking spaces.</p> <p>http://publicaccess.royalgreenwich.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal= GRNW DCAPR 72313</p>	Mixed use development	Within 500m of order limits	1	Reasonably foreseeable development, under construction, within close proximity of the Scheme. Potential to give rise to cumulative traffic effects, air quality, waste, noise effects.	Yes
23	13/2865/F Approved 31 March 2014	<p>Land west of the Coal Jetty (Plots MO104 & M0121) and including the Coal Jetty & part of the River Thames, Peninsula Riverside, Greenwich, (Greenwich Peninsula Masterplan 2004) Residential development comprising 268 units on Plot MO104 and 251 units on Plot MO121, private and communal amenity space, car parking and cycle parking, circulation, servicing and access, public realm, hard and soft landscaping and associated works and the refurbishment of the coal jetty to provide, three storey</p>	Mixed use development	Within 300m of order limits	1	Reasonably foreseeable development, under construction, within close proximity of the Scheme. Potential to give rise to cumulative traffic effects, air quality, waste, geology and soils, townscape and	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CEA
		<p>mixed use pavilion building to provide facilities and infrastructure for vessels and associated visitor centre, retail use, cafes/restaurant, exhibition/education and performing arts space and associated open space and pedestrian access.</p> <p>http://publicaccess.royalgreenwich.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal= GRNW_DCAPR_75752</p>				visual amenity, noise effects.	
24	11/2223 Approved 8 March 2013	<p>Blackwall Lane Demolition of existing buildings and redevelopment of land known as 1-3, 9-27 Blackwall Lane and 109 Pelton Road for 71 residential units and retail floorspace, restaurant, offices or community uses, 37 car parking spaces, cycle parking, servicing and private amenity space. Land known as 33 and 37 Blackwall Lane and 47 Commerell Street for 56 residential units, 11 car parking spaces, cycle parking, servicing and private amenity space. Land known as 21 and 33 Commerell Street for 10 townhouses and 2 car club spaces on Commerell Street.</p> <p>http://publicaccess.royalgreenwich.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal= GRNW_DCAPR_68848</p>	Mixed use development	Within 1km of order limits	1	Reasonably foreseeable development, under construction. Potential to give rise to cumulative traffic effects, air quality, waste, effects on all travellers, community and private assets, noise effects.	Yes
25	10/3422 Approved: 15 April 2011	<p>Land to the South of Phoenix Avenue and to the West of Olympian Way (known as Plots NO207, NO404, NO405, MO106, MO110 & MO118 of the Greenwich Peninsula Masterplan) (Greenwich Peninsula Masterplan, 2004)</p>	Mixed use development	Land within order limits and within 300m of order limits	1	Reasonably foreseeable development, under construction, adjacent to the Scheme. Potential to	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CEA
		<p>The development of Plots NO404, NO405, NO207, MO106, MO107, MO109, MO110 & MO118 of the Greenwich Peninsula Master Plan consisting of retail, business and up to residential 1505 units and associated open space, landscaping, associated car parking, highways, transport and ancillary works.</p> <p>http://publicaccess.royalgreenwich.gov.uk/online-applications/simpleSearchResults.do?action=firstPage</p>				<p>give rise to cumulative traffic effects, air quality, waste, townscape and visual amenity, geology and soils, vibration and noise effects.</p>	
26	<p>13/1319 Approved: 16 July 2013</p>	<p>Land at Plot NO202, Greenwich Peninsula (Greenwich Peninsula Masterplan, 2004) Construction of Central Marketing Hub building comprising part four/part three storey building with connecting roof canopy including marketing suites, associated offices accommodation together with restaurant/cafe and retail uses, associated hard and soft landscaping.</p> <p>http://publicaccess.royalgreenwich.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal= GRNW_DCAPR_74188</p>	<p>Commercial and retail</p>	<p>Within 300m of order limits</p>	<p>1</p>	<p>Reasonably foreseeable development, under construction, within close proximity of the Scheme. Potential to give rise to cumulative traffic effects, air quality, waste, townscape and visual amenity, geology and soils, noise effects.</p>	<p>Yes</p>
27	<p>10/0140/F Approved: Oct 2010</p>	<p>Land to the West of the O2 (known as Plot NO301 (Greenwich Peninsula Masterplan, 2004) Development of a 21 storey, 452 bed hotel (maximum height of 78m) with ancillary accommodation including health spa, ballroom, special events space and meeting facilities plus a 23 storey building (maximum height of 92.7m) with 100 serviced residential apartments, together with associated undercroft parking, servicing and landscaping.</p>	<p>Leisure and residential</p>	<p>Within 500m of order limits</p>	<p>1</p>	<p>Reasonably foreseeable development, under construction, within close proximity of the Scheme. Potential to give rise to cumulative traffic effects, air quality, waste, townscape and</p>	<p>Yes</p>

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CEA
		http://publicaccess.royalgreenwich.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal= GRNW_DCAPR_63252				visual amenity, geology and soils, noise effects.	
