

**AVISON
YOUNG**

Environmental Statement Volume 4 - Non-Technical Summary

Enderby Place

Royal Borough of Greenwich

December 2023

Contents

1.	Introduction	1
2.	The Project Team	2
3.	The Existing Site and its Surrounds	3
4.	The Development and its Implementation	8
5.	Alternatives and Design Evolution	20
6.	Approach and Environmental Impact Assessment Methodology	22
7.	What are the Likely Environmental Effects and How Would They be Minimised?	29
8.	What Happens Next?	38

Prepared By: Tom Kane and Patrick Duffy

Status: Final

Date: December 2023

For and on behalf of Avison Young

1. Introduction

- 1.1 Maritime View Ltd, (the 'Applicant') is seeking full planning permission to redevelop a 1.24 hectare (ha) area of land located at Enderby Place at Telcon Way, Greenwich, London, SE10 0TB (the 'Site'), within the Royal Borough of Greenwich (RBG).
- 1.2 The Applicant's proposals (the 'Development') are for the comprehensive redevelopment of the Site for a residential-led, mixed-use development and construction of three new buildings. The Development would comprise 564 new homes, light industrial floorspace, community / café use, landscaping and play space as well as accessible car parking and cycle parking.
- 1.3 As part of the full planning application, an Environmental Impact Assessment (EIA) was undertaken. EIA is a formal procedure that must be followed for certain types and scales of development, where the likely significant environmental effects of a development are systematically assessed and reported. The purpose is to ensure that appropriate information regarding the likely significant effects of the development in question is available for consideration by the relevant Local Planning Authority (LPA), in this case RBG, consultees and the public, and that the LPA have this information prior to determining the application for development. The EIA process can also identify ways in which the Development can be modified, or likely significant adverse effects mitigated, so to reduce or remove likely significant adverse effects and to create and enhance beneficial effects. The legislation relevant to EIA is the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations, 2017/571 (the 'EIA Regulations').
- 1.4 From an early stage the Applicant recognised that the planning application would require an EIA and commissioned Avison Young (AY) to undertake the EIA for the Development. The findings of the EIA are reported in the Environmental Statement (ES), which has been prepared to accompany the planning application. Where applicable, likely significant environmental effects of the Development, both during the enabling, demolition and construction phases (the 'Works'), and once completed and operational, have been assessed. This document provides a summary of the findings of the EIA in non-technical language.

2. The Project Team

2.1 The Applicant appointed a project team to bring forward the redevelopment of the Site and prepare the planning application. **Table 1** confirms the core project team and their role in preparing the planning application including the ES.

Table 1: The Core Environmental Project Team

Project Team	Role
CPMC	Daylight, Sunlight, Overshadowing and Solar Glare Consultant
Arcaero	Wind Microclimate Consultant.
Markides Associates	Transport Consultant
Hawkins Environmental	Air Quality Consultant
Hawkins Environmental	Noise and Vibration Consultant
Ekosgen	Socio-Economic Consultant
MAB Consulting	Flood Risk Consultant
Montagu Evans	Built Heritage, Townscape and Visual Consultant
Miller Hare	Accurate Visual Representations (AVR) Consultant

3. The Existing Site and its Surrounds

3.1 A plan showing the location of the Site is shown in **Figure 1**, the Site boundary is shown in **Figure 2** and an aerial photograph of the Site is shown in **Figure 3**.

3.2 The Site is broadly bound by:

- **To the north** - A site currently in use as open yard space and for storage use. This site has hybrid planning consent for a residential-led development (ref. 20/1730/O, hereafter referred to as 'Morden Wharf'). The section of the Site along Telcon Way is bound by commercial properties to the north. The Blackwall Lane interchange with the Blackwall Tunnel Southern Approach (A102) is located approximately 70m north of the Site boundary.
- **To the east** - Blackwall Lane (A2203) and residential dwellings.
- **To the south** - residential uses including Enderby Wharf and apartments south of Telcon Way. Further east along Telcon Way are commercial uses.
- **To the west** - the Thames Path and River Thames.

Figure 1: Location of the Site



Figure 2: The Site Boundary

- 3.3 The 1.24 ha Site currently comprises a partially excavated, vacant site, having also been previously used as a construction compound for the adjacent Enderby Wharf to the south. An area of spoil is present in the western extent of the Site. The remainder of the Site comprises bare ground with some areas of hardstanding. The eastern extent of the Site encompassing Telcon Way, until it joins with Blackwall Lane, is dominated by concrete with sections of tarmacadam. Fencing encloses the Site on all sides, except for the northern boundary where there is a stone wall. Enderby House, a Grade II Listed building, located on the south western extent of the Site, is surrounded by the Site but is not located within the redline boundary.
- 3.4 Vehicular and pedestrian access to the Site is gained from Telcon Way at the Site's eastern boundary. Telcon Way connects with Blackwall Lane (A2203) which links to a four-arm roundabout approximately 280m north-east of the Site boundary. This roundabout provides access to the wider Greenwich Peninsula area and the Blackwall Tunnel Southern Approach (A102) southbound and connections to the wider strategic road network to the south.

Blackwall Lane (A2203) also connects to Tunnel Avenue, which provides access to the Blackwall Tunnel Southern Approach (A102) northbound and north London via the Blackwall Tunnel. The closest bus stops to the Site are situated along Blackwall Lane (A2203), approximately a 5-minute walk from the central area of the Site, and provide regular services between Russell Square, North Greenwich and Bexleyheath. North Greenwich London Underground Station and Westcombe Park Railway Station are situated 1km north and southeast of the Site boundary, respectively. Overall, the Site has a Public Transport Accessibility Level (PTAL) rating of 1b / 2, defined as a location with poor accessibility to public transport.

Figure 3: Aerial View of the Site

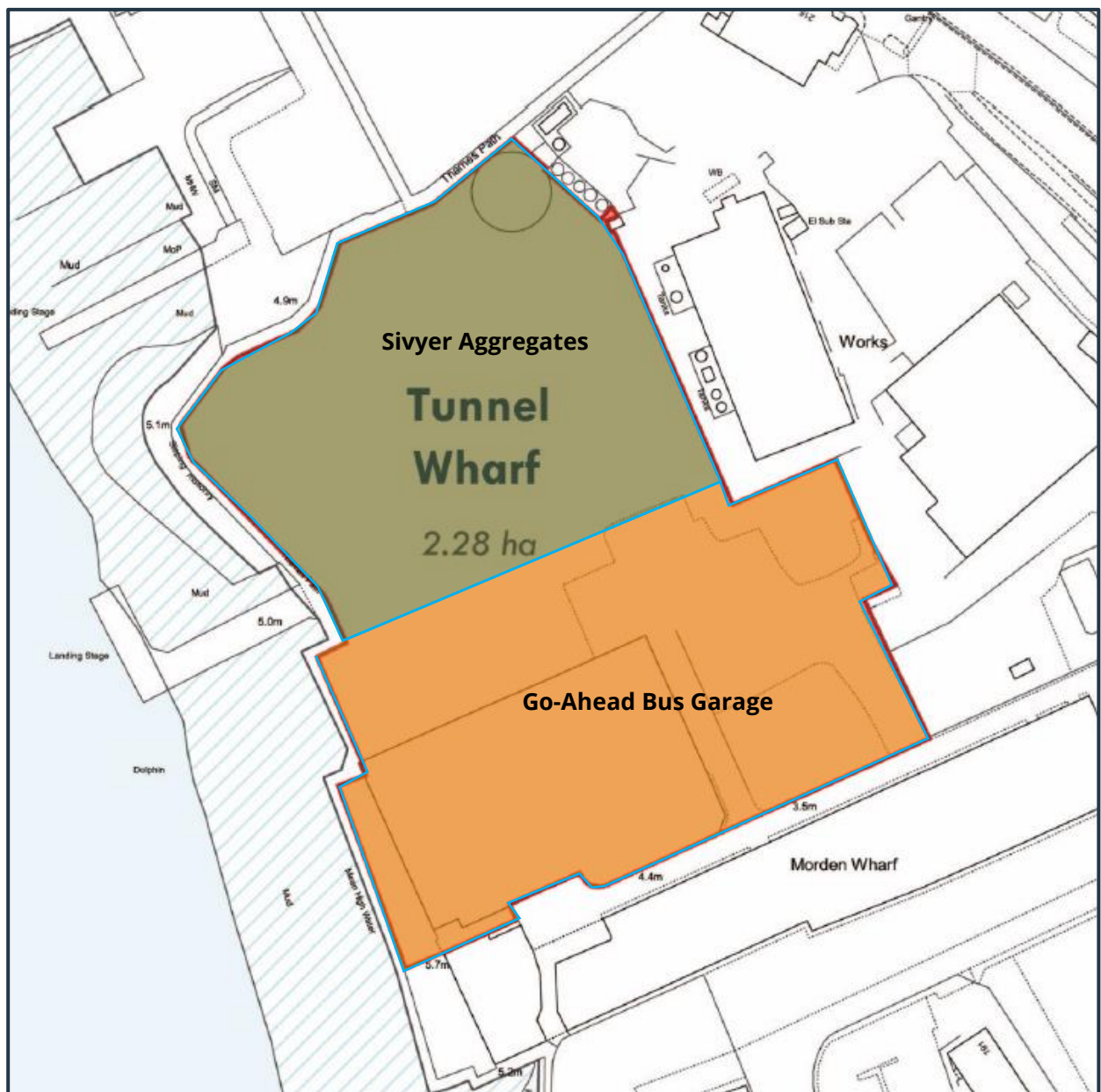


Surrounding the Site

3.5 Beyond the Morden Wharf site is (Tunnel Wharf) which is currently used for:

- Siver aggregates import and recycling facility (shown within the northern portion of the site on **Figure 4**). This site subject to a full planning application for the reactivation of the wharf, primarily to provide two conveyor belts on the site's jetty to enable the ingress and egress of materials to the site without restriction to the river path (ref. 19/3298/F).
- Go Ahead London bus garage (shown within the southern portion of the site on **Figure 4**) this site is subject to a full planning application to extend its current use as a bus garage until 2047 (ref. 23/1161/F).

