GREENWICH PENINSULA CABLE CAR
AREA MASTERPLAN

ENVIRONMENTAL STATEMENT
NON-TECHNICAL SUMMARY

24 December 2010

Our Ref: DT/JLL0509
Appeal Ref (optional):

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### APPENDIX 1

Illustrative Design Response: Drawing 1229-D-1006 (Rev C)
1 INTRODUCTION

1.1 An Environmental Statement (ES) has been prepared by RPS Planning and Development Ltd on behalf of Meridian Delta Limited (MDL) (the Applicant) in support of an application to the London Borough of Greenwich for outline planning permission for the remasterplanning of a 9 plot site in the north-east of the Greenwich Peninsula to the south of the O2 Arena. This document presents the non-technical summary of the Environmental statement.

1.2 The Greenwich Peninsula Cable Car Area Masterplan (CCAM) (the Scheme) is founded on the need to accommodate the southern landing point, passenger station, compression tower and associated facilities of the London Cable Car which will run from the Royal Victoria Dock in Newham across the River Thames to Greenwich Peninsula. The proposed London Cable Car is the subject of a separate full planning application, submitted by Transport for London (TfL) to Greenwich and Newham Councils on 28th October 2010 (LBG application reference number 10/3022/F).

1.3 If the London Cable Car scheme is implemented, the proposals set out in this outline planning application will replace the previously approved scheme for this area which formed part of the Greenwich Peninsula Masterplan outline planning permission of 23rd February 2004 (application reference number 02/2903/O) (the 2004 Masterplan).

1.4 This redesign process has been informed by a ‘Cable Car Impact Study’ completed by MDL between July and October 2010 in conjunction with TfL and its advisors and LBG.

1.5 The key elements of development proposed by this application are as follows:

- Creation of a new riverside public square within the building frontages of adjacent plots aligned to match and reinforce the axis of the cable car route;
- Incorporation of two sentinel towers centred on the cable car axis, creating a gateway to Greenwich Peninsula along the east riverside edge;
- Incorporation of a landmark tower on axis with the cable and adjacent Peninsula Park which, in combination with the two gateway towers, acts as a visual marker for the Cable Car;
- Amendment of the road and pedestrian network to provide better pedestrian permeability and legibility in and around the Cable Car; and
- Retail uses (A1-A5) distributed to ground/first floor levels on plots fronting the Cable Car and station
2 THE PROPOSED DEVELOPMENT

a) Introduction

2.1 The description of development for this Planning Application, as described on the Application Form, is as follows:

“The development of up to 157,300m² of floorspace on Plots NO404, NO405, NO207, MO106, MO107, MO109, MO110 and MO118 of the Greenwich Peninsula consisting of the following

1. Class A1 - A5 (Retail) up to 7,717m²
2. Class B1(a) and B1(b) (Business) up to 38,024m²
3. Class C3 (dwellings) up to 1,505 dwellings (111,389m²)
4. Open space including for amenity and entertainment purposes
5. Hard and soft landscaping
6. Associated car parking
7. Highways and transport works; and
8. Associated and ancillary works.”

2.2 The application is submitted in outline with all matters (layout, scale, appearance, access and landscaping) reserved for future consideration. Notwithstanding this and the fact that the detailed design process is to follow, the proposals presented in the application have regard to the approved Greenwich Peninsula Masterplan Design Code which sets out the vision and objectives for development of the Greenwich Peninsula in relation to individual buildings, including:

- The need to provide a range and balance of uses consistent with the Greenwich Peninsula Masterplan and the 2004 outline planning permission;
- The establishment of high quality, attractive and distinctive buildings and environment;
- The preservation of the integrity of the wider Masterplan setting;
- The provision of high quality living accommodation;
- The creation of high quality architectural design and form which will reinforce the benchmark for future reserved Matters Applications on the Greenwich Peninsula.

b) Comparison of the proposed scheme against the consented 2004 Masterplan

2.3 Plot M0108 would be lost to facilitate the introduction of the cable car station and gondola storage and Plot M0107 would be affected by the oversailing of the cable car and associated visual privacy zone. There are also implications for plots to the north of Edmund Halley Way (N0405, N0404 and N0207) primarily resulting from the proposed Silvertown tunnel realignment.