28	08/0688/F Approved 31 March 2012	<p>Former Greenwich District Hospital Redevelopment for mixed use purposes comprising 645 residential units, a community building, retail, a flexible retail/microbrewery and creative industry uses, creation of new open spaces alteration and addition to existing highways arrangements and new pedestrian routes together with associated works including landscaping and the provision of parking servicing and plant areas.</p> <p>http://publicaccess.royalgreenwich.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal= GRNW_DCAPR_41650</p>	Mixed use development	Within 1km of order limits	1	Reasonably foreseeable development, under construction. Potential to give rise to cumulative traffic effects, air quality, waste, effects on all travellers, community and private assets, noise effects.	Yes
29	10/3063 Approved: 30 March 2012	<p>Land at Enderby Wharf (Former Alcatel Site) Christchurch Way Redevelopment of the site comprising the provision of a new jetty in the River Thames to provide docking for cruise liners and the Thames Clipper, a Cruise Liner Terminal, a 251 room hotel with conference, restaurant ancillary facilities; skills academy; 770 residential units; commercial; a crèche, a gymnasium; conversion and extension of Enderby House to provide tourist, community and retail facilities; the provision of vehicular access with associated servicing facilities; car, motorcycle and bicycle parking, provision of landscaping and public realm (including improvements to the Thames Walk); improvements to the river wall and other works</p>	Infrastructure and mixed use	Within 500m of order limits	1	Reasonably foreseeable development, under construction, within close proximity of the Scheme. Potential to give rise to cumulative traffic effects, air quality, waste, marine ecology, effects on all travellers, geology and soils, noise effects. It must be noted that an air quality assessment	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CEA
		<p>within the river, including dredging, the provision of tidal gardens, piling, the provision of a pontoon and brow, and associated works.</p> <p>http://publicaccess.royalgreenwich.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal= GRNW DCAPR 66213</p>				<p>was undertaken as part of the application for the cruise terminal which indicated that the impact of the scheme on air quality is negligible. As a result it is not anticipated that there will be a significant impact on background concentrations due to that development.</p>	
30	<p>14/0293/F Approved: 16 Oct 2014</p>	<p>Alcatel-Lucent, Christchurch Way Reconfiguration of the existing Alcatel-Lucent Greenwich factory including partial demolition, extensions, internal and external alterations, construction of a new energy centre and 272 residential units, play spaces, associated landscaping, access, car parking and infrastructure works.</p> <p>http://publicaccess.royalgreenwich.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal= GRNW DCAPR 76496</p>	<p>Infrastructure and mixed use</p>	<p>Within 500m of order limits</p>	1	<p>Reasonably foreseeable development, under construction, within close proximity of the Scheme. Potential to give rise to cumulative traffic effects, air quality, waste, effects on all travellers, geology and soils, noise effects.</p>	<p>Yes</p>
31	<p>14/1799/F Approved: 25 Feb 2015</p>	<p>PLOTS N0205, N0206 & N0207, Greenwich Peninsula, (Greenwich Peninsula Masterplan, 2004) Demolition of building on Plot N0205 (the Rotunda) and erection of 5 buildings comprising 1007 residential units (includes an increase of 137 units over and above the 2004 Masterplan consent figure of 10,010 dwellings) on Plots N0205, N0206 & N0207, non-residential floor</p>	<p>Residential</p>	<p>Within 300m of order limits</p>	1	<p>Reasonably foreseeable development, under construction, within close proximity of the Scheme. Potential to give rise to cumulative</p>	<p>Yes</p>

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CEA
		space, private and communal amenity space, car parking, circulation, servicing and access, public realm, hard and soft landscaping, amendments to the alignment of the Thames Path and associated works. http://publicaccess.royalgreenwich.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal= GRNW DCAPR 78009				traffic effects, air quality, waste, effects on all travellers, geology and soils, townscape and visual, community and private assets, noise effects.	
32	14/3601/F Approved: 19 March 2015	PLOT M0401, OLD School Close, Greenwich Peninsula, (Greenwich Peninsula Masterplan, 2004) Construction of an electricity substation measuring a maximum of 17m high by 23m wide and 49m long, including installation of associated access road. http://publicaccess.royalgreenwich.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal= GRNW DCAPR 79824	Utilities	Within 300m of order limits	1	Reasonably foreseeable development, likely to be completed before the construction of the Scheme, within close proximity. Potential to give rise to cumulative townscape and visual amenity, community and private assets.	Yes
33	12/1708/F Approved: 1 March 2013	Plot MO101 John Harrison Way, Greenwich Peninsula, (Greenwich Peninsula Masterplan, 2004) Residential development comprising 198 dwellings, private and communal amenity space, associated car parking and servicing, access and hard and soft landscaping. http://publicaccess.royalgreenwich.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal= GRNW DCAPR 71423	Residential development	Within 500m of order limits	1	Reasonably foreseeable development, under construction, within close proximity of the Scheme. Potential to give rise to cumulative traffic effects, air quality, waste, effects on all travellers, geology and soils, townscape and	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CEA
						visual, noise effects.	