Figure 4: Tunnel Wharf Boundary and Uses



3.6 Land uses surrounding the Site include:

- To the north is primarily industrial and commercial uses. Car parking associated with the O2 is located 550m north-east, beyond which are the mixed uses which serve the O2 complex. The O2 itself is located 1.10 km north of the Site.
- To the east of the Site is Blackwall Lane (A2203) and residential properties along Tunnel Avenue. Blackwall Tunnel (A102) is slightly further to the east, beyond which is Millennium Leisure Park, a mixed-use shopping centre, located 400m east of the Site.
- To the south of the Site are residential apartments located at Enderby Wharf. Beyond this, additional residential uses (apartment blocks) extend for 500m from the Site. Low-rise terraced housing is located beyond this, up to 1km from the Site until Greenwich Park.
- To the immediate west of the Site is the Thames Path, beyond which is the River Thames. The Isle of Dogs, located within the London Borough of Tower Hamlets, is across the River Thames, 400m from the Site.

3.7 **Chapter 3: Existing Land Uses and Activities** of ES Volume 1 provides more information on the Site, surroundings and existing land uses and activities.

4. The Development and its Implementation

- 4.1.1 The planning application includes a set of plans, elevational drawings and other information drawn in detail, forming a set of planning application drawings, which have been submitted to RBG for approval. **Chapter 5: The Development** of ES Volume 1 provides more information on the Development.
- 4.2 The Development comprises:
- Site clearance.
 - Site preparation and enabling works.
 - The construction of three buildings comprising heights of ground plus 35, 23 and 3-storeys (up to 119.995 metres AOD).
 - Provision of new homes (Use Class C3), light industrial units (Class E(g)(iii)), and community / café use (Sui Generis).
 - New public realm landscaping, internal and external amenity space and other playspace.
 - Flood defence improvements.
- 4.3 The Development consists of three buildings. The Telcon and Morden Towers are located on the eastern end of the Site. Telcon Tower would be 22 storeys (plus ground) in height and Morden Tower would be 34 storeys (plus ground) in height. The towers are predominately residential with light industrial floorspace provided at Podium Level and Level 01 of Morden Tower.
- 4.4 River Tower is located on the western extent of the Site and would be 22 storeys (plus ground) in height. Community / café floorspace would be located at Podium Level and residential units would be located above.
- 4.5 The Telegraph Block is located within the south-west area of the Site and is connected to River Tower. It consists of residential townhouses.
- 4.6 The Ground Floor Level would predominantly provide back of house floorspace, such as plant, servicing areas, car and cycle parking and refuse storage areas. Light industrial space is also provided within the north of the Site. The Ground Floor Level layout plan is shown in **Figure 6**.
- 4.7 The Podium Level would be provided across the majority of the Site. The Podium Level would provide a variety of floorspace including residential, light industrial and community / café use and amenity spaces. At Podium Level would be two greenspaces. The riverside park and public amenity space would face the Thames and integrate with the Thames Path and the Grade II Listed Enderby House. The Central Park would be publicly accessible during the daytime. The Podium Level layout is shown in **Figure 7**.

Figure 5: Layout of the Development (Source: SpaceHub)

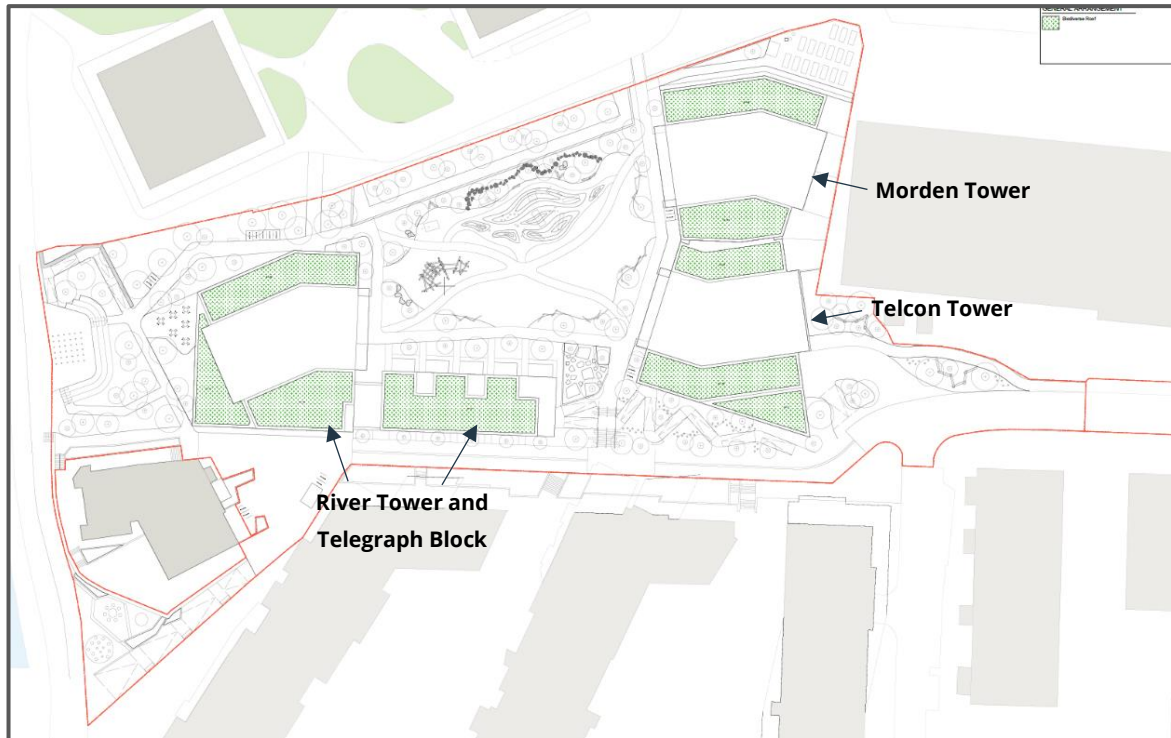


Figure 6: Ground Floor Level (Basement) Plan (Source: DAS)



Figure 7: Podium Level Plan (Source: DAS)



4.8 A total of 564 residential units will be provided across the Site, of which 10% would be accessible. A total of 1,445sqm (Gross Internal Area (GIA)) of non-residential use is proposed. 500 sqm of this would be located at Podium Level of the River Tower. It is anticipated that this floorspace would be used for community / café use, with the unit having subdivisible floor space to be able to maximise the flexibility of the space and size of the units.

4.9 The remaining non-residential floorspace would be located at Podium and Level 1 of the Telcon Tower and within the Super Ha-Ha at Ground Floor Level, within the north of the Site – all within light industrial use.

Table 2: Proposed Residential Mix

Tenure	Mix				Totals
	1 Bed	2 Bed	3 Bed	4 Bed	
Private	223 (39.5%)	105 (18.6%)	50 (8.9%)	0 (0.0%)	378 (67%)
Intermediate Rent	45 (8.0%)	17 (3.0%)	6 (1.1%)	0 (0.0%)	68 (12.1%)

Tenure	Mix				Totals
	1 Bed	2 Bed	3 Bed	4 Bed	
Affordable Rent	14 (2.5%)	82 (14.5%)	14 (2.5%)	8 (1.4%)	118 (20.9%)
Total	282 (50.0%)	204 (36.2%)	70 (12.4%)	8 (1.4%)	564 (100%)

4.10

Façade Materials and Design

4.11 A simple material palette has been selected comprising of:

- Glass reinforced concrete panels (GRC). This includes a mixture of flat/smooth and fluted panels.
- Aluminium framed windows with fluted aluminium spandrel panels.

