

CITY AIRPORT DEVELOPMENT PROGRAMME
(CADP1) S73 APPLICATION

ENVIRONMENTAL STATEMENT

VOLUME 2: APPENDICES

DECEMBER 2022



P e l l F r i s c h m a n n

City Airport Development
Programme (CADP1) S73
Application

Volume 2: Appendices
Appendix 3.5 LCY S73 Final Scoping
Report

December 2022

EIA SCOPING REPORT

London City Airport – Proposed Amendments to Planning Conditions

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LCY AMENDMENT TO PLANNING CONDITIONS - EIA SCOPING REPORT

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1 INTRODUCTION

1.1 Overview

- 1.1.1 The purpose of this report is to inform a request for a Scoping Opinion from London Borough of Newham (LBN) in accordance with Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 (referred to hereafter as the 'EIA Regulations').
- 1.1.2 This Scoping Report outlines the proposed structure, content and scope of the Environmental Statement (ES) to be submitted with a forthcoming Section 73 (S73) planning application, which will comprise amendments to the City Airport Development Programme 1 (CADP1) planning permission, 13/01228/FUL, granted in July 2016. This Scoping Report has been prepared by RPS and a team of specialist consultants on behalf of the Applicant, London City Airport (LCY).
- 1.1.3 Subject to the outcome of planned public consultation on the proposals, the 'minor-material' planning application will seek to vary conditions attached to the CADP1 planning permission to allow for:
- An increase in the number of passengers able to use the airport each year, from 6.5 million currently permitted to 9 million per year (expected to be achieved by around 2031).
 - An extension of operational hours on Saturday to allow flights to take place through the afternoon and potentially into the evening; but no later than 22:00 hrs and only for cleaner, quieter, new generation aircraft. (Note: a decision on this matter will be made following the outcome of further assessment work and the feedback received during the consultation period).
 - Consequential modifications to daily and other limits on flights, including:
 - An increase in the number of flights permitted between 06:30 and 06:59 (from 6 to 12) and more flexibility for delayed arrivals and departures in the last half hour of operations (currently limited to 400 per annum); and
 - Greater flexibility in the location of the already permitted aircraft to allow for the wider wingspan of new generation aircraft.
 - Retention of temporary facilities required to maintain levels of service and safe operations, until they are required to be removed in accordance with the approved Construction Phasing Plan (CPP) pursuant to Condition 4, which will be updated in conjunction with the S73 application.
- 1.1.4 For the purpose of this Scoping Report, these changes are referred to as the 'proposed amendments'.
- 1.1.5 There will be no change to the number of aircraft currently allowed to fly from London City Airport each year and no increase in the number of aircraft stands or other physical infrastructure. The design and layout of the new terminal buildings and further enhancements to the airport campus, which were approved in 2016 under the CADP1 permission, will remain substantially unaltered and these will be built out commensurate with the recovery of passenger demand, albeit at a slower pace than originally envisaged prior to the onset of the Covid-19 pandemic. The major civil engineering works associated with CADP1; namely, the construction of a taxiway parallel to the runway and the creation of a concrete deck over King George V Dock to provide 8 new aircraft stands, were completed in 2019. The parallel taxiway and 4 of the new stands are now fully operational.
- 1.1.6 This planning application will permit the future sustainable growth of airport up to 2031 and will hasten the transition to 'new generation' aircraft such as the E190-E2 which are quieter and more

fuel efficient than much of the existing fleet at LCY. Further details are provided in Sections 2 and 3 of this Scoping Report.

- 1.1.7 The Applicant intends to submit the S73 application to LBN in October 2022, accompanied by the ES and other supporting documents.

1.2 Site Location and Context

1.2.1 The airport is located between the Royal Albert Dock and King George V (KGV) Dock, adjacent to the Woolwich Reach and Gallions Reach of the River Thames. Figure 1.1 below shows the location of the Airport and existing layout with key features denoted.

1.2.2 The Airport is approximately 6 miles east of the City of London, approximately 2 miles east of Canary Wharf and 0.5 miles away from the ExCeL Exhibition and Conference Centre. The surrounding area comprises of a mix of residential, industrial and commercial uses. There is also a significant amount of planned development and regeneration in the vicinity of the Airport.

1.2.3 The land around the airport is in urban use with a mix of clearly defined zones including residential and industrial/commercial areas located on the northern and southern banks of the River Thames at Silvertown and North Greenwich. Significant non-residential uses in the area include the large Tate and Lyle factory to the south of the airport; the University of East London (UEL) on the north-east side of the Royal Albert Dock; the Royals Business Park to the north; the London Regatta Centre on the north-west side of the Royal Albert Dock; the Excel Exhibition Centre and three adjacent high rise hotels to the west on the northern side of Royal Victoria Dock; and several areas of vacant land including land at Albert Basin to the east and a large expanse of land on the north side of Royal Albert Dock between UEL and Royals Business Park. Some of this land is currently being developed. There are numerous other proposed developments in the local area (with planning permission) that have not yet been commenced. Moreover, The London Plan (2021) and draft Royal Docks and Beckton Riverside Opportunity Area Planning Framework (OAPF) envisages 31,500 new homes and 40,000 new jobs up to 2041.