Major Infrastructure Project							
34	CrossRail	<p>The 118-kilometre (73-mile) railway line under construction should begin full operation in 2018 with a new east-west route across Greater London. Crossrail's aim is to provide a high-frequency commuter/suburban passenger service that will link parts of Berkshire and Buckinghamshire via central London, to Essex and South East London.</p> <p>The project's main feature is 42 km (26 miles) of new tunnels. The main tunnels will run from near Paddington Station to Stratford via central London and Liverpool Street Station. An almost entirely new line will branch from the main line at Whitechapel in east London to Canary Wharf, crossing the River Thames, with a new station in Woolwich and connecting with the North Kent Line at Abbey Wood in south east London.</p> <p>The main civil engineering construction works for Crossrail are planned to complete in 2017. Fit-out of stations and testing will continue afterwards. It is expected that Crossrail services will commence on the central section by late 2018 followed by a phased introduction of services along the rest of the Crossrail route over several months.</p>	Infrastructure	N/A	1	Under construction, will be operational before the construction of the Scheme. Potential to give rise to cumulative traffic effects, air quality, effects on all travellers, community and private assets, geology and soils (hydrogeology), noise effects.	Yes
35	Greenwich Power Station	<p>Redevelopment of the Power Station including installment of up to 6x4.3MW gas engines over a 20 year period. First two engines will be installed by 2018.</p> <p>The installation of up to 6 brand new gas engines in the building's vast Old Turbine Hall, originally the electricity generator for London's trams, will provide cheaper, low</p>	Utilities	N/A	1	Potential to improve local air quality by reducing boiler emissions of nitrogen dioxide.	No Contribution is likely to be less than 0.5 micrograms NO2 in the

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CEA
		<p>carbon power for London's Tube network. The waste heat would be channeled into a brand new local heat network to supply hot water and heating for local buildings, including schools and homes. All 6 engines would have the potential to heat the equivalent of 20,000 homes, as well as improving local air quality by reducing boiler emissions of nitrogen dioxide.</p>					<p>worst case scenario. Given that the contribution is so negligible, there should not be an issue in relation to cumulative impacts. Discounted based on the assessment and the fact that the Defra background maps do include an industrial component in them which is taken into account in the traffic model.</p>

Table 2 Developments considered in the Cumulative Effects Assessment

Tier 1 are reasonably foreseeable developments with potential to be under construction at the same time as the Scheme.

Tier 2 are projects on the Planning Inspectorate’s Programme of Projects where a scoping report has been submitted.

Tier 3 developments are those that were likely to happen while some uncertainty remains as there are no planning applications submitted at the time of the assessment.

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CIA
Tower Hamlets							
0	PA/11/01426 Approved: 27 Sep 2012	Land at Virginia Quay off Newport Avenue, Newport Avenue, London, E14 Erection of 12 storey residential building (measuring 42.6m AOD in height) including basement storage/plant area to provide 26 residential dwellings and associated works comprising access, landscaping, car parking and other works	Residential development	Within 1km of order limits	1	Potential to give rise to cumulative traffic effects, air quality and noise effects, townscape and visual amenity, waste.	No (Planning application expired)
1	PA/13/02966 Approved: 24 Dec 2014	Wood Wharf, Prestons Road Outline application (all matters reserved) for mixed-use redevelopment of the site known as 'Wood Wharf' comprising of the demolition of existing buildings and structures, including dwellings at Lovegrove Walk and the erection of buildings, including tall buildings and basements comprising of residential units, a hotel, business, retail, community and leisure, including conference centres, theatres, laundrettes and data centres. Associated infrastructure, including the creation of structures in Blackwall Basin, the Graving Dock, and South Dock. Other works incidental to the proposed development include utilities, streets, open spaces, landscaping, bridge links and parking for cars, motorcycles and bicycles.	Mixed use development	Within 1km of order limits	1	Construction timescales 2015 – 2027, potential to be constructed during the same timeframe as the Scheme. Potential to give rise to cumulative construction traffic effects, air quality and noise effects, waste.same	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CIA
		https://development.towerhamlets.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=DCAPR_108309				timeframe as the Scheme. Potential to give rise to cumulative construction traffic effects, air quality and noise effects, waste.	