4.12 Colour is integrated into each of the towers to tie them into the surrounding urban context and to articulate the form. The three towers are treated with tonally different colours: light brown to Morden Tower, dark green to Telcon Tower and light green to River Tower. The central element to each of the towers is given a neutral cream tone with the intention of enhancing the slender appearance and provide a visual link between the three towers.

4.13 Glazed tiles are proposed on the base of River Tower to emphasise the café and community space along the riverside.

4.14 The windows vary throughout the height of the blocks. On lower levels the windows have a lower, wider proportion to emphasise the 'plinth' concept. The windows are lengthened as the height of the building increases. The upper windows relate the city and the sky.

Access and Servicing

Vehicular Access and Servicing Arrangements

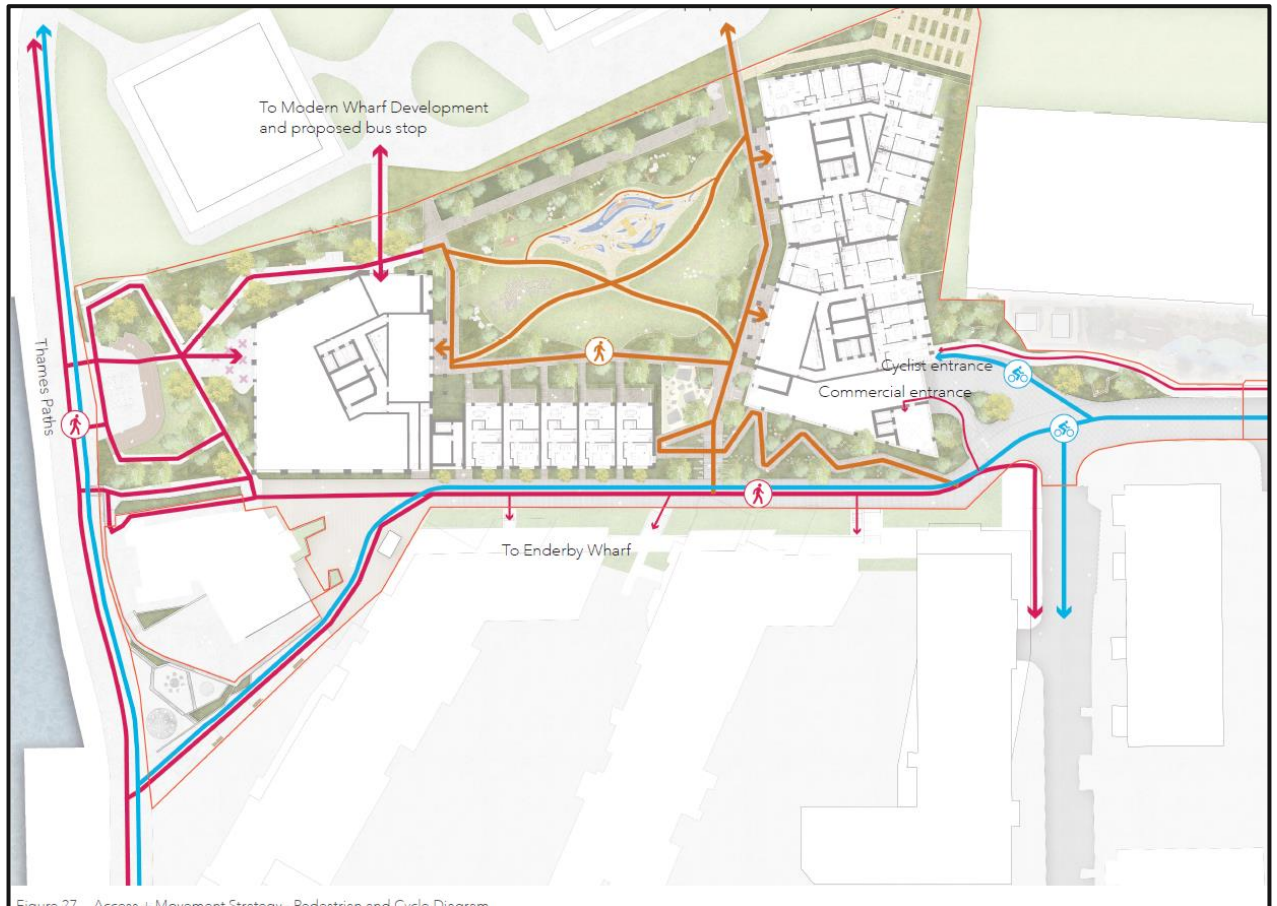
4.15 Key access to the Site for pedestrians, cyclists, vehicles and service vehicles will be via Telcon Way to the east of the Site. There would be separate entrances for pedestrians, cyclists and vehicles. Vehicular access to the Site is shown on **Figure 8**.

4.16 Vehicular access opens directly off Telcon Way and ramps down to the Ground Floor (basement). The pedestrian access to the car park runs parallel to the vehicular access but is separated.

Figure 8: Vehicular Access (Source: SpaceHub)

Pedestrian Access and Cycle Parking and Access

- 4.17 Pedestrian and cycle access to the Site would be provided from Telcon Way, along the Thames Path and from the Morden Wharf development. Pedestrians and cyclists could then access the buildings from street level or Podium Level. Pedestrian and cycle access routes into and through the Site is shown below in **Figure 9**.

Figure 9: Pedestrian and Cycle Access (Source: SpaceHub)

4.18 The Development would provide 1,075 cycle parking spaces, as follows:

- Residential:
 - 987 Long-stay spaces
 - 27 Visitor spaces
 - 49 Accessible spaces
- Commercial:
 - 10 long-stay spaces
 - 2 visitor spaces

4.19 The cycle stores accommodate a range of cycle provision, including larger spaces. The stores are accessible and separated from vehicular access.

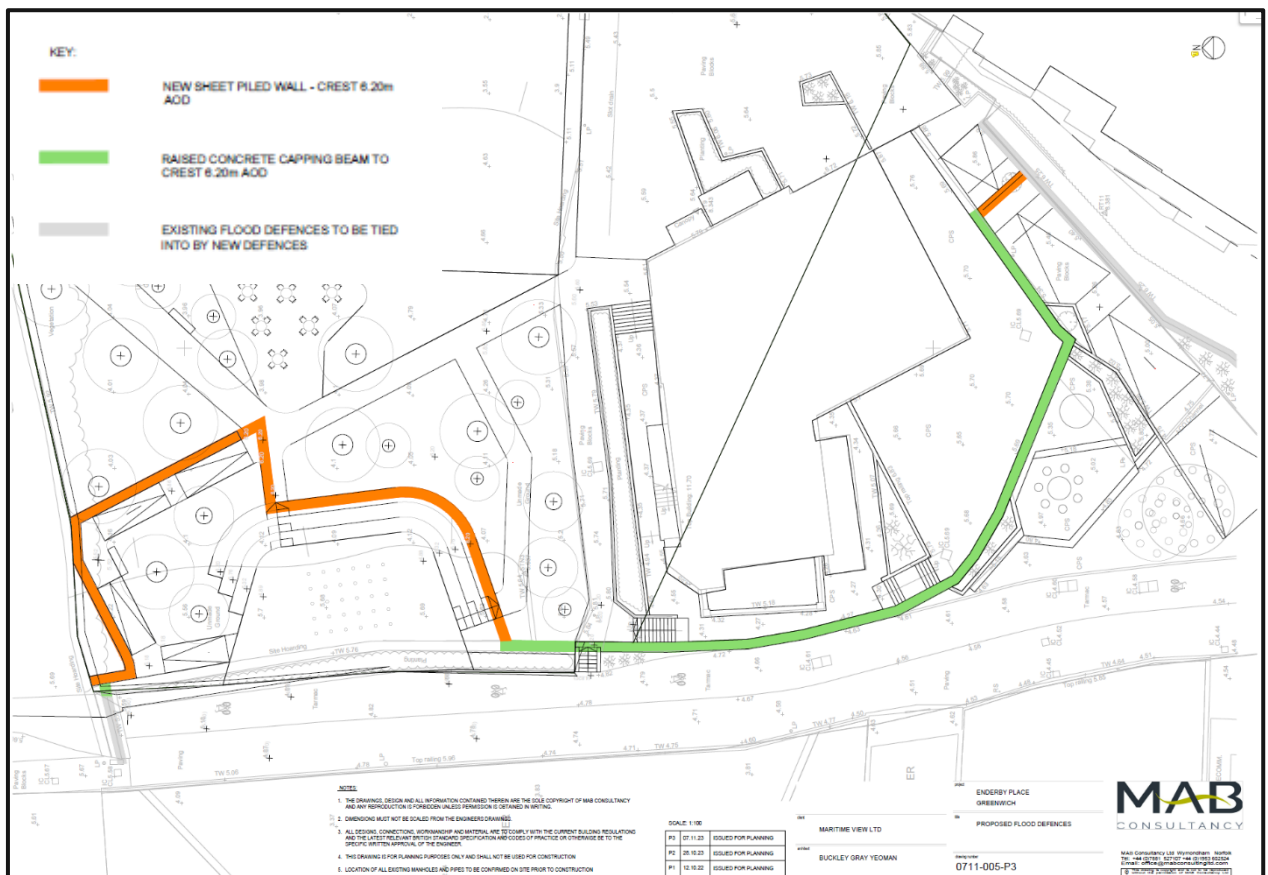
Car-Parking

4.20 The Development would be primarily car free. The ground floor level would provide 20 proposed blue-badge parking spaces. There would be no parking on-Site for commercial uses.