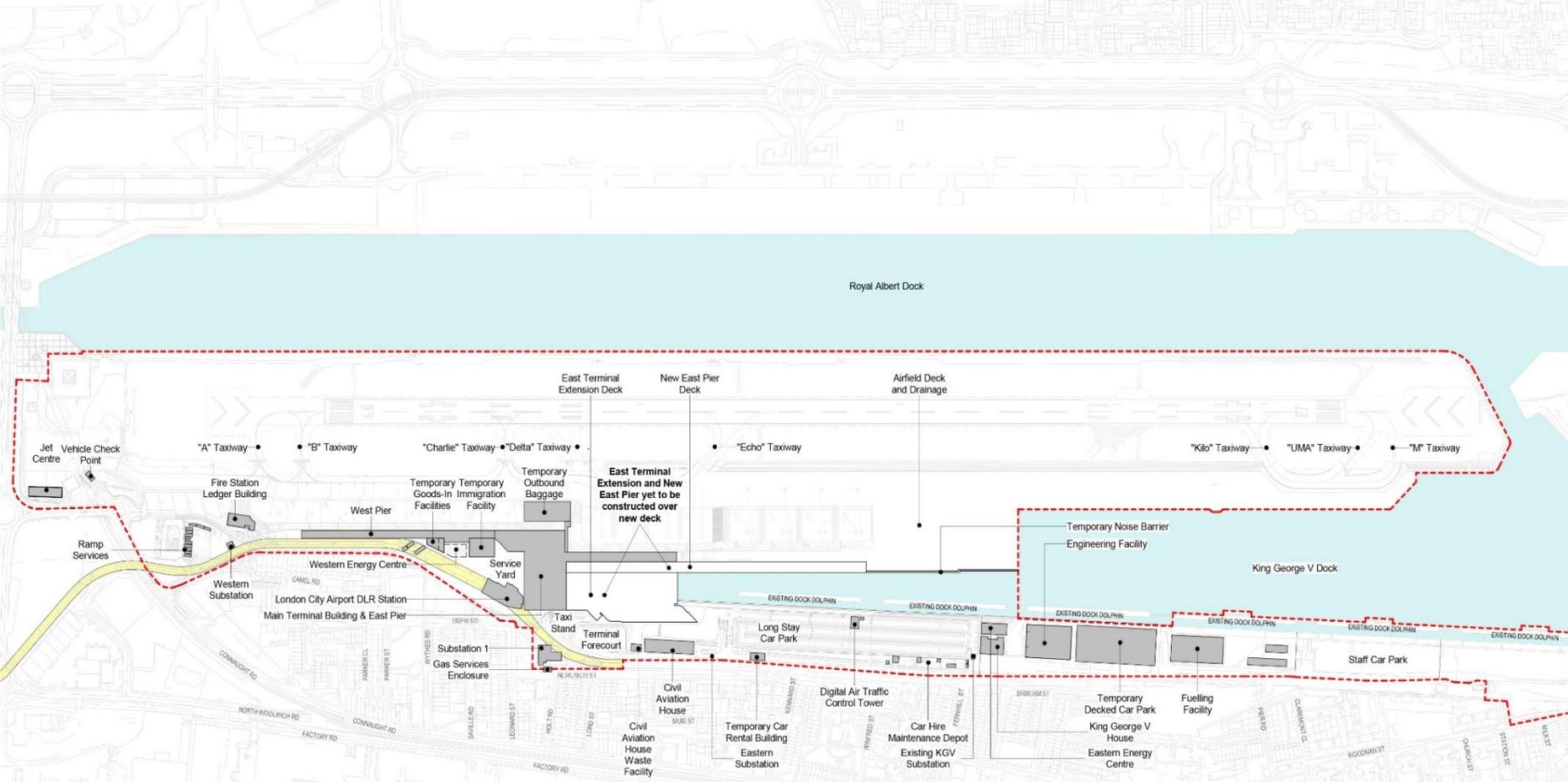


Figure 1.1: Existing Layout of London City Airport

1.3 Environmental Impact Assessment

Need for an Environmental Impact Assessment

- 1.3.1 Environmental Impact Assessment (EIA) is a process for ensuring that the likely significant effects of a new development on its immediate and surrounding environment are fully identified and taken into account before that development is allowed to proceed.
- 1.3.2 The Department for Levelling Up, Housing and Communities' (DLUHC) Planning Practice Guidance¹ states that the purpose of EIA is:
- “to protect the environment by ensuring that a local planning authority when deciding whether to grant planning permission for a project, which is likely to have significant effects on the environment, does so in the full knowledge of the likely significant effects, and takes this into account in the decision-making process.”*
- 1.3.3 The proposed variations to the conditions of CADP1 permission are classified under ‘changes and extensions’ in accordance with Schedule 2 (13) of the EIA Regulations, namely:
- “(b) Any change to or extension of development of a description listed in paragraphs 1 to 12 of column 1 of this table, where that development is already authorised, executed or in the process of being executed.”*
- 1.3.4 As the project has the potential to give rise to significant environmental effects, LCY has decided to undertake an EIA voluntarily, without recourse to requesting a Screening Opinion from LBN. Accordingly, an Environmental Statement (ES) will be prepared to report the findings of the EIA and this will be submitted in conjunction with the forthcoming S73 planning application. This new ES will also provide continuity with and act to update the findings of original EIA, as reported in the CADP1 Updated Environmental Statement (UES, September 2015).
- 1.3.5 RPS Planning and Development Ltd. (RPS) and a team of topic specialists (including Bickerdike Allen Partners LLP, Air Quality Consultants, Steer, Quod and York Aviation) have been commissioned by the Applicant to prepare the ES in accordance with the EIA Regulations and other relevant guidance and standards.

Purpose of Scoping

- 1.3.6 Determining the scope of the component technical assessments is a key part of the EIA process. The scoping process identifies the potential for significant environmental effects to occur (prior to mitigation) as a result of the proposed development and the methods that will be used to assess the environmental effects. It also identifies the aspects of the environment (the ‘topics’) that should be scoped out from the assessment where it is unlikely there would be significant effects on the environment.
- 1.3.7 While scoping is not a statutory requirement under the 2017 EIA Regulations, the preparation of a scoping report is considered best practice as it identifies, at an early stage, the key issues to be addressed in the ES.
- 1.3.8 Table 1.1 details the locations of where the specific information required for inclusion within the scoping report is contained within this document, in accordance with Regulation 15(2).

Table 1.1: Location of Information for Compliance with Regulation 15(2)

¹ Department for Levelling Up, Housing and Communities' (DLUHC) Planning Practice Guidance: Environmental Impact Assessment (last updated May 2020). [Online]. <https://www.gov.uk/guidance/environmental-impact-assessment>

Information	Location in this Scoping Report
A plan sufficient to identify the land.	Figure 1.1
A brief description of the nature and purpose of the development.	Sections 1, 2 and 3