2	PA/14/03594 Pending decision	<p>Hercules Wharf Castle Wharf And Union Wharf, Orchard Place Demolition of existing buildings at Hercules Wharf, Union Wharf and Castle Wharf and erection of 16 blocks ranging in height from three-storeys up to 30 storeys (100m) (plus basement) providing 834 residential units; retail / employment space, management offices, education space; car parking spaces, bicycle parking spaces, hard and soft landscapes and the repair and replacement of the river wall. The application for Leamouth South refers to the opening of Trinity Buoy Wharf Pier for public services and that the alterations required to the Trinity Buoy Wharf to enable it to be used by passengers “would be undertaken as part of the development proposal”.</p> <p>https://development.towerhamlets.gov.uk/online-applications/simpleSearchResults.do?action=firstPage</p>	Mixed use development	Within 1km of order limits	1	Construction timescales 2016 – 2020, potential for construction periods to overlap. Potential to give rise to cumulative traffic effects, air quality and noise effects, flood risk, waste.	Yes
3	PA/12/00360 Approved: 31 May 2013	<p>New Union Close Redevelopment of site comprising the demolition of 189 existing residential units (including Heron Court, Robin Court, Sandpiper Court, Nightingale Court, Martin Court, Grebe Court and Kingfisher Court) and the construction of 3 blocks between 3 and 14 storeys to provide 399 residential units, together with</p>	Residential development	Within 1km of order limits	1	Construction timescales 2015 – 2020, potential for construction periods to overlap. Although located at	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CIA
		office / community facility, semi-basement and ground floor car parking, cycle parking, landscaped public open space, private amenity space and other associated works https://development.towerhamlets.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=DCAPR_102191				a distance from the Scheme, potential to give rise to cumulative traffic effects, air quality and noise effects, townscape and visual amenity, waste.	
4	PA/12/02107 Approved: 20 June 2013	Car Park At South East Junction Of Prestons Road And Yabsley Street, Prestons Road The erection of two buildings of 7 & 26 storeys comprising 190 residential units, gym space at upper ground level, 42 car parking spaces and 244 cycling spaces at basement level, communal open space and associated works. https://development.towerhamlets.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=DCAPR_103672	Residential development	Within 1km of order limits	1	Although there is no information available about construction timescales, this is a reasonable foreseeable development, with potential to give rise to cumulative traffic effects, air quality and noise effects.	Yes
5	PA/12/00001 Approved: 30 Mar 2013	The Robin Hood Gardens Estate together with land south of Poplar High Street and Naval Row, Woolmore School and land north of Woolmore Street bounded by Cotton Street, East India Dock Road and Bullivant Street. Outline application for alterations to and demolition of existing buildings, site clearance and ground works and redevelopment to provide: up to 1,575 residential units; retail floorspace; office floorspace; community floorspace; Replacement school and	Mixed use development	Within 1km of order limits	1	Construction timescales 2012 – 2021, potential for construction periods to overlap. Although located at a distance from the Scheme, there is	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CIA
		faith building. https://development.towerhamlets.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=DCAPR_101615				potential to give rise to cumulative traffic effects, air quality and noise effects, waste.	
6	PA/14/00074 Approved: 23 Oct 2014	Telehouse Far East, Sites 6 and 8, Oregon Drive Erection on Site 6 of a new 10 storey data centre building of 66m in height comprising reconfiguration of loading bay area to North building; new first floor bridge link to existing North building; erection on Site 8 of a new 12 storey office development 65m in height; provision of car and cycle parking; re-routing of existing cycle path on Sorrel Lane; associated landscaping; provision of security fencing, gates and other associated works https://development.towerhamlets.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=DCAPR_108642	Office and employment	Within 1km of order limits	1	Construction will be for approximately 18 months. Although the construction start date is unknown, this is a reasonable foreseeable development with potential to give rise to cumulative traffic effects, air quality and noise effects, townscape and visual amenity, waste.	Yes
7	PA/15/01005 Pending decision	East India Dock E14 Demolition of all existing buildings and structures on site and comprehensive mixed development of East India Dock comprising residential, business, leisure, retail, utilities uses. https://development.towerhamlets.gov.uk/online-applications/simpleSearchResults.do?action=firstPage	Mixed development	Within 1km of order limits	1	Construction timescales 2015 – 2020, potential for construction periods to overlap. Potential to give rise to cumulative traffic effects, air quality and noise	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CIA
effects, waste.							