Flood Defence

- 4.21 There is an existing flood defence on the Site and after consultation with the Environment Agency, the Development will raise this to 6.20 AOD. The existing flood defence is formed from a sheet piled wall, capped with a concrete beam. The 6.20m AOD and lower wall both tie into higher ground at 5.86m AOD on the southern side of Enderby House to allow access to the River walk. The extent of flood defence works can be seen in **Figure 10**.
- 4.22 Further details regarding flood defences can be found in the Flood Risk Assessment which is submitted as part of the planning application.

Figure 10: Extent of Flood Defence Works

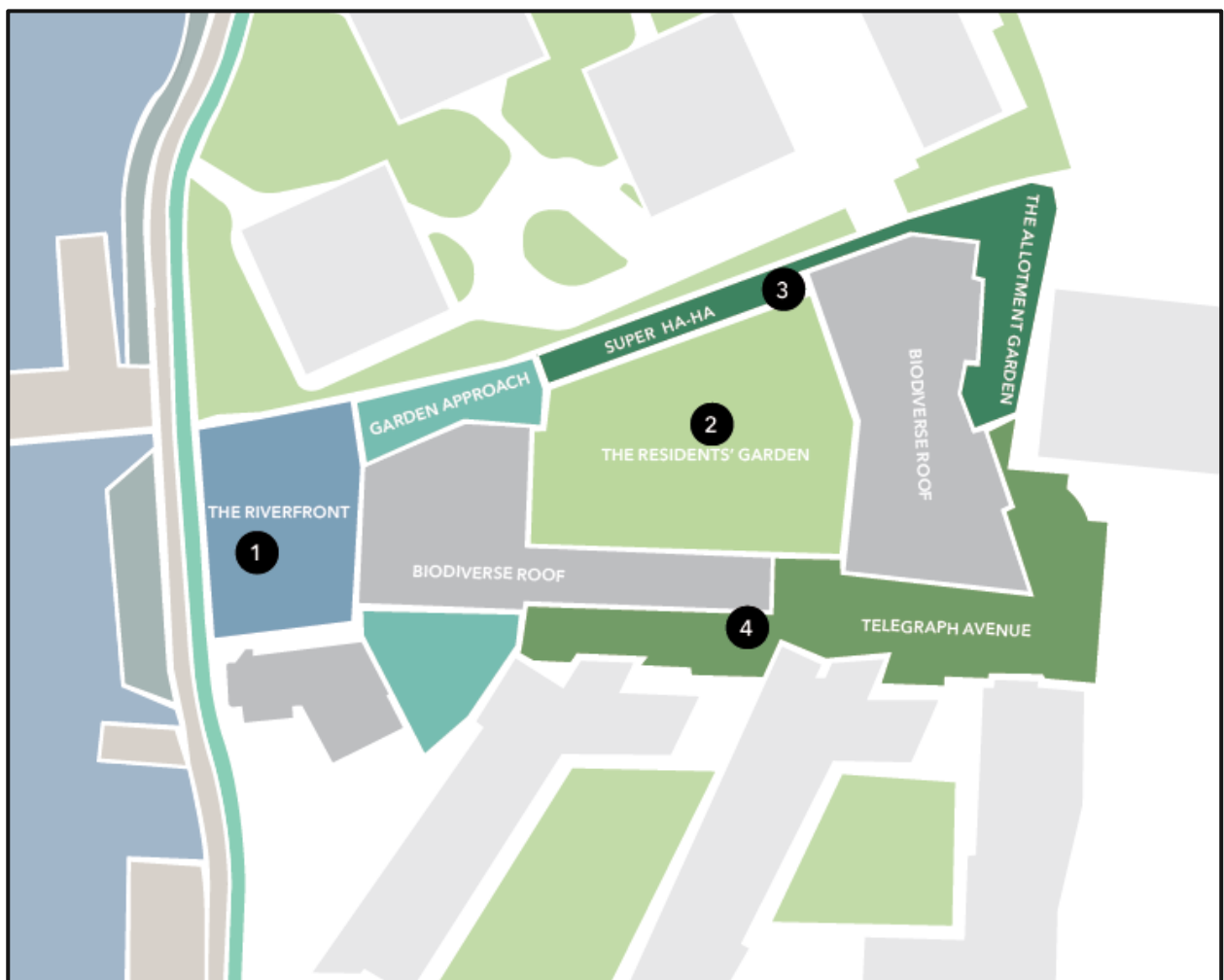


Public Realm, Amenity and Landscaping

- 4.23 As shown on **Figure 11**, the Development would provide a number of key amenity spaces. These include:
 - The Riverfront would be an open public space along the Thames path. It would provide amphitheatre seating and water fountains intended for social gatherings and plays. The new flood defence would be integrated into the design, as shown on **Figure 10**. A lawn area and cafe seating space would be located at the higher level.
 - The Garden Approach would be located between the public realm fronting the River Thames and the Residents' Garden. This would include defined pathways and benches.

- The Residents’ Garden is an area with a combination of open lawns, two designated play areas, and residents’ front gardens with a curated planting schemes. Play trails are integrated into the woodland edges.
- The Super Ha-Ha is a sunken and shaded garden area adjacent to the light industrial unit located at Ground Floor Level in the north of the Site.
- The Allotment Garden includes residential allotments and private gardens, aiming to create communal green space.
- Telegraph Avenue / Telcon Way is an area that combines the leads from existing public realm to the lobbies and gardens. It comprises a planting strip for the Telegraph Block series of compliant ramps and landscaped steps.

Figure 11: Key Amenity Spaces (Source: SpaceHub)



4.24 The landscaping strategy is shown on **Figure 12** and **Figure 13** below. This includes the location of biodiverse roofs within the Site.

Figure 12: Landscape General Arrangement Plan – Ground Flood (Source: SpaceHub)



Figure 13: Landscape General Arrangement Plan – Roof Level (Source: SpaceHub)

- 4.25 The planting for the Riverside area would incorporate a blend of shrubs, grasses, and perennial flowers that thrive naturally along the water's edge. The selection has been made with a focus on resilience against winds from the River Thames. The planting palette design for pollinator garden areas would combine grasses mixed with flowers. The woodland planting mix provides diversity through its selection of shade-tolerant plants, whilst the species-rich lawn area includes a wide variety of nectar-rich annual and perennial flower seeds mixed in with wild grasses. Biodiverse roofs would be planted with herbaceous perennials and sedums given their low maintenance and beneficial for biodiversity.
- 4.26 The Development will provide a total of 1,552sqm of children's play space split including 855sqm for children aged 0-4 years and 697sqm for children aged 5-11 years. This play space would be integrated with the private and public realm throughout the Site.

Surface Water Drainage Strategy

- 4.27 The Development will incorporate a Site-wide surface water drainage strategy that will ensure that that surface water runoff from the eastern part of the Site is restricted an agreed rate of 5 l/s for all events up to and including the 1 in 100 year plus 40% climate change scenario. The eastern part of the Site would drain into the Thames Water sewer via an existing outfall located on Telcon Way.

- 4.28 The western part of the Site would discharge, via a connection point located in the south-west of the Site, into the River Thames with no restricted rate.
- 4.29 SuDS would be incorporated through green roofs, which would be present throughout the Site, including the Podium which would act as a green roof. Areas at Podium Level which are not landscaped would utilise permeable paving.
- 4.30 Full details of the proposed surface water drainage strategy are provided within the Flood Risk Assessment submitted as part of the planning application.

Energy Provision

- 4.31 The Development would incorporate energy efficiency measures, mechanical ventilation with heat recovery, and an ambient loop heating system located at basement and roof level that would use external communal air source heat pumps to heat a low temperature heating loop to 25 degrees that would link all residential dwellings and non-residential uses. Individual water source heat pumps would then be used within each residential dwelling to raise the temperature for heating and hot water.

Waste Management

- 4.32 Waste storage provision in the Development would be provided in line with RBG Waste Guidance Notes for New Developments and British Standard BS5906:2005 requirements. Waste storage would be located in the basement (Ground Floor Level) with separate stores for non-residential and residential waste. Waste would be separated into food waste, dry recycling and residual general waste. A Framework Operational Waste Management Plan is submitted as part of the planning application.