The possible effects of the proposed development on the environment.	Sections 2, 7 and 8
An overview of the conditions present on site and in the surrounding area, together with a brief overview of the relevant planning history and policy context.	Sections 2, 7 and 8
How alternatives to the proposed development will be considered.	Section 5
List of known committed developments for purposes of cumulative assessment.	Section 5 and Appendix B
The proposed approach to the EIA and an overview of the key environmental topics to be assessed (i.e. “scoped in” topics), together with those matters which warrant either some contextual consideration or not requiring any further assessment or consideration (i.e. “scoped out” topics). This exercise has been completed with reference to legislative and policy documents and Part 1 of Schedule 4 of the EIA Regulations 2017 as is reasonably required to assess the likely significant environmental effects of the development.	Sections 3, 5, 7 and 8
Outlines the scope and assessment methodology (including the significance criteria to be adopted) for assessing the likely significant environmental effects to be employed for each respective discipline to be reported in the ES.	Sections 3, 5 and 7
The proposed structure and format of the ES.	Section 5

- 1.3.9 The opportunity to include additional information beyond the minimum requirements of the EIA Regulations has been taken in order to provide the local planning authority (LBN), statutory consultees and other stakeholders with a better understanding of the proposed approach to the EIA process, the various technical assessments being undertaken and the intended structure of the ES.
- 1.3.10 Scoping is an important, though optional, exercise undertaken to focus the EIA and resultant ES on likely significant environmental effects and to avoid the unnecessarily complicated examination of minor (insignificant) issues. In particular, environmental statements should not be scoped so widely as to become unnecessarily long and cumbersome and, as such, less relevant and less useful for their intended purpose, *i.e.* to inform the decision makers of the main and likely significant environmental effects of proposed development, accounting for availability and effectiveness of mitigation and enhancement measures.
- 1.3.11 This matter is addressed by the Government’s Planning Practice Guidance (PPG) on EIA²:

“Whilst every Environmental Statement should provide a full factual description of the development, the emphasis should be on the “main” or “significant” environmental effects to which a development is likely to give rise. The Environmental Statement should be proportionate and not be any longer than is necessary to assess properly those effects. Where, for example, only one environmental factor is likely to be significantly affected, the assessment should focus on that issue only. Impacts which have little or no significance for the particular development in question will need only very brief treatment to indicate that their possible relevance has been considered.”
- 1.3.12 Scoping is an ongoing process, with formal consultation undertaken by the local authority with the statutory bodies (e.g. Natural England, Historic England, Environment Agency, Highways Authority etc.) regarding the proposed technical, geographic and spatial scope of the EIA upon receipt of the

² <https://www.gov.uk/guidance/environmental-impact-assessment>

scoping request. The local authority should then issue their Scoping Opinion at the end of the five-week statutory period.