2.4 When compared to the 2004 Masterplan, the CCAM proposals reveal a loss of 7,622sqm of plot site areas from the total of 29,907sqm in the original 9 plots (or 25.4%). However 1,733sqm of plot site areas is regained by combining the truncated central and southern plots over the alignment of Rivermill Lane (located between MO109/110 and MO106/107). This results in the net loss being reduced to 5,890sqm (or 19.7%).

2.5 Plot footprints and boundaries have needed to be redefined with some merging of plots as follows:

- M0106 and M0107: redefined and merged as M0106/7
- M0108: lost to cable car southern station site
- M0109 and M0110: redefined and merged as M0109/10
M0118: redefined
N0207: redefined
N0404: redefined
N0405: redefined

2.6 The Applicant’s illustrative urban design response to these changes is presented in GSA drawing 1229-D-1006 which is provided in Figure 1.

2.7 Whilst the impact of the proposed cable car and tunnel on plot site areas is significant, the application scheme provides for the same overall volume of development floorspace permitted by the 2004 Masterplan, within a townscape model that responds positively to the new constraints and opportunities provided by the introduction of the London Cable Car.

c) Land use

2.8 There is a continuation in the theme of providing predominantly commercial development in the plots north of Edmund Halley Way except for Plot N0207 which will provide riverside-fronted residential development. Retail uses (Class A1-A5) continue to be proposed at ground floor level. To the south of Edmund Halley Way, the predominant use continues to be residential with ground floor retail uses except for Plot M0118 which is proposed as a wholly retail plot. The proposed uses are therefore reflective of the 2004 Masterplan and specific proposals for the site as set out in the adopted Greenwich Unitary Development Plan (UDP).

2.9 However, the distribution of uses has been modified in response to the opportunities presented by the addition of the cable car and its associated public realm. The A1-A5 uses at ground floor level adjacent to the new Riverside Square and cable car station will enhance the relationship of these plots with the new public realm.

2.10 Redefining the plot boundaries has further resulted in more public realm and open space to the benefit of all site users.

d) Amount of development

2.11 The table below summaries uses and associated gross areas achievable within the 2004 Masterplan parameters, compared to the CCAM proposals. This shows that the total gross floorspace approved in 2004 can be provided in the reconfigured Masterplan.

<table>
<thead>
<tr>
<th>Land use</th>
<th>Approved Masterplan</th>
<th>MDL proposals</th>
<th>GSA Illustrative Scheme</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- floorspace</td>
<td>111,389sqm</td>
<td>111,389sqm</td>
<td>37,774sq.m</td>
</tr>
<tr>
<td>- units</td>
<td>1,505</td>
<td>1,505</td>
<td>1,492</td>
</tr>
<tr>
<td>A1-A5</td>
<td>7,717 sqm</td>
<td>7,717 sqm</td>
<td>7,550</td>
</tr>
<tr>
<td>Commercial</td>
<td>38,024sqm</td>
<td>38,024sqm</td>
<td>37,774</td>
</tr>
<tr>
<td>Total floorspace</td>
<td>157,130sqm</td>
<td>157,130sqm</td>
<td>155,766</td>
</tr>
</tbody>
</table>

Nb. All figures exclude car parking and plant areas

2.12 The amount of development proposed by the CCAM is therefore unchanged from that approved by the 2004 Masterplan. The floorspace provided within the GSA illustrative scheme is also shown in the table above to demonstrate the level of floorspace that could be developed if this
scheme came forward for reserved matters approval. As can be seen, the floorspace figures are all within the applied for figures.

e) **Scaled parameters**

2.13 Information is submitted with the outline planning application to provide an indication of the upper and lower limits for building heights within the six reconfigured plots. There are differences in the height parameters proposed by this application when compared to that approved by the 2004 Masterplan. This is largely as a result of the need to match the amount of development permitted by the 2004 Masterplan within a smaller developable plot area. Maximum building heights proposed in plots N0405 and N0404 remain reflective of that approved by the 2004 Masterplan. The areas of notable change are in Plots N0207, M0106, M0107, M0109 and M0110 where maximum building heights have increased from that consented by the 2004 Masterplan. This change will accommodate three towers that are proposed on these plots. In contrast, the proposed maximum building heights for Plot M0118 has reduced from 41m to 17.5m to reflect the scale of the Cable Car station.