Climate Change Resilience

- 4.33 The Development incorporates a number of features that would contribute to climate change resilience. These include:
- A surface water drainage strategy which accounts for future climate change was developed for the Site. The strategy was designed to accommodate surface water runoff during all events up to and including 100 year plus 40% climate change allowance.
 - Provision of green roofs and permeable paving to limit the surface water runoff to agreed rates.
 - An Energy Strategy that minimises energy demand and CO₂ emissions, as described earlier in this Chapter; the Development is all electric.
 - Being a largely car-free development to further reduce CO₂ emissions.
 - The Development has been designed to avoid excessive overheating and cope with the predicted increase in global temperatures as a result of global climate change. Measures include:

- Bedrooms largely have significant recesses and self-shading from the balconies above.
- Façades have been developed with suitable glazing-to-solid ratios.
- Mechanical ventilation provided to all residential units.

Construction Programme

- 4.34 Enabling works for Enderby Place are anticipated to commence in December 2024. Once enabling works are complete, the construction works would commence. Accounting for the completion, handover and occupation of all buildings and associated public realm works, the Works are anticipated to complete in December 2027. This would give rise to an approximate 3 year Works programme.
- 4.35 The Works would be managed via a Construction Management Plan which is submitted alongside the planning application. The appointed Principal Contractor(s) for the Works would be obliged, via planning condition, to adhere to the Construction Management Plan.

5. Alternatives and Design Evolution

5.1 In line with the EIA Regulations, the ES provides a description of what would reasonably be considered to result at the Site in the event of no redevelopment occurring at the Site (the 'No Development' scenario). In the 'No Development' scenario, the Site would likely remain vacant. This would greatly limit the potential of the Site, especially with regard to the relationship with its surrounds, existing and future users and would result in the lost opportunity for the following key benefits within the Site and surrounds:

- No creation of up to 564 new residential units at the Site, including affordable housing.
- No contribution to the RBG housing targets.
- No play space on the Site.
- No new public realm or landscaping improvements on the Site.
- No new community use on the Site.
- No flood defence improvements.
- Lack of pedestrian / cyclist permeability through the Site.
- No improved streetscape and visual connectivity between the Site and surrounds.
- No contribution to Council tax payments.
- No contribution to local economic performance through on-site and off-site jobs and associated gross value added (GVA).

5.2 Accordingly, whilst a description of the 'No Development' scenario is required for the purposes of the EIA Regulations, the 'No Development' scenario was never considered as a reasonable alternative by the Applicant for the reasons stated above.

5.3 The Site context was analysed in detail and a number of key opportunities and constraints were identified, impacting the Development's layout and operation in the design process, as follows:

Opportunities

- The ability to provide a contribution of residential housing on the Site, including affordable housing provision.
- The Site is entirely closed off with no public routes for walking or cycling, allowing for opportunities to enhance permeability via new pedestrian routes.
- The Site falls within a 'Local Park Deficiency Area'. This offers the opportunity to create generous public green spaces whilst integrating the Thames Path.
- The Site offers the opportunity to stitch together the adjoining developments of Enderby Wharf and Morden Wharf. The proposed towers within Morden Wharf to the north range from 25 to 37 storeys. The already built

Enderby Wharf to the south scheme ranges from 8 to 13 storeys. Therefore, the Development plays an important part in providing transition between the two developments.

Constraints

- The Site is located within Flood Zone 3 and is therefore at high risk of fluvial and tidal flooding, however the Site is protected from fluvial and tidal flooding on account of existing flood defences.
- Sunlight on the Site has influenced design with the riverside area being the sunniest, but also the windiest. The southern and eastern edges of the Site are in continuous shadow and Morden Wharf will impact light levels in the evening.
- The Site is located within an area of high archaeological importance. The Site contains no statutory listed buildings or heritage assets, however, the Grade II Listed Enderby House is enveloped by the Site boundary. Enderby House is a building of importance, therefore must be sensitively addressed by the proposals.

5.4 In view of the above, and in response to an extensive consultation process during the pre-planning process, the design of the Development evolved in response to a combination of factors, including:

- **Layout and Massing** - The design team took a design and landscape-led approach to the evolving proposals. The landscape-led approach was framed such that the buildings should be located within the spaces which remain. This allowed for the creation of meaningful open spaces, particularly within the central Podium area. The fifth Pre-Application meeting in August 2022 proposed the reduction in the number of units and a reduction in the size of the building footprints. The building heights adjusted to allow successful transition of scale between Enderby Wharf and Morden Wharf, influenced by townscape and visual considerations.
- **Wind Microclimate** - Units were removed from the Telegraph Block units to decrease wind acceleration. The removal of the end ground / first and second / third floor maisonettes worked to address the accelerated wind conditions, but also allowed for ramp to be moved to the west, starting off Telegraph Avenue. This therefore avoiding the area of accelerated wind to the south-east corner of the Telcon Tower.
- **Daylight and Sunlight** -The proposed building forms give improvements to daylight and sunlight than previous design iterations. The omission of a central tower achieves a more open outlook from the north facing facades of Enderby Wharf. In response to the testing of the proposals, the position and orientation of the Morden and Telcon Towers were adjusted to further reduce the impacts from Morden Wharf.

6. Approach and Environmental Impact Assessment Methodology

- 6.1 The EIA was undertaken in accordance with the EIA Regulations and best practice guidance using established methods such as site surveys, reviews of available reports and data, computer modelling, consultation with relevant organisations and specialist assessments.
- 6.2 An early stage of the EIA process involved undertaking a 'scoping exercise' to determine the scope of the EIA which was followed by written agreement on the proposed scope of the EIA with RBG (the 'Scoping Opinion').
- 6.3 The purpose of the 'Scoping Exercise' was to identify the likely significant environmental effects that could arise from the Development and therefore provide the focus of the EIA. The findings of the scoping exercise, along with details of the proposed methods for the specialist assessments, are presented in **ES Volume 3, Appendix 2.1, Appendix 2.2 and Appendix 2.3.**
- 6.4 The scoping exercise confirmed that the Development would likely give rise to a number of effects which need to be considered in the EIA. These effects can be grouped under the following key environmental topics:
- Daylight, Sunlight and Overshadowing.
 - Wind microclimate.
 - Traffic and Transport.
 - Air Quality.
 - Noise and Vibration.
 - Socioeconomics.
 - Flood Risk.
 - Built Heritage, Townscape and Visual Heritage.
 - Effect interactions.
- 6.5 The assessments have been addressed in the ES, with a 'Chapter' dedicated to each of these issues in **ES Volume 1**. The heritage, townscape and visual effects were presented in a separate volume (**ES Volume 2**) of the ES.
- 6.6 Of importance is the requirement from RBG to undertake a 'Site suitability' assessment in relation to both air quality and noise and vibration. As detailed in earlier sections, Tunnel Wharf is located to the north of the Site, and RBG stated that this should be assessed for its impacts on future residents of the Development to confirm that the future occupation of the Development would not materially affect the operation of Tunnel Wharf activities and that future residents would not be affected by Tunnel Wharf operations. There is currently uncertainty around the

future uses of Tunnel Wharf, therefore in both the air quality and noise and vibration assessments, the following scenarios were considered:

- Site Suitability Scenario 1: Tunnel Wharf continues to operate as present for storage/distribution;
- Site Suitability Scenario 2: Tunnel Wharf is reactivated for waterborne cargo handling in accordance with planning application ref. 19/3298/F;
- Site Suitability Scenario 3: Tunnel Wharf is developed for residential in accordance with planning ref. 20/1730/O.

6.7 In relation to Site Suitability Scenario 3 above, the Tunnel Wharf boundary no longer included the Morden Wharf site (relating to planning ref. 20/1730/O). Nonetheless, if required, a qualitative approach to Site Suitability Scenario 3 would be undertaken based on the findings of Site Suitability Scenario 1 and Site Suitability Scenario 2.

6.8 **Table 3** below summarises the scope of the EIA.

Table 3: Summary of Scope of EIA

Technical Topic	The Works	Completed and Operational Development	Cumulative Effects
Daylight, Sunlight and Overshadowing	x	✓	✓
Wind Microclimate	x	✓	✓
Traffic and Transport	x	x	✓
Air Quality	x	✓	✓
Noise and Vibration	✓	✓	✓
Socio-economics	x	✓	✓
Flood Risk	x	✓	✓
Built Heritage, Townscape and Visual	✓	✓	✓

6.9 In each Chapter and **ES Volume 2** of the ES, a description of the assessment methodology has been provided together with a description of the existing environmental aspects of the Site and surrounding area. This is followed by an assessment of the likely significant effects of the Development (both beneficial and adverse) and any additional measures that should be adopted to reduce or offset any significant adverse effects identified during the assessment. Such additional measures would be related to elements of the Development's design that were not already incorporated into the Development or additional environmental management controls that would automatically be required via legislation or standard means, irrespective of the need for EIA.

6.10 The ES also provides an assessment of the likely residual effects that would remain after the application of any additional mitigation measures, as well as the cumulative effects of the Development together with other relevant

Cumulative Schemes. The 46 Cumulative Schemes considered in the cumulative assessment are presented in **Table 4** and **Figure 14**. The Cumulative Schemes were identified through a search of RBG and London Borough of Tower Hamlets' Planning Portals, as well as through discussions with RBG.