1.3.13 During this time, the Applicant and their technical team will continue to undertake informal consultation with LBN and the relevant consultees themselves, to ensure that any queries on the scope of the EIA can be addressed beforehand and that the Scoping Opinion is based on the most recent discussions and understanding of the proposed development and its likely significant effects.

1.3.14 Pursuant to Regulation 15(4) of the EIA Regulations an ES must:

(a) “be based on the most recent scoping opinion or direction issued (so far as the proposed development remains materially the same as the proposed development which was subject to that opinion or direction); and

(b) include the information reasonably required for reaching a reasoned conclusion on the significant effects of the development on the environment, taking into account current knowledge and methods of assessment.”

Requirements of an Environmental Statement

1.3.15 As required by Regulation 18(3) of the EIA Regulations, the ES will include “at least”: a description of the development proposals; likely significant effects of the development proposals on the environment; a description of measures envisaged to avoid, prevent or reduce likely significant adverse effects; and, a description of reasonable alternatives studied by the Applicant.

1.3.16 The requirements of Regulation 18(3) are detailed in full within Schedule 4, which is replicated in Table 1.2 below. These are the mandatory information requirements for the ES, and so not dependent on the outcome of the Scoping Opinion.

Table 1.2: Specified Information to be Contained within an ES

Schedule 4 – Information for Inclusion in Environmental Statements	
1.	Description of the development, including in particular: <ol style="list-style-type: none"> a. description of the location of the development; b. a description of the physical characteristics of the whole development, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases; c. a description of the main characteristics of the operational phase of the development (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used; d. an estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases.
2.	A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.
3.	A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.
4.	A description of the factors specified in Regulation 4(2) likely to be significantly affected by the development: population, human health, biodiversity (for example fauna and flora), land (for example land take), soil (for example organic matter, erosion, compaction, sealing), water (for example hydromorphological changes, quantity and quality), air, climate (for example greenhouse gas emissions, impacts relevant to adaptation), material assets, cultural heritage, including architectural and archaeological aspects, and landscape.
5.	A description of the likely significant effects of the development on the environment resulting from, inter alia:

Schedule 4 – Information for Inclusion in Environmental Statements	
	<p>a. the construction and existence of the development, including, where relevant, demolition works;</p> <p>b. the use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources;</p> <p>c. the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste;</p> <p>d. the risks to human health, cultural heritage or the environment (for example due to accidents or disasters);</p> <p>e. the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources;</p> <p>f. the impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change;</p> <p>g. the technologies and the substances used.</p> <p>The description of the likely significant effects on the factors specified in Regulation 4(2) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the development. This description should take into account the relevant environmental protection objectives established at the national and EU level.</p>
6.	A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.
7.	A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases.
8.	A description of the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to risks of major accidents and/or disasters which are relevant to the project concerned. Relevant information available and obtained through risk assessments. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.
9.	A non-technical summary of the information provided under paragraphs 1 to 8.
10.	A reference list detailing the sources used for the descriptions and assessments included in the environmental statement.

Structure of this Scoping Report

1.3.17 The remainder of this report is structured as follows:

- Section 2: Overview of the proposed development;
- Section 3: Summary of the aviation forecasts;
- Section 4: Summary of relevant policy;
- Section 5: The proposed approach to the EIA Methodology;
- Section 6: Overview of the proposed EIA Technical Chapters;
- Section 7: Topics to be ‘scoped in’ for inclusion within the EIA;
- Section 8: Topics proposed to be ‘scoped out’ of the EIA; and
- Section 9: Summary of Key Issues.

2 DESCRIPTION OF THE PROPOSED AMENDMENTS

2.1 CADP1 Planning Permission

2.1.1 The City Airport Development Programme (CADP1) planning application (13/01228/FUL) was granted planning permission by the Secretaries of State for Communities and Local Government and Transport in July 2016 following an appeal and public inquiry which was held in March 2016. The 2015 Updated Environmental Statement (UES) for CADP1 was prepared in advance of and examined as part of the Planning Inquiry. Planning permission was granted for the following:

- a) *Demolition of existing buildings and structures;*
- b) *Works to provide 4 no. upgraded aircraft stands and 7 new aircraft parking stands;*
- c) *The extension and modification of the existing airfield to include the creation of a taxiway running parallel to the eastern part of the runway and connecting with the existing holding point;*
- d) *The creation of a vehicle access point over King George V dock for emergency vehicle access;*
- e) *Laying out of replacement landside Forecourt area to include vehicle circulation, pick up and drop off areas and hard and soft landscaping;*
- f) *The Eastern Extension to the existing Terminal building (including alteration works to the existing Terminal Building) to provide reconfigured and additional passenger facilities and circulation areas, landside and airside offices, immigration areas, security areas, landside and airside retail and catering areas, baggage handling facilities, storage and ancillary accommodation;*
- g) *The construction of a 3 storey Passenger Pier to the east of the existing Terminal building to serve the proposed passenger parking stands;*
- h) *Erection of a noise barrier at the eastern end of the proposed Pier;*
- i) *Erection of a temporary noise barrier along part the southern boundary of the Application Site to the north of Woodman Street;*
- j) *Western Extension and alterations to the existing Terminal to provide reconfigured additional passenger facilities and circulation areas, security areas, landside and airside offices, landside retail and catering areas and ancillary storage and accommodation;*
- k) *Western Energy Centre, storage, ancillary accommodation and landscaping to the west of the existing Terminal;*
- l) *Temporary Facilitation works including erection of a noise reduction wall to the south of 3 aircraft stand, a Coaching Facility and the extension to the outbound baggage area;*
- m) *Works to upgrade Hartmann Road;*
- n) *Landside passenger and staff parking, car hire parking and associated facilities, taxi feeder park and ancillary and related work;*
- o) *Eastern Energy Centre;*
- p) *Dock Source Heat Exchange System and Fish Refugia within King George V Dock; and*
- q) *Ancillary and related works”.*

2.1.2 Whilst the new stands, taxiway and other structures (i.e. most of the elements covered by items a to d above) have since been built, the remaining CADP1 works were put on hold in early 2020 due to the outbreak of the Covid-19 pandemic and the adverse effect this had on the airport's business, flights and passenger numbers. This has also resulted in the longer-term retention of various temporary facilities at the airport, including the Temporary Immigration Facility (TIF) and Temporary

Outbound Baggage (OBB) structure. These temporary facilities are required to maintain levels of service and safe operations until the CADP1 works have been fully built out.

- 2.1.3 At the same time that permission was secured for CADP1, outline planning permission was also granted for a 260 room hotel (CADP2, planning ref. 13/01373/OUT). However, this this permission has not been implemented to-date.
- 2.1.4 In addition, since 2016, a number of specific structures and airfield enhancements have been built out or implemented under the airport's permitted development rights, in accordance with Part 8, Class F of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). These changes are identified on Figure 1.1 above and include:
- The Digital Air Traffic Control Tower (DATCT) to the south of KGV Dock;
 - Temporary decked carpark to the east of the DATCT;
 - Runway and taxiway rehabilitation works; and
 - Introduction of an Engineered Material Arrestor System (EMAS) at either end of the runway (works due to commence in summer 2022).
- 2.1.5 Given the pause of construction during the pandemic, it is now anticipated that the remaining CADP1 works (including the new terminal buildings) will be built out over a more prolonged period. It is expected that construction could recommence by the time that the airport returns to pre-pandemic levels in 2024 and potentially be complete by 2031. This will be subject to a further revision to the CPP, in accordance with condition 4 of the CADP1 permission.

2.2 Proposed Amendments to Conditions

- 2.2.1 London City Airport is seeking approval to revise planning conditions attached to the CADP1 planning permission pursuant to Section 73 (S73) of the Town and Country Planning Act 1990 (as amended).
- 2.2.2 Subject to the feedback received during the public consultation period, it is proposed that the S73 application could comprise:
- 'Application to vary conditions attached to planning permission 13/01228/FUL dated 26 July 2016 (as varied) to allow up to 9 million passengers per annum (currently 6.5 million), flights to take place on Saturday PM, modifications to daily, weekend and other limits and changes to temporary facilitating works'*
- 2.2.3 The number of flights will remain limited to 111,000 air transport movements (ATMs) per annum and 45 ATMs per hour as approved under the CADP1 permission and there would be no change to the 8 hour night-time or Sunday morning curfews currently in operation at LCY.
- 2.2.4 There will be no changes to the number of aircraft stands, to the runway, other infrastructure or the design and layout of the buildings as approved under the CADP1 permission and subsequently varied by several non-material amendment applications (as listed in Appendix A of this report).
- 2.2.5 However, the area to the west of the airfield could be used more efficiently to park new generation aircraft, which have a wider wingspan, which would in turn allow for greater operational resilience at peak times. Minor changes to the existing apron may therefore be sought, including the layout and marking of aircraft stands, but no new significant infrastructure will be necessary. Over time, this may also require the replacement of the existing Corporate Aviation Facility, known as the 'Jet Centre' but that will not form part of any forthcoming S73 application
- 2.2.6 Where they remain appropriate, all relevant existing environmental and operational controls, strategies and systems approved through the other conditions attached to the CADP1 planning

permission and the associated Section 106 planning agreement will continue to apply (and/or be re-imposed under a new planning permission and Section 106 Agreement with LBN).