2.14 All plots except for Plot M0118 will have a minimum building height of 15m AOD. In Plot M0118, the minimum height will be 9m AOD.

2.15 Approval is not sought at this stage for the layout, scale or appearance of any new building. This will be the subject of reserved matters applications pursuant to conditions that will be attached to any outline planning permission granted.

f) **Indicative layout**

2.16 The indicative layout for the CCAM (Figure 1) is strongly influenced by the 2004 Masterplan and by the constraints and opportunities created by it. The illustrative design for the Scheme includes the introduction of two tall buildings to act as a ‘gateway’ for the London Cable Car landing, and a third focal point tall building to the west of the station building (north-western corner of Plot M0109/10) on an axis with the cable car. The illustrative scheme represents a workable design solution and has been assessed as the ‘likely development scheme’ for the purpose of the Environmental Impact Assessment (EIA) that has been carried out in support of the proposals. However, detailed approval is not being sought for this scheme at this time.

2.17 The residential plots demonstrate a design theme which locates the built development on the edges of the plot with taller tower buildings in the plot corners and courtyards/open space in the centre of the plots.

2.18 Reconfiguration of the Masterplan to accommodate the London Cable Car proposals has resulted in the opportunity to secure additional areas of public realm/open space, especially in the new Riverside Square area to the east of the cable car station, fronting the river.

2.19 In order to allow for some flexibility, but principally to maintain adequate corridors for key vehicular and pedestrian routes, masterplan plot boundaries (excluding projections and balconies beyond plot boundary above ground level) have been defined with prescribed deviations in the building lines at the plot boundaries.
g) **Indicative access**

2.20 Whilst access is not applied for within the CCAM application, the access routes are shown on the submitted plans and are defined through the plot boundaries. The main changes to access, from the 2004 Masterplan, is the loss of the access road between Plots MO106 and MO107 and MO109 and MO110 (known as Rivermill Lane). The primary vehicular access through the CCAM site is retained along Chandlers Avenue, to the east of MO109 and MO110, whilst the main pedestrian access is provided by Redpath Way, to the west of MO106 and MO107.

2.21 Vehicular entrances to the plots are not indicated on the plans submitted with this application. This detail will come forward as part of the reserved matters submissions.

h) **Design standards and principles**

2.22 The development parameters proposed in this application and the illustrative scheme that has been prepared reflect the design principles established by the approved 2004 Masterplan and supporting documents (Masterplan Design Statement and Masterplan Design Code) insofar as it relates to the CCAM. When progressing the detailed design and through the submission of reserved matters applications, the various standards, targets and obligations established by the 2004 Masterplan will be further realised in the interests of delivering the vision for the Greenwich Peninsula.
3 THE ENVIRONMENTAL IMPACT ASSESSMENT (EIA) AND THE ENVIRONMENTAL STATEMENT (ES)

3.1 An EIA involves the collection of extensive environmental information to ensure that the likely environmental effects arising from the new development are fully understood and taken into account before the development is allowed to go ahead. It comprises a series of studies, surveys and consultations in order to gain an understanding of the range of local environmental conditions.

3.2 The ES Reports on the likely significant environmental effects of a new development. It includes:

- Any significant environmental effects that the development may have.
- The methods of avoiding, reducing or offsetting significant adverse effects (‘mitigation measures’) and methods to enhance any beneficial effects that have been applied.
- Any remaining (‘residual’) effects

3.3 To evaluate the likely environmental effects and their significance, current knowledge of the site and the surrounding environment has been utilised. In particular, the EIA draws upon information contained within the 2002 ES of the Greenwich Peninsula Masterplan, subsequent environmental reports and surveys, as well as the ES recently prepared for TfL the London Cable Car scheme (Mott MacDonald, October 2010). A ‘significant effect’ is one that, according to EIA specialists, needs to be brought to the attention of the decision-making authorities. It can be beneficial or adverse and temporary or permanent.