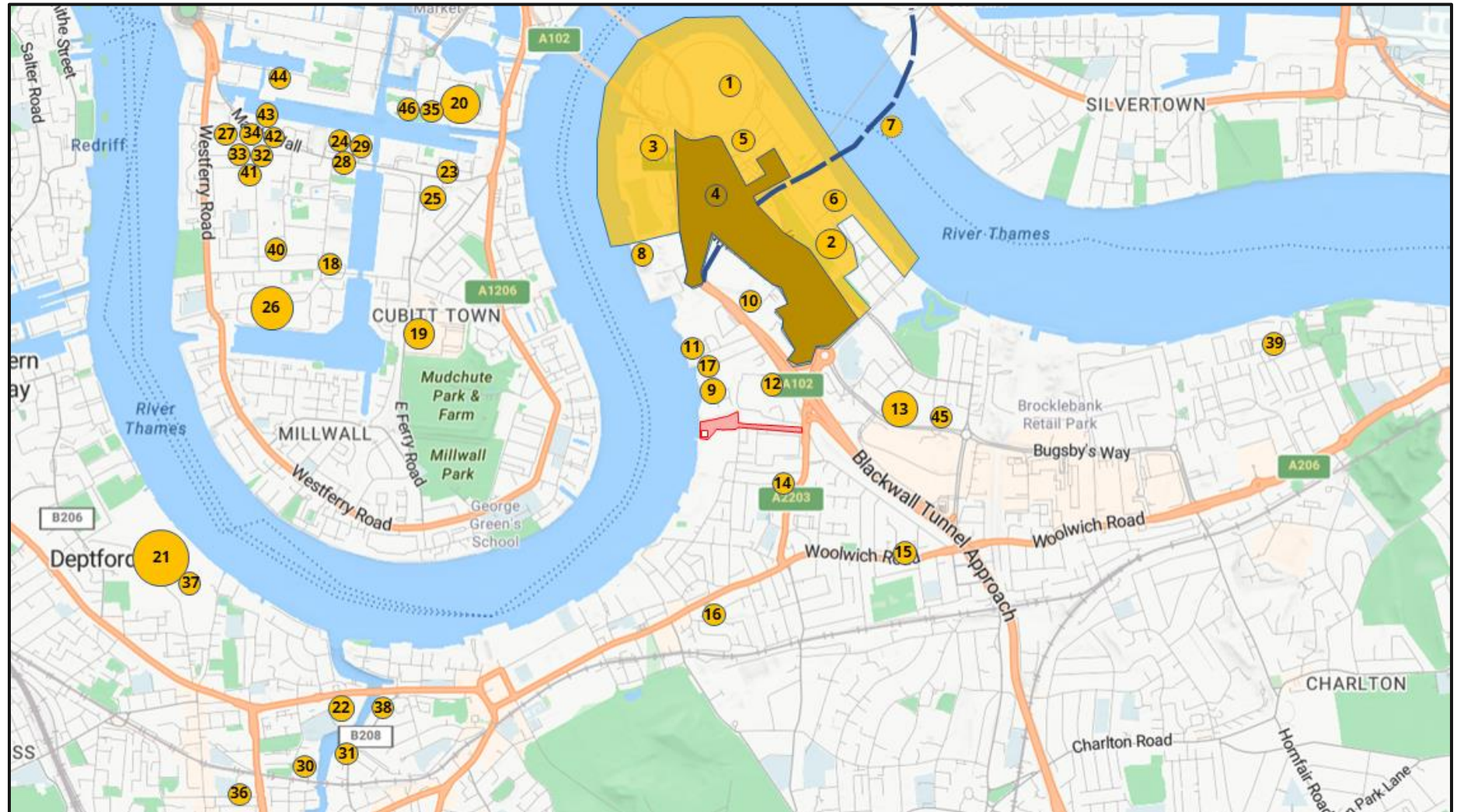
Table 4: Cumulative Schemes

Ref. (Figure 2.2)	Scheme	Planning Reference	Status
1	Greenwich Peninsula Masterplan 2015	15/0716/O	Approved December 2015
	Meridian Quays and Lower Riverside neighbourhoods.	As amended: 20/2000/NM	Approved September 2022
2	Greenwich Peninsula Plot 19.05	21/2077/R (reserved matters) Related to 15/0716/O	Approved September 2022
3	Greenwich Peninsula Plots 1.02 and 1.03	23/0418/R (reserved matters) Related to 15/0716/O	Validated April 2023
4	Greenwich Peninsula Masterplan 2019 (Hybrid application - detailed elements relate to Plots 18.02 and 18.03 currently being built out)	19/2733/O	Approved September 2022
5	Greenwich Peninsula Plot N0201	23/2150/F	Validated June 2023
6	Greenwich Peninsula Plot M0121	23/1565/F	Validated June 2023
7	Silvertown Tunnel (DCO)	N/A	
8	Victoria Deep Water Terminal	17/1142/F As amended:18/2729/MA	Approved June 2017
9	Morden Wharf	20/1730/O	Approved June 2022
10	1 Boord St	19/0939/F	Approved January 2021
11	Temporary bus garage – Go-ahead London, Northern Warehouse	23/1161/F	Validated April 2023
12	Unit 2 & 7 Peterboat Close	22/1026/F	Approved December 2022
13	GMV – Phases 9 and 10 (Plots 401-405)	19/4075/R	Approved November 2021
14	87 Blackwall Lane	19/0512/F	Approved December 2019
15	141-143 Woolwich Road	21/3944/F	Approved February 2023
16	Former Sam Manners House	20/1815/F	Approved April 2021
17	Land North of Northern Warehouse, Morden Wharf, Morden Wharf Road, London, SE10 0NU	19/3298/F	Validated November 2019

Ref. (Figure 2.2)	Scheme	Planning Reference	Status
18	Glengall Quay – Pepper Street	PA/16/03518	Approved December 2018
19	Crossharbour District Centre (Asda)	PA/19/02534	Approved September 2021
20	Wood Wharf – Parent Consent	PA/13/02966/P0	Outline permission approved December 2014
21	Convoys Wharf – Parent Consent	DC/13/83358	Approved March 2014
22	Thanet Wharf (Creekside Village East)	DC/18/108548	Approved November 2020
23	One Thames Quay	PA/21/00900	Approved June 2023
24	Mill Harbour	PA/20/01969	Approved October 2021
25	Skylines Village	PA/17/01597/A1	Approved March 2021
26	Westferry Printworks	PA/22/02317	EIA Scoping Opinion issued December 2022
27	Cuba Street	PA/20/02128/A1	Approved December 2022
28	South Quay Plaza Phase 4	PA/15/03073/B1	Approved March 2017
29	South Quay Plaza Phases 1-3	PA/14/00944	Approved March 2015
		Amended by: PA/21/02721	Validated December 2021
30	Sun Wharf	DC/20/118229	Approved August 2023
31	Saxon Wharf	18/1594/F	Approved October 2020
32	54 Marsh Wall	PA/16/01637/A1	Approved January 2020
33	Aspen Consort Place	PA/15/02671	Approved March 2017
34	56-58 Marsh Wall	PA/22/00591/A1	Approved July 2023
35	Wood Wharf - RM03 - E1/E2/E3/E4 - 10 George Street + 40 Charter Street	Reserved matters PA/21/01440/NC	Approved January 2022
		Related to: PA/13/02966	Approved December 2014
36	Frankham Walk (Tidemill Primary School)	DC/16/095039	Approved July 2018

Ref. (Figure 2.2)	Scheme	Planning Reference	Status
37	Convoys Wharf	DC/18/107698	Approved August 2021
38	Ravensbourne Wharf	23/1414/F	Validated May 2023
39	Charlton Riverside - Hyde - Herringham Quarter	19/3456/F	Approved December 2022
40	111-113 Mellish Street	PA/19/01299/A1	Approved September 2019
41	The Bellamy	PA/21/02776/A1	Validated December 2021
42	Ensign House	PA/21/00952/A1	Validated May 2021
43	Quay House	PA/20/02649	Approved August 2021
44	HQW1 - Heron Quays West	PA/16/02956	Approved June 2017
45	Millennium Village (Parcel 4 and 5 (Plot 401 – 405 and 501-503))	12/0022/O	Approved March 2012
46	225 Marsh Wall	PA/16/02808/A1	Approved October 2018

Figure 14: Cumulative Schemes



7. What are the Likely Environmental Effects and How Would They be Minimised?

Daylight, Sunlight and Overshadowing

The Completed and Operational Development

7.1 The assessment of the daylight effects of the Development compared to an open site result in a number of significant adverse effects. In this scenario, the following properties would experience significant adverse daylight effects:

- Morse Lodge
- Trefoil House
- Ossel Court
- Gooch House
- Loop Court
- Bowline Court
- Distel Apartments
- Lariat Apartment

7.2 However, it is recognised that this is not a true reflection of the planning context of the Site. The Site and neighbouring Morden Wharf site to the north both benefit from extant planning permissions (ref. 15/0973/F and ref. 20/1730/O respectively). The Development has been assessed and its impacts on existing residential receptors reported in the context of these extant permissions. In this scenario, the majority of impacts are reduced to less than those reported above.