Newham							
8	13/01461/ FUL Approved: 16 Dec 2013	<p>Former Goswell Bakeries And Vacant Warehouses Site Caxton Street North (Caxton Works) Demolition of existing buildings and erection of mixed-use development ranging in height from the equivalent of 1 to 16 storeys, comprising of employment floor space at ground and mezzanine level (restaurant use), with residential use above consisting of 336 residential flats, together with 100 parking spaces, raised rooftop amenity decks and enhancement of public realm including pedestrianisation of Hoy Street.</p> <p>https://pa.newham.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=MR9AEDJYJX000</p>	Mixed use development	Within 300m of order limits	1	Although there is no information available about construction timescales, this is a reasonable foreseeable development, in close proximity, with potential to give rise to cumulative traffic effects, air quality and noise effects, townscape and visual amenity, effects on all travellers, waste.	Yes
9	13/00530/ FUL Approved: 11 December 2013	<p>107 Tarling Road Demolition of existing buildings 105 & 107 Tarling Road along with all associated garages & structures. Erection of 44 new dwellings with associated private gardens, landscaping, 15 parking spaces & highways works.</p> <p>https://pa.newham.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=MKHGM9JYJX000</p>	Residential development	Within 500m of order limits	1	Although there is no information available about construction timescales, this is a reasonable foreseeable development, in close proximity, with potential to	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CIA
						give rise to cumulative traffic effects, air quality and noise effects, townscape and visual amenity, waste.	
10	Strategic Site S8	<p>Thames Wharf</p> <p>Proposed release from Strategic Industrial Location. There is scope to reconfigure the safeguarded wharf on the site to the adjacent site (Carlsberg-Tetley) or to remove the wharf safeguarding at Thames Wharf if a consolidated wharf can be delivered at Thameside West, subject to there being no net loss of functionality or wharf capacity. If it can be demonstrated that either scheme can be delivered, this could provide the opportunity to develop new employment, leisure/ tourism and residential uses grouped around a potential new DLR station, where passive provision is in place, subject to addressing the constraints on the site, including the Silvertown Crossing safeguarding area, and the removal of the wharf safeguarding by the Secretary of State. Indicative residential typology - medium density, medium family. Likely to release c. 5,500 residential units and c.15,000m² commercial.</p>	Planned development (mixed use development)	Within order limits	3	Tier 3 development, adjacent to the Scheme. Considered only qualitatively for all topics (not as a receptor point) due to high level of uncertainty about the deliverability and low level of detail of the design/layout of the development at present.	Yes
11	14/01605/OUT Pending	<p>Silvertown Quays Bounded By Royal Victoria Dock, Connaught Bridge And Mill Road North Woolwich Road</p> <p>Outline planning application with all matters reserved except for</p>	Mixed use development	Within 1km of order limits	1	Construction timescales 2015 – 2026, potential for	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CIA
	Decision	<p>Access for the redevelopment of the site for mixed use purposes, including the alteration, partial demolition and conversion of the Millennium Mills and the construction of buildings across the site to include residential, office, retail, leisure, education, hotels, non-Residential floor space such as community use, provision of public open space, works of repair and restoration of the Dock walls, infilling and excavation of parts of the Dock area, the placing of structures in, on, or over the Dock area, utilities, construction of estate roads and the creation of new accesses to the public highway, works of landscaping and making good, creation of surface and sub-surface car parking areas.</p> <p>https://pa.newham.gov.uk/online-applications/simpleSearchResults.do?action=firstPage</p>				<p>construction periods to overlap. Potential to give rise to cumulative traffic effects, air quality and noise effects, waste.</p>	
12	07/01561/L TGDC/LB NM	<p>Vanesta wharf</p> <p>Planning permission was issued in 2012 for the construction of a riverboat pier and riverside walkway at Vanesta wharf to be known as Silvertown Pier.</p>	Infrastructure	Within 1km of order limits	1	<p>Construction is likely to start in 2018. Potential to give rise to cumulative effects with regard to marine ecology and effects on all travellers.</p>	Yes
Greenwich							
13	13/1773/F Approved: 16 October 2013	<p>Charlton Barge Yard</p> <p>Redevelopment of the site in 2 phases. Phase 1: demolition of jetty and associated infrastructure, office and mess building, provision of new jetty and associated infrastructure, office and welfare accommodation, car park, barge washdown area,</p>	Infrastructure and redevelopment works	Within 2km of order limits	1	<p>Although there is no information available about construction timescales, this is a</p>	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CIA
		replacement river wall and ancillary development. Phase 2: Demolition of dry dock, fabrication building and workshop, provision of new barge, fabrication and tug boat buildings and replacement river wall and ancillary development. http://publicaccess.royalgreenwich.gov.uk/online-applications/simpleSearchResults.do?action=firstPage				reasonable foreseeable development, with potential to give rise to cumulative effects for waste, marine ecology, effects on all travellers, flood risk.	