3 AVIATION FORECASTS AND EIA ASSESSMENT YEARS

3.1 ATM and Passenger Forecasts

Previous CADP1 Forecasts and Recent Trends

- 3.1.1 The S73 planning application is an essential component of the airport's Covid-19 recovery plan to 2031 and beyond and seeks to make best use of the runway and existing and approved infrastructure in accordance with the Government's Making Best Use (MBU) policy, as reiterated by the recent Flightpath to the Future Strategic Framework published by the Department for Transport in May 2022³.
- 3.1.2 The original demand forecasts underpinning CADP1 planning application and assessed in the 2015 UES, projected that the airport would reach 6.0 million passengers per annum (mppa) by 2025 in the Core Case and that, if the airlines grew their load factors faster than originally anticipated, the passenger throughput could reach 6.5 mppa by 2025. Pre-Covid 19, the airport was on track to achieve these forecasts, with more than 5.0 mppa handled in 2019 in line with expectations. The airport anticipates being back to pre-pandemic levels between 2024 and 2025.
- 3.1.3 Changes in the nature of the airlines using the airport, with the demise of Flybe and greater emphasis on British Airways operations, has resulted in more of the larger jet aircraft types being used than were envisaged when the CADP1 demand forecasts were first prepared. Whereas the CADP1 projections expected 5.1 million passengers in 2020 to be handled on 93,000 commercial aircraft movements, in practice this passenger throughput was attained in 2019 with just over 80,000 commercial aircraft movements reflecting the increased capacity of aircraft used and higher passenger load factors. Hence, the consented 111,000 annual aircraft movements can now accommodate many more passengers than originally expected.
- 3.1.4 Furthermore, since CADP1 was first planned, the profile of demand using the airport has changed, with a more even balance of business and leisure traffic as well as more airlines basing their aircraft at the airport overnight. The changes in the passenger mix have resulted in changes in airline operating patterns, with relatively less dependence on the traditional peaks of traffic at London City Airport (i.e. inbound in the morning and outbound in the early evening). Also, due to the fact that there are more aircraft based overnight at the airport, this results in some spreading of the peak throughout the day. As a consequence, the CADP1 infrastructure can still meet the morning and evening peak hours passenger demands projected for the future but more use is being made of the available capacity during the inter-peak and off-peak periods. Hence, the permitted CADP1 infrastructure can actually handle more passengers on an annual basis than originally assumed, particularly when the effect of new technologies such as self-service check-in are taken into account.

Current Forecasts

- 3.1.5 On the basis of the changes to the conditions as proposed, the provisional demand projections for the core Development Case (DC) and fallback/Do Minimum (DM) case have been prepared. The forecasts take into account any prolonged influence of the Covid-19 pandemic and draw upon the latest assumptions being used to inform the scenario modelling underpinning the Jet Zero Strategy, published in July 2022, and based on the Jet Zero technical consultation of March 2022 and the revised econometric relationships used to derive these updated air passenger demand forecasts. The forecast future growth rates for UK air passenger demand are derived from these econometric relationships, having regard to the latest post-Covid-19 economic forecasts, projected carbon costs

³ <https://www.gov.uk/government/publications/flightpath-to-the-future-a-strategic-framework-for-the-aviation-sector>

and other factors impacting the cost of air travel. Account is also be taken of local economic growth factors in the areas served by the airport, including the potential increase in population living within the vicinity of the airport. LCY's share of the market is determined based on its historic performance in meeting demand locally and across London and takes into account both recovery in business travel and increased potential for leisure travel from the airport to meet the needs of the local population.

- 3.1.6 The resulting passenger forecasts are set out in Figure 3.1 below; albeit these may change slightly as the forecasts are further refined. As can be seen by these graphs, in the Development Case (DC) scenario it is predicted that the passenger throughput at the airport will grow progressively from 2023 onwards, with numbers reaching 7.0 mppa by 2027 and 9.0 mppa by 2031. This growth would be facilitated by, amongst other factors, the proposed extension to Saturday afternoon opening hours which will act to incentivise airlines (especially British Airways) to re-fleet more rapidly and to base more aircraft at the airport.
- 3.1.7 For the DM scenario (i.e. without approval of the S73 application) it is assumed that all existing operational conditions relating to the CADP1 planning permission would remain in force. This would have the result of supressing growth, such that the existing 6.5 mppa cap would not be reached until 2030, with consequential delays to airlines re-fleeting with new generation aircraft as well as other disbenefits including a slower rate of job creation and less inward investment and employment overall compared to the DC scenario.
- 3.1.8 Jet Centre aircraft movements are expected to grow from historic levels of around 5,000 movements a year to 9,000 movements a year in the DM/ fallback case. However, in the DC scenario, passenger aircraft movements (PATMs) would continue to increase over time up to the 111,000 annual movements permitted, thereby eventually squeezing out all but a very few Jet Centre aircraft movements.
- 3.1.9 In addition to the core DC forecasts (considered the 'most likely' outcome for the purpose of the Environmental Impact Assessment), faster and slower growth cases will be set out reflecting current market uncertainties and to illustrate plausible timeframes over which 111,000 annual aircraft movements may be taken up at the airport. The fleet mix associated with each scenario will be set out in the ES submitted with the S73 application.
- 3.1.10 The detailed forecast parameters (prepared by York Aviation on behalf of the airport) will inform the reassessment of capacity provided by the CADP1 scheme and the required phasing to meet the future demand forecasts. This will take into account the current implementation of the project and the provision of the temporary facilities, and it will be demonstrated that the planned works can accommodate demand up to 111,000 annual aircraft movements.