Cumulative Effects

7.3 The assessment undertaken reports the effects of the Development along with effects of Morden Wharf on existing receptors, therefore the cumulative effects are the same as those reported for the Development above.

Wind Microclimate

The Completed and Operational Development

7.4 An assessment of the likely wind conditions as a result of the Enderby Place Development and the suitability of these in terms of pedestrian comfort were undertaken. The assessment was informed by appropriate meteorological data and detailed wind tunnel testing.

- 7.5 Wind conditions throughout the Site and surrounding areas satisfy the safety criteria for wind following the introduction of the Development.
- 7.6 With regards to the thoroughfares, thoroughfares within the Development are suitable for strolling or better throughout the year and are therefore comfortable for pedestrian access to and passage throughout the Site.
- 7.7 Furthermore, all entrances within the Development are suitable for at least standing throughout the year and therefore are comfortable for pedestrian ingress / egress.
- 7.8 With the introduction of the Development, the wind comfort conditions on the recreational thoroughfares leading into Central Garden are marginally exceeded in spring. Being a thoroughfare, these conditions can be classified as suitable, but there was a desire on the part of the design team for yet calmer conditions to be achieved. As such, a townhouse was removed from the Development, which is expected to improve these conditions by reducing the channelling of wind through this space between the remaining Townhouses and the southwest walls of Telcon Tower.
- 7.9 Elsewhere throughout the Development, conditions at recreational spaces are suitable for at least short periods of sitting from spring to autumn and thus are comfortable for recreational use. This includes areas within the Super Ha-Ha, Central Garden, Townhouse Gardens, gardens at the North of the Telcom Tower and Riverside Park. The outdoor seating area to the west of River Tower is suitable for long-term sitting in at least summer.
- 7.10 Conditions on balconies are suitable for short-term standing in summer, spring and autumn, in the absence of side-screens. This is acceptable for private balconies.
- 7.11 In areas surrounding the Site, following the introduction of the Development, conditions remain suitable for existing pedestrian uses.
- 7.12 Overall, no significant effects were identified as a result of the Development.

Cumulative Effects

- 7.13 Wind conditions in relation to safety, thoroughfares, entrances and balconies are the same as those reported above when considered alongside the Cumulative Schemes.
- 7.14 Conditions in recreational spaces are suitable for at least short periods of sitting from spring to autumn and thus are comfortable for recreational use. This includes areas within the Super Ha-Ha, Central Garden, Townhouse Gardens, gardens at the North of the Telcom Tower and Riverside Park. The outdoor seating area to the west of River Tower is suitable for long-term sitting in at least summer,
- 7.15 Within the majority of the surrounding area, following the introduction of the Development and Cumulative Schemes, conditions remain suitable for existing pedestrian uses.
- 7.16 Morden Wharf in its current outline form (ref. 20/1730/O) would benefit from additional shelter being provided upon introduction of the Development. The following the completion of the Development, the number of the

exceedances of safety criteria would be resolved at Morden Wharf that are identified in the absence of the Development.

Traffic and Transport

Cumulative Effects

- 7.17 As requested by RBG, an assessment was undertaken for the Cumulative Scenario only.
- 7.18 Within the Cumulative Schemes scenario, there will be a small increase in traffic flow on the assessed links.
- 7.19 Mitigation measures will be included to reduce the negative effects of the Cumulative Schemes and the Development. These mitigation measures include a Construction Logistics Plan (to tightly control and manage all construction related traffic, thereby ensuring minimal increases and effects associated with local HDV traffic) and Site Travel Plan (monitor, manage and encourage sustainable mode shift across all users on the site, including Car Club membership) which will ensure that impacts from traffic will be minimal.
- 7.20 The assessment of the Development with other Cumulative Schemes found that traffic generated by these Cumulative Schemes during construction and once completed would give rise to insignificant transportation effects on the local road network, following the implementation of mitigation measures.

Air Quality

The Completed and Operational Development

- 7.21 Detailed dispersion modelling has been undertaken in order to assess concentrations of air pollutants both at the Development Site and at nearby sensitive receptors. The assessment considers the road traffic emissions of the surrounding network and how any increases in road traffic emissions as result of the Development would impact on local air quality.
- 7.22 It is predicted that the Development would not result in a significant change in pollutant concentrations at nearby high sensitivity receptors.
- 7.23 A Site Suitability assessment was undertaken to determine whether the existing air quality around the Site would be suitable for the future residents of the Development. It was determined that existing air quality would not be a constraint on the Development and the predicted concentrations of NO₂, PM₁₀ and PM_{2.5} at the new residential receptors are well below the relevant objectives at all levels of the assessed receptor locations.
- 7.24 Tunnel Wharf, located to the north of the Development, was identified as a potential source of dust emissions within the area. It has been considered under two scenarios; firstly, that Tunnel Wharf will continue operations as currently, and secondly assuming that as per the current planning application (19/3298/F) for the site is reactivated for waterborne cargo handling. For both scenarios, the risk of impacts on the Development as a result of the

continued operation of Tunnel Wharf is considered to be insignificant due to its distance from the Site and air quality conditions for future residents will therefore be acceptable.

Cumulative Effects

7.25 The impacts of the Development have also been considered in combination with various other Cumulative Schemes in the vicinity of the Development. It is predicted that the Development in combination with such Cumulative Schemes would not result in a significant change in pollutant concentrations at nearby sensitive receptors or impact Site suitability.

Noise and Vibration

The Works

7.26 The Works are anticipated to include activities that would be likely to increase noise levels and potentially cause vibration within and immediately adjacent to the Site. In particular, when activities are occurring closest to the Site boundary in relation to the nearest noise sensitive receptors, this could result in the following effects from the Works:

- Noise from on-Site activities: **insignificant**;
- Traffic noise: **insignificant**;
- Vibration: **direct, local, short-term, temporary (10 months), moderate adverse significant effects** on occupants within the surrounding properties that are situated within 20 metres from vibratory activities; and **direct, local, short-term, temporary (10 months), insignificant to minor adverse significant effects** on occupants within the surrounding properties that are situated more than 20 metres from vibratory activities.

7.27 The implementation of noise and vibration mitigation and control measures for the Works would help to mitigate and minimise noise disturbances to the occupants of existing adjacent properties where negligible noise impacts would be ensured and vibration impacts minimised. Such measures would include the utilisation of low noise generating plant and equipment; enclosing and screening machinery; and using low vibratory foundation methods.

The Completed and Operational Development

7.28 A Site Suitability assessment was undertaken to determine whether the existing noise and vibration of the area around the Site would be suitable for future residents of the Development. This was undertaken with the two scenarios of Morden Wharf, with and without the conveyor system scheme.

7.29 In the first scenario, where the Tunnel Wharf continues to operate as it is at present, the noise levels from the site would be insignificant. The standard double glazing with a minimum sound reduction index would be considered appropriate mitigation to ensure there is no impacts from the sound.

- 7.30 Should the conveyor scheme come forward, the impact of the conveyor system on the Development was determined to have an impact on the Development at night, however using standard double glazing and provisions for mechanical ventilation would mean the effects of the conveyor would be insignificant.

Cumulative Effects

- 7.31 The best practice measures and communication between site managers of the Site and Morden Wharf will mean that the noisiest construction activities would be coordinated to ensure that the resulting cumulative effects at the nearby receptors would not be in excess of the levels predicted for the Development alone.

Socio-economics

The Completed and Operational Development

- 7.32 It is estimated that the Development would lead to an additional resident population of 1,127 people of which 66 would be of primary school age and 40 would be secondary school age. It has been concluded that there is sufficient capacity within primary and secondary school education to provide for the additional demand for services that the new population on the Site would create.
- 7.33 Local healthcare capacity is currently over the benchmark level for patients per FTE GP and the Site would see an additional 1,127 patients added to this capacity. An increase in population will also increase demand on secondary health care services and community facilities, the latter of which are currently under-provided for in the local area. The Applicant will make Community Infrastructure Levy (CIL) payments required by RBG.
- 7.34 The Development will provide 4,244 m² of new public amenity space as well as 1,522 m² of children's playspace made up of a number of varied and accessible communal space. The playspace provision on-site will not meet GLA standards in full and therefore the Applicant will make relevant s.106 payments if required by RBG.

Cumulative Effects

- 7.35 Together with the Cumulative Schemes, there will be 9,000 dwellings and a range of non-residential floorspace including community, health and education facilities and open space and play space. Similar to the proposed Development, it is assumed that any mitigation required to meet the needs of additional demand arising from the Cumulative Schemes in relation to primary, secondary school capacity, community facilities, healthcare and open space will be subject to negotiations to provide adequate on/off-site such that there would be no adverse effects.