3.4 The EIA process and resulting Environmental Statement (ES) have been informed by a scoping exercise undertaken with LBG and relevant consultees. The outcome of this exercise and the responses received are summarised in the ES.

3.5 Relevant environmental standards and guidelines as well as various planning conditions and obligations which were attached to the 2004 outline planning permission are likely to remain applicable to the CCAM scheme. For example, the existing Integrated Management System (IMS) and Environmental Method Statement (EMS) will be adopted to mitigate the effects of construction of the development. The IMS deals with: noise and vibration; air quality and dust; traffic management and the protection of roads and footpaths; storage of materials; site drainage and protection of watercourses; archaeological deposits; protection of Listed Buildings and other structures; ecological protection; hoardings; and transport.
4 ISSUES COVERED IN THE EIA

a) Introduction

4.1 In advance of submitting the application, MDL informally agreed with LB Greenwich that the EIA would include an assessment of the following topics:

- Noise and Vibration
- Water Resources and Flood Risk
- Wind – Microclimate
- Daylight, Sunlight and Overshadowing
- Townscape, Visual and Built Heritage

b) Noise and Vibration

4.2 A full assessment of noise and vibration was undertaken for the Greenwich Peninsula Masterplan, in 2002. It identified the likely effects of the proposed development in terms of noise and vibration from construction activities and upon completions and occupation of the CCAM scheme. There are already a number of agreed strategies in place to control any noise and vibration effects caused by the wider Peninsula development.

4.3 The Noise and Vibration assessment for this application focussed on looking at how the introduction of the Cable Car would change the noise and vibration levels within the residential units of the CCAM. The findings show that if the proposed Cable Car development receives planning permission, the surrounding area would still be suitable for residential development.

4.4 Based on the predicted noise levels for the Cable Car, acceptable internal noise levels can still be achieved within the CCAM with design features to minimise noise, although the acoustic specification of some building facades may need to be higher than would otherwise be the case if the Cable Car were not present.

4.5 As such, it is recommended that LB Greenwich attach appropriately worded planning conditions to any consent granted for the Cable Car scheme, to ensure that no adverse impacts upon the adjacent residential properties within the CCAM scheme would arise.

c) Water Resources and Flood Risk

4.6 The Water Resources and Flood Risk chapter assessed the effects of the CCAM on drainage patterns and flooding risk. The assessment considers the likely effects on water resources and flood risk from construction works and from the completed development.

4.7 Construction works could result in surface water or sewer flooding, where mud or solid wastes enter the drainage system. This would reduce the capacity of the system to accommodate run-off, and increase the potential for flooding. Such activities within the approved Greenwich Peninsula Masterplan are already controlled by environmental strategies and planning conditions to minimise the potential for this type of impact. It is proposed that the same approach is applied to future construction works within the CCAM.

4.8 Once all of the plots within the CCAM are constructed, surface water will run off built surfaces within the development, such as roofs and hard standing, which has the potential to affect water
quality and increase the likelihood of different sources of flooding. The assessment concludes that, with the adoption of measures such as rainwater harvesting, attenuation and water efficiency measures, the proposed development will ultimately have a beneficial effect in terms of water resources and flood risk. This is consistent with the findings of the 2002 ES.

d) Wind – Microclimate

4.9 This chapter assesses the potential effect on the wind microclimate within and around the application site. This is particularly important as the proposed development is intended as mixed use which will include a series of footpaths and open spaces.

4.10 It is found that in the context of the completed CCAM scheme, wind conditions within the proposed development and surrounding area are largely acceptable for the expected pedestrian uses. However, areas do exist within the site where conditions would be expected (with no specific development of mitigation measures) to be too windy for some potential recreational uses. Where potential adverse conditions are predicted, it is likely that these windier areas can be mitigated through a landscaping features and other measures which would be defined at the detailed design stage.

e) Daylight, Sunlight and Overshadowing

4.11 An assessment was undertaken of likely effects of the proposed Greenwich Peninsula Cable CCMA scheme on the daylight, sunlight and overshadowing conditions experienced by neighbouring properties and the future residents and occupants of the site.