14	13/1529/F Approved: 27 September 2013	Matalan, 30 Bugsby's Way Demolition of existing retail unit and the construction of a 3-storey retail unit, amendments to car parking and servicing arrangements and associated landscaping. http://publicaccess.royalgreenwich.gov.uk/online-applications/simpleSearchResults.do?action=firstPage	Retail	Within 2km of order limits	1	Potential to give rise to cumulative traffic effects, air quality, noise, waste.	Yes
15	13/3285/O Approved: 3 March 2014	Sainsbury's and Former Comet Stores, 55 & 57 Bugsby's Way Outline planning permission (all matters reserved except access and layout) for the redevelopment of the site to provide one IKEA non-food retail unit, service yard and associated infrastructure. http://publicaccess.royalgreenwich.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=GRNW_DCAPR_76174	Retail	Within 1km of order limits	1	Although there is no information available about construction timescales, this is a reasonable foreseeable development, with potential to give rise to cumulative traffic effects, air quality, and noise, waste.	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CIA
16	15/3552/F Application registered	<p>Land Adjacent to and to The South West Of The O2 (Known As Plot N0201), Peninsula Square, Greenwich, SE10 0PH</p> <p>Construction of a 36 storey tower (120m) and a 10 storey building 47.3m) with shared ground and mezzanine floor comprising 395 residential units, retail floorspace, a residential gym or a commercial gym, associated landscaping plant, servicing and parking.</p> <p>http://publicaccess.royalgreenwich.gov.uk/online-applications/simpleSearchResults.do?action=firstPage</p>	Mixed use development	Within 300m of order limits	1	Construction will be for approximately 18 months. Although the construction start date is unknown, this is a reasonable foreseeable development in close proximity to the Scheme, with potential to give rise to cumulative traffic effects, air quality, noise, townscape and visual, geology and soils, waste.	Yes
15/0716/O Approved September 2015	<p>Land at Greenwich Peninsula to the south of the O2, SE10 (Greenwich Peninsula Masterplan)</p> <p>Outline planning permission with all matters reserved for the demolition of buildings and mixed use redevelopment comprising up to 12,678 residential dwellings and up to 220 serviced apartments, food and non-food retail, restaurants, bars and cafes, business; hotel up to 500 rooms; education facilities, health care facilities, visitor attraction, film and media studios; residential and non-residential car parking as well as up to 2000 parking spaces (for the O2); cycle parking; associated</p>	<p>Mixed use development</p> <p>Proposals to revise part of the site of the 2004 approved Greenwich Peninsula Masterplan. Construction timescales 2016 for 15/20 years, therefore construction periods may overlap.</p>					

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CIA
		community facilities; public realm and open space; hard and soft landscaping; a new transport hub and associated facilities; works to the river wall; a ferry jetty terminal; a 5 km running track traversing the entire site (P5K running track); highway and transport works, including amendments to the Thames Footpath and Cyclepath; and, associated ancillary works. http://publicaccess.royalgreenwich.gov.uk/online-applications/simpleSearchResults.do?action=firstPage					
17		Dwelling houses/ serviced apartments	Mixed use development	Within 300m of order limits	1	Located in close proximity to the Scheme. Potential to give rise to cumulative traffic effects, air quality, noise and vibration, townscape and visual amenity, effects on all travellers, geology and soils, community and private assets, waste.	Yes
18		School/College (Ref 15/1910/F Approved 18/02/2016)		Within 300m of order limits	1	Located in close proximity to the Scheme. Potential to give rise to cumulative traffic	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CIA
						effects, air quality, noise and vibration, townscape and visual amenity, effects on all travellers, geology and soils, community and private assets, waste.	
19		Dwelling houses/ serviced apartments		Within 300m of order limits	1	Located in close proximity to the Scheme. Potential to give rise to cumulative traffic effects, air quality, noise and vibration, townscape and visual amenity, effects on all travellers, geology and soils, community and private assets, waste.	Yes
20		Dwelling houses/ serviced apartments		Within 300m of order limits	1	Located in close proximity to the Scheme. Potential to give rise to cumulative traffic	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CIA
						effects, air quality, noise and vibration, townscape and visual amenity, effects on all travellers, geology and soils, community and private assets, waste.	
21		Dwelling houses/ serviced apartments		Within 300m of order limits	1	Located in close proximity to the Scheme. Potential to give rise to cumulative traffic effects, air quality, noise and vibration, townscape and visual amenity, effects on all travellers, geology and soils, community and private assets, waste.	Yes
22		Film Studio		Within 300m of order limits	1	Located in close proximity to the Scheme. Potential to give rise to cumulative traffic	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CIA
						effects, air quality, noise and vibration, townscape and visual amenity, effects on all travellers, geology and soils, community and private assets, waste.	
23		Design districting comprising A, B and D classes		Within 300m of order limits	1	Located in close proximity to the Scheme. Potential to give rise to cumulative traffic effects, air quality, noise and vibration, townscape and visual amenity, effects on all travellers, geology and soils, community and private assets, waste.	Yes
24		Parking		Within 300m of order limits	1	Located in close proximity to the Scheme. Potential to give rise to cumulative traffic	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CIA
						effects, air quality, noise, townscape and visual amenity, effects on all travellers, community and private assets,.	