Flood Risk

The Works

- 7.36 The Site is protected by flood defences. As such the Site would be protected from tidal and fluvial flooding during the Works.

The Completed and Operational Development

- 7.37 The Site would continue to be protected from tidal and fluvial flooding and the completed and operational Development is considered to be at low risk from tidal and fluvial flooding. Additionally, there is a low risk of breach in the flood defences.
- 7.38 To ensure the Site is protected from future flood levels, it is proposed to raise the current flood defence to 6.20m AOD. Sleeping accommodation finished floor levels of the Development lie at 6.367m AOD which is above the peak flood level set at 6.067m AOD by 300mm, ensuring all residential occupants of the Development remain safe in the highly unlikely event of a breach or defences failing.
- 7.39 For those commercial units which are below the flood level of 6.067m AOD or the breach level of 4.591m AOD, access or a means of egress would be available to a place of safe refuge above the peak flood level.
- 7.40 It is proposed that the majority of buildings would be set back a minimum of 8m from the new flood defence to allow access to the flood defence for maintenance.
- 7.41 On the basis of the above, the likely effect of tidal and fluvial flood risk to the Site and the surrounding area once the Development is completed and operational would be insignificant.

Cumulative Effects

- 7.42 With regard to flood risk, it is assumed in order for planning permission to be granted, all Cumulative Schemes will have been approved by the Environment Agency (EA). This would mean that each Cumulative Scheme in isolation, and together, would not result in an unacceptable increase in flood risk. There is therefore no potential for significant cumulative flood risk effects to arise.

Built Heritage, Townscape and Visual Effects

The Works

- 7.43 There will be no permanent change to the way the heritage value of receptors is appreciated or understood arising from this phase of the Development. The appearance of construction activity for the receptors where there is some visual relationship between the Site and the receptor is not considered to have any effect on their heritage value, which is defined by the intrinsic value in their character. This also applies to Enderby House, whose wider setting has included construction activities since the redevelopment of this part of the Greenwich Peninsula began. Any construction activity that will form part of the experience of the receptors will be indirect, short to medium term in duration and there will be no long-term effects.
- 7.44 The activities linked to construction on the Site would be screened by hoarding which would mitigate the impact on the experience and visual amenity of the streets surrounding the Site for pedestrians and road users. It is not considered that taller construction equipment would change the context in which the townscape is experienced. The appearance of cranes, for example, associated with the development of nearby sites is not considered to

change the value of the townscape. Other effects would include construction traffic, and noise, dust and vibration associated with the works on Site. These activities would be temporary and of short-term duration.

7.45 The Greenwich Peninsula is undergoing major changes, and construction works are to be expected. This type of activity is already common in Townscape Character Area (TCA) 1 (Industrial/commercial and brownfield land), TCA 2 (Greenwich Peninsula (west)) and TCA 3 (North Greenwich (post-World War II housing)), due to the development of Enderby Wharf and wider regeneration efforts in this part of the RBG.

7.46 In terms of the likely effects on visual receptors, the activities at this stage of the Development would include the visibility of construction activities in the local area, such as hoarding, construction traffic and tall equipment. The demolition of the existing building would also be visible in closer-range views, to visual receptors in immediate surroundings. This stage of the Development would also include cranes appearing as part of the skyline.

7.47 The Works would have significant effects on views from the following locations:

- Blackwall Lane Boulevard.
- Azof Street.
- Hadrian Street, southern end.
- Christchurch Way, southern end.

7.48 However, the effects are temporary, short-term and reversible.

7.49 Overall, effects on heritage assets and TCAs would not be significant, whilst significant effects would be experienced from four viewpoints, as listed above.

The Completed and Operational Development

7.50 The Site is not located within a conservation area, nor does it contain any statutorily or locally listed buildings. However, Enderby House, listed at grade II, is enveloped by the Site. The Maritime Greenwich World Heritage Site, several conservation areas and other heritage receptors are nearby that may experience effects to their value as a result of change to their setting.

7.51 The Development would introduce a high-quality piece of townscape, composed of several tall buildings and a row of maisonettes & duplexes, that respond positively to the historic context. In addition, new public space and landscaped areas would provide an appropriate setting for Enderby House, from which the receptor would be experienced and understood within the context of the river and industrial past of the peninsula. The Maritime Greenwich World Heritage Site to the west is oriented away from the Site. Both the view from the heart of the WHS at the General Wolfe statue and the view towards the Royal Hospital, Queen's House and Royal Observatory would be unaffected by the Development.

- 7.52 The Development considered the skyline composition, relationship to adjacent existing and emerging proposals and the setting of the heritage receptors in the study area. The Development would not be harmful to the setting of those receptors.
- 7.53 The Development would give rise to a significant beneficial effect on Enderby House by virtue of the improvement of its setting and introduction of high quality public space that enables visitors to appreciate and experience it.
- 7.54 The conservation areas nearby and the other receptors in the study area experience small changes to their setting and the effects would not be significant.
- 7.55 The Development has followed a design led approach to optimise Site capacity in a location planned for growth in an attractive location as established by the Enderby Wharf development. The Development would generate townscape benefits with buildings that are of a scale and appearance that respects the hierarchy of buildings between Enderby Wharf and Morden Wharf while working successfully with the established townscape to the south – TCA 3 (TCA 3 (North Greenwich (post-World War II housing)) and TCA 4 (Historic townscape). The Development would incorporate new high quality public realm and landscaping supporting the proposed uses and buildings and would be well connected to the existing context, particularly linking the residential properties in Townscape Character Areas 3 and the riverfront developments to the west.
- 7.56 Overall, the Development would have significant beneficial effects on TCA 1 (Industrial/commercial and brownfield land), TCA 2 (Greenwich Peninsula (west)) and TCA 3 (North Greenwich (post-World War II housing)).
- 7.57 For amenity users of the Thames Path (Greenwich) the effect would be significant and beneficial. Users of all other locations would not experience a significant adverse effect.
- 7.58 Overall, the Development would form a congruent part of the local and wider townscape, relating to the adjoining sites, Enderby Wharf and Morden Wharf, the historic areas to the south and mixed townscape to the east. Visual receptors would benefit from the improved visual appearance of the redeveloped Site, including the creation of landscaped areas and the route along the Site from the waterfront to the east.
- 7.59 The Development would be consistent with London Plan HC3 (Strategic and Local Views) and Policy HC4 (London View Management Framework). London View Management Framework (LVMF) 5A.1 Greenwich Park: the General Wolfe Statute (Panorama) has the potential to be affected by the Development and has been assessed in this report, as well as the locally designated views in the Local Plan, set out in Policy DH(g), View 1: Shooters Hill to Central London and View 5: Eltham Park (North) to Central London, which are oriented across the Site. For LVMF 5A.1, the effect during the completed and operational development phase is not significant.

Cumulative Effects

- 7.60 The Site is embedded in an area of growth and change. Since the beginning of the regeneration of the former dock landscape along the River Thames in the 1980s, this part of London has seen fundamental change, and more large scale development are in planning or have been consented. The combined effects of all the past, present and future proposals together with the Development have been assessed. The Development would be seen against the

backdrop of numerous tall buildings schemes at Canary Wharf, the Isle of Dogs, Blackwall and the Greenwich Peninsula. When considering the Development alongside the Cumulative Schemes, the impact of the Development would not change. As a result, the combined effects of the Development and the Cumulative Schemes would remain as identified above.

Effect Interactions

The Works and the Completed and Operational Development

- 7.61 The ES included an assessment of the likely significant effect interactions of the Development; that is, the likely combination of significant environmental effects generated by the Development in isolation upon a particular receptor or group of receptors.
- 7.62 The assessment concluded that no significant adverse residual effect interactions either during the Works or once the Development is complete and operational are expected. Therefore, no mitigation would be required to address significant effect interactions during either the Works or once the Development was completed and operational.

8. What Happens Next?

8.1.1 Following the submission of the full planning application, there is an opportunity for any interested parties to comment on the proposals.

8.1.2 The ES is available for viewing by the public on the RBG website at:

<https://planning.royalgreenwich.gov.uk/online-applications/>

8.2 The ES is also available for viewing by the public during normal office hours at the following address:

Planning Department
Royal Borough of Greenwich
The Woolwich Centre
35 Wellington Street
London
SE18 6HQ

8.2.1 Comments on the planning application and ES may be made online via RBG's planning applications website as noted above or should be addressed to the Planning Officer, Tim Edwards, at the following email address: planningapps@royalgreenwich.gov.uk

8.2.2 A CD version of the ES can be purchased from Avison Young on request at a cost of £50. Contact details are provided overleaf.

Contact Details

Enquiries

Tom Kane

thomas.kane@avisonyoung.com

Visit us online

avisonyoung.co.uk

Avison Young

65 Gresham Street, London EC2V 7NQ

Avison Young (UK) Limited