4.12 Overall the daylight, sunlight and overshadowing tests undertaken showed that good levels of daylight and sunlight will be enjoyed to the vast majority of the habitable rooms within the future development. Careful consideration at the detailed design stages can ensure that the number of habitable rooms that receive good levels of daylight and sunlight can be maximised.

4.13 The overshadowing assessment indicates that each amenity space will be able to enjoy a good level of sunlight.

4.14 Overall the daylight, sunlight and overshadowing effects to the surrounding properties are considered acceptable and likely to be acceptable to the occupants given the location of the development close to the City. Furthermore, whilst the plots approved under the original 2004 Greenwich Peninsula Masterplan have not been reassessed, it is considered that the new proposals will overall lead to an improvement to the sunlight and daylight conditions when compared to the original outline permission. This is because the new development will includes higher, more slender elements, and is a less dense development at lower levels.

f) Townscape, Visual and Built Heritage

4.15 This assessment looked at the potential townscape and visual impacts of both the maximum parameters for which outline planning permission is being sought and of an illustrative scheme prepared by Gardner Stewart Architects (GSA) within those parameters. The assessment was based on the review of a set of visually verified wire frames that show the development and how it would look within its existing environment from 11 key views.
4.16 The revised proposals for the site are not considered to represent a significant departure from the townscape and visual effects presented by the 2004 Masterplan. The new tall elements will add visual interest to the skyline of the peninsula and create a landmark for the cable car station. The height of the proposed development will be appropriate in scale to its surroundings. The assessment concludes that the data on which the original assessment was based has not significantly changed and the statements made regarding the townscape and visual impacts of the masterplan remain valid in that the development will present an overall positive impact on the appearance of the site.
5 SUSTAINABILITY

5.1 A wide range of sustainable commitments and design measures have been incorporated into the scheme which are consistent with national, regional and local planning policy, as well as GPRL’s Sustainability Vision for the Greenwich Peninsula development as a whole. The measures include objectives for: land use; water and resource conservation; climate change adaption and mitigation; pollution; microclimate; community needs; the natural environment and biodiversity; waste management; sustainable construction; and, transport.

5.2 The sustainability of the CCAM will be secured through supplementary S106 agreements and other planning conditions. Further consideration will be given towards more specific sustainability initiatives at subsequent design stages.
6 SUPPORTING INFORMATION

a) Introduction

6.1 In addition to the ES, the CCAM planning application is also accompanied by the following documentation:

i. Planning Statement

6.2 This document provides the context for the CCAM planning application in relation to relevant national, regional and local planning policy

ii. Design and Access Statement

6.3 This statement incorporates the illustrative design proposals prepared by Gardener Stewart Architects. It principally explains the design principles and concepts that have been applied to the proposed development and discusses how issues relating to access have been addressed.

iii. Sustainability Statement

6.4 This statement provides a summary of the sustainability initiatives proposed for the scheme and further information on how sustainability will be implemented through detailed design, construction, and operation.

iv. Transport Assessment

6.5 This document considers the traffic of the proposed development and considers how it will integrate into the existing transport network. It also considers how construction traffic will be managed and the proposed approach to Travel Planning.

v. Statement of Community Engagement

6.6 This statement sets out the various consultations that have been carried out to inform others of the scheme (including the public). It discusses the methods used to consult and summarises the key issues raised.

vi. Technical Memo by QinetiQ

6.7 This note includes an assessment of the likely impact of the CCAM scheme on the operation of the Thames automatic identification system, vessel traffic services, radar and microwave links. It has been prepared to assist discussions on the application proposals with the Port of London Authority.
7 FURTHER INFORMATION

7.1 If you have any comments, queries or requests for further information regarding the Environmental Statement, please contact:

RPS Planning and Development Limited
1st floor (west)
Cottons Centre
Cottons Lane
London
SE1 2QG

7.2 Hard copies of the complete Environmental Statement are available and a charge may be made to cover the cost of production.

7.3 A CD of the Environmental Statement can also be made available free of charge.
APPENDIX 1

Illustrative Design Response: Drawing 1229-D-1006 (Rev C)