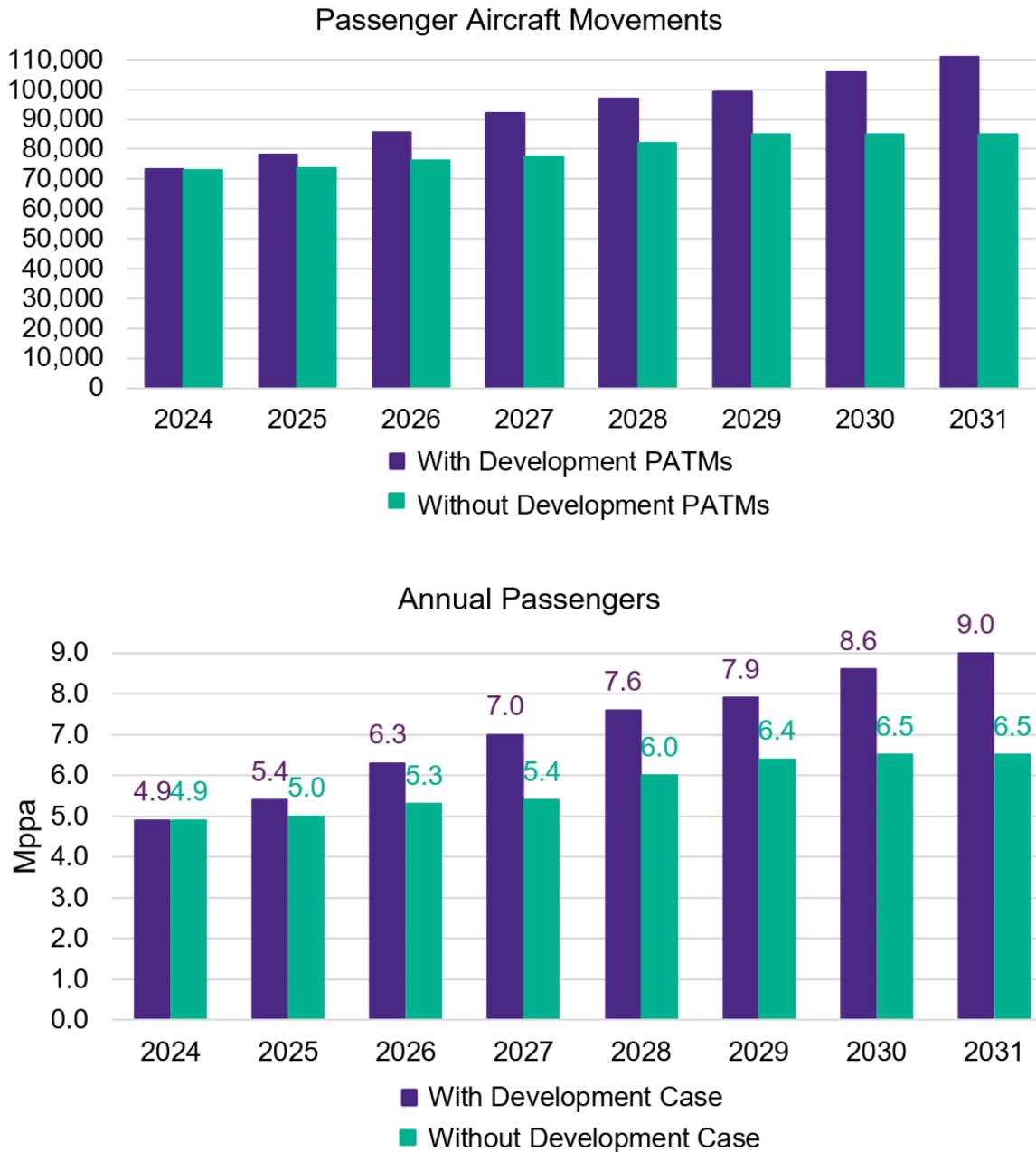


Figure 3.1: Forecast growth in passengers and aircraft movements with and without the proposed S73 amendments

Forecasting Work to inform the EIA

3.1.11 Within the ES accompanying the S73 application, various aviation and macro-economic growth trends will be set out to support the specific forecasts. These take into account any prolonged influence of the Covid-19 pandemic and draw upon the latest assumptions being used to underpin the Department for Transport’s Jet Zero Strategy modelling⁴ and the econometric relationships used

⁴ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1061972/jet-zero-modelling-framework.pdf

to derive the UK air passenger demand forecasts. The forecast future growth rates for UK air passenger demand are derived from these econometric relationships, having regard to the latest post-Covid-19 economic forecasts, projected carbon costs and other factors impacting the cost of air travel. Account is also be taken of local economic growth factors in the area served by the airport.