25		Shops/Food/Financial services		Within 300m of order limits	1	Located in close proximity to the Scheme. Potential to give rise to cumulative traffic effects, air quality, noise, townscape and visual amenity, effects on all travellers, community and private assets.	Yes
26		Transport Interchange		Within 300m of order limits	1	Located in close proximity to the Scheme. Potential to give rise to cumulative traffic effects, air quality, noise, townscape and visual amenity, effects on all travellers, community and	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CIA
27		Parking/Design district		Within 300m of order limits	1	private assets,. Located in close proximity to the Scheme. Potential to give rise to cumulative traffic effects, air quality, noise, geology and soils, townscape and visual amenity, effects on all travellers, community and private assets,.	Yes
28		Dwelling/Houses Serviced Apartments (Land at Peninsula Quays)		Within 300m of order limits	1	Located in close proximity to the Scheme. Potential to give rise to cumulative traffic effects, air quality, noise, geology and soils, townscape and visual amenity, effects on all travellers, community and private assets,.	Yes
29	Greenwich Peninsula West	Greenwich Peninsula West is designated as a Strategic Industrial Location within Greater London. Proposed land uses are: entertainment/sports, residential,	Mixed use development	Within 300m of order limits	3	Tier 3 development, located in close proximity of the	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CIA
	Masterplan Strategic Industrial Location	education, public open space, wharf uses. A multi-use facility is to be centrally positioned within the masterplan. A key role for it would be to provide outdoor entertainment linking with and implementing the offer at the O2. At ground level the complex could contain retail and hospitality uses creating an active edge when not in use. Any development of the complex will be dependent on the release of the safeguarded Tunnel Wharf.				Scheme. Considered only qualitatively for all topics (not as a receptor point) due to high level of uncertainty about the deliverability.	
30	14/1633/M A Approved: 12 December 2013	<p>Greenwich Millennium Village (Phase 3, 4 & 5) A mixed use development comprising: up to a total of 1,746 residential units; shops and/or financial and professional services and/or restaurants and cafes, and/or drinking establishments; business space for offices and/or research and development and/or light industry; a children's nursery; community space and a management facility; two energy centres; associated open space, hard and soft landscaping, car parking and servicing, highways and transport works and ancillary works. In addition to the matters set out above, full details (access, appearance, landscaping, layout, scale) in relation to the first sub-phase, located to the north and east of the site for: 459 residential units; an energy centre; associated open space, hard and soft landscaping, car parking and servicing, highways and transport works and ancillary works.</p> <p>http://publicaccess.royalgreenwich.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=GRNW_DCAPR_69730</p>	Mixed use development	Within 1km of order limits	1	Potential to give rise to cumulative traffic effects, air quality, waste, townscape and visual amenity, noise effects.	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CIA
31	15/0973/F Approved 23 December 2015	<p>Land at Enderby Wharf Revised application only for the northern element of the Enderby Wharf Development comprising the erection of a cruise liner terminal building, skills academy, 477 residential units (increasing from 93), retail, restaurants and cafes and drinking establishments, vehicular access with associated servicing facilities, car parking, landscaping, public realm (including improvements to the Thames Path), play spaces, infrastructure and associated parking.</p>	Infrastructure and mixed use	Within 500m of order limits	1	<p>Reasonably foreseeable development, within close proximity of the Scheme. Potential to give rise to cumulative traffic effects, air quality, waste, marine ecology, effects on all travellers, geology and soils, noise effects. It must be noted that an air quality assessment was undertaken as part of the application for the cruise terminal which indicated that the impact of the scheme on air quality is negligible.</p>	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CIA
						As a result it is not anticipated that there will be a significant impact on background concentrations due to that development.	
32	11/3033/O Approved 1 August 2013	<p>O2 Retails Outlet Village Development of additional retail floorspace within existing structure of The O2 for use in connection with a Retail Outlet Village.</p>	Retail	Within 300m of order limits	1	Reasonably foreseeable development, within close proximity of the Scheme. Potential to give rise to indirect cumulative traffic effects, air quality, waste, effects on all travellers.	Yes
<p>Charlton Riverside Masterplan</p> <p>Charlton Riverside Masterplan covers the area on the riverside between Woolwich and Greenwich Peninsula, stretching south towards Kidbrooke. The Masterplan includes improved connections to the wider Charlton area to form one integrated neighbourhood, investment in up-to-date business space, improved transport provision, improvements to the Thames Path, increasing safety and the connectivity of the pathway, the introduction of non-traditional employment users such as creative, arts, cultural and training based companies into refurbished /converted space in historic buildings at the Westminster Industrial Estate, mixed-use 'quarter'</p>			Mixed-use development	Within 2km of order limits	3	Tier 3 development, located at a distance of the Scheme. Considered only qualitatively for all topics (not as a receptor point) due to high level of uncertainty about	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CIA
within the Westminster Industrial Estate: residential and food/drink uses, family housing.						the deliverability.	
33		Wharf					
34		Education					
35		Retail					
36		Residential					
37		Industry					
38		Creative Industry/Historic quarter					
Major Infrastructure Projects							
39	Thames Tideway Tunnel	<p>The Thames Tideway Tunnel is a proposed tunnel running mostly under the River Thames through central London, intended to provide storage and conveyance of combined raw sewage and rainwater discharges that currently overflow into the river.</p> <p>The proposed scheme involves construction of a tunnel running from Acton in the west of London through to Abbey Mills in the east, controlling 34 of the most polluting combined sewers overflows via transfer tunnels along the way or system modifications. The captured sewage would then be transferred to Beckton Sewage Treatment Works (currently being upgraded to increase capacity) via the Lee Tunnel (already under construction) for treatment before being released. The main tunnel will be approximately 25km long and have an internal diameter of 7.2m. It will run through the centre of London, at a depth of 30m in the west through to 70m in the east.</p>	Infrastructure	N/A	2	Starting in 2016, construction of the project would last for approximately seven years. Certain construction materials would be transported by river at 11 of the 24 sites and the remaining materials, and all materials at other sites, would be transported by road. Its current planned target completion date is	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CIA
		<p>Barges would be hauled to and from project sites by tugs towing one or two barges at a time. The number of barges towed would depend on barge size, tidal and mooring conditions at each site. The maximum barge requirement across the project would be nine barge deliveries and collections per day, which equates to approximately eight river transit movements in each direction.</p> <p>The total number of project barge movements at a given point on the River Thames would be greater further downstream. The Thames Tideway Tunnel Transport assessment concludes that there would be a negligible impact on river users upstream of Carnwath Road Riverside, a minor impact between Carnwath Road Riverside and Kirtling Street and a moderate impact downstream of Kirtling Street.</p> <p>http://infrastructure.planninginspectorate.gov.uk/projects/london/thames-tideway-tunnel/</p>				<p>2023. Potential for construction periods to overlap.</p> <p>Potential to give rise to effects on surface water quality, effects on all travellers, community and private assets, waste.</p>	
40	Orchard Wharf	<p>There is a proposed development for a river served aggregates facility, concrete batching plant and cement terminal at Orchard Wharf, which is a Safeguarded Wharf on the River Thames. Access to the safeguarded wharf will be from Orchard Place with road access on to the strategic network via the A1020 link to the A13. The proposals include provision of a new jetty and mooring dolphins extending into the River Thames for river-borne delivery of aggregates and cement, storage bays for aggregates and cement silos.</p> <p>The facility will receive aggregates and cement by river to be used in the on-site concrete batching plant or transferred to</p>	Infrastructure	N/A	1	<p>Potential to give rise to effects on surface water quality, marine ecology, effects on all travellers, community and private assets, waste.</p>	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CIA
		<p>other construction projects and concrete batching plants in the London and Thames Gateway areas. The proposed development allows for the importation of ca. 350,000 tonnes of processed aggregate per year by river, of which ca. 200,000 will be used in the on-site concrete batching plant. Barges will deliver to the wharf approximately every 3-4 days.</p>					
41	<p>London City Airport</p> <p>13/01228/ FUL</p> <p>Subject to an appeal App/G575 0/W/15/30 35673</p> <p>Yet to be determined</p>	<p>Planning application to deliver the 'City Airport Development Programme' (CADP).</p> <p>Works to demolish existing buildings and structures and provide additional infrastructure and passenger facilities at London City Airport. Full planning permission is being sought for: Demolition of existing buildings and structures; 4 no. upgraded aircraft stands and 7 new aircraft parking stands; Extension and modification of the existing airfield, including the creation of an extended taxiway; Emergency vehicle access point over King George V Dock; Replacement landside Forecourt to include vehicle circulation, pick up and drop off areas and hard and soft landscaping; Eastern Extension to the existing Terminal Building (including alteration works to the existing Terminal); Construction of a 3 storey passenger pier to the east of the existing Terminal; Erection of Noise Barriers; Western Extension and alterations to the existing Terminal; Western Energy Centre, storage, ancillary accommodation and landscaping; Facilitation Works including temporary coaching facility and extension to the outbound baggage area; Upgrading</p>	Infrastructure	Approximately 2-3km	1	<p>There is a potential that the proposed capacity changes associated with the London City Airport (LCA) extension, located approximately some 2 to 3km to the east of the Scheme, could result in changes in ambient noise levels within the area.</p>	Yes

ID	Application reference / Status	Brief description of the development	Type of development	Distance from the Scheme	Tier	Topics to consider (ZOI)	Forms part of CIA
		works to Hartmann Road; Passenger and staff parking, car hire parking, taxi feeder park and ancillary and related work; Eastern Energy Centre; Dock Source Heat Exchange System within King George V Dock; and Ancillary and related work.					

THIS PAGE HAS INTENTIONALLY BEEN LEFT BLANK