- 3.1.12 LCY's share of the market is taken into account having regard to historic trends, competition from other airports serving London and the nature of the air services offered. Detailed forecasts will be set out having regard to the airport's unique characteristics and the trend for it to increasingly serve local leisure as well as business markets.
- 3.1.13 In addition to the core forecasts (considered the 'most likely' outcome for the purpose of the EIA), faster and slower growth cases will be set out reflecting current market uncertainties and to illustrate plausible timeframes over which 111,000 annual aircraft movements may be taken up at LCY. The fleet mix associated with each scenario will be described in the ES.
- 3.1.14 The ES will include further details relating to the forecasts to inform the environmental assessments, including:
- Busy day timetables;
 - Annual fleet mix; and
 - 92 day outputs for noise assessment.

3.2 EIA Assessment Years and Scenarios

- 3.2.1 As illustrated by Figure 3.1 above, the existing 6.5mppa cap is forecast to have been reached by 2027 in the DC scenario, as opposed to 2030 in the DM scenario.
- 3.2.2 Whilst the current forecasts may be refined slightly in the coming months, particularly as there are signs that the airport is now recovering more quickly than expected at the beginning of the year, they are nonetheless considered robust for assessment purposes. The assessment years for the EIA have therefore been selected as follows, albeit not all years will be assessed for each topic:
- 2019 – Baseline Year for the EIA, as this represents the last full calendar year of 'normal' operations at the airport prior to the onset of the Covid-19 pandemic. However, where appropriate, data from this year will be supplemented by more recent surveys.
 - 2025 – the Future Baseline Year when airport activity and passenger numbers are confidently predicted to have recovered to (at least) pre-Covid-19 levels; this being a conservative assumption.
 - 2025 – Worst Case Year for Noise, as by this point in time the positive influence of re-fleeting with quieter new generation aircraft will not yet have occurred to any significant extent.
 - 2027 – the Transitional Year when 6.5 mppa is predicted to be exceeded in the Development Case.
 - 2031 – the Principal Assessment Year when the existing 111,000 annual aircraft movement cap is expected to be reached and there are predicted to be 9.0 mppa. This will be the main focus of the EIA for comparing the environmental effects between the without development (DM) and with development (DC) outcomes.
 - 2024 – 2031 – Revised CADP1 Construction Programme - being built out in phases to match demand.
- 3.2.3 Sensitivity tests using alternative forecasts or assessment years will also be undertaken, namely:
- Slower Growth Scenario – representing a plausible but less likely scenario of either reaching the ATM cap of 111,000 aircraft movements by 2033, or, the new passenger cap of 9 mppa being reached by 2034. o

- Faster Growth Scenario – representing a plausible but less likely rapid progression to 9.0 mppa by 2029.

3.2.4 In addition to the above, construction related effects will be assessed over a seven-year timeframe; from 2024, when the CADP1 works are expected to recommence assuming the airport returns to pre-pandemic levels by this time, to 2031 when the last element of the built infrastructure would be expected to be complete, if passenger growth occurs as predicted by the core forecasts. This assessment will be informed by the revised CPP which will be presented in the ES.

4 POLICY CONTEXT

4.1 National Planning Policy and Guidance

National Planning Policy Framework

- 4.1.1 Central to the NPPF (2021) is a positive approach to growth and the presumption in favour of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives: an economic objective, a social objective and an environmental objective. These should not be seen in isolation as economic growth can contribute to higher environmental standards.
- 4.1.2 Specific aviation policies are limited in the NPPF.

National Aviation Policy

Flightpath to the Future

- 4.1.3 The 'Flightpath to the Future' (FttF) document published on 26 May 2022 comprises Government's overarching aviation policy statement. It includes a 10-point plan, a number of which are directly relevant to the planning system, including:
- Recovering and learning lessons from the pandemic and sustainably growing the sector - including commitments to growth and working together towards a future where the sector can recover, grow and thrive in a way that is sustainable, resilient and connected;
 - Supporting growth in airport capacity where justified and ensuring that capacity is used in a way that delivers for the UK. Clear support for airport expansion/growth is found in various sections of the document (including page 2, 7, 18, 19, 20, 26, 42, 44 and 69). It also includes frequent reference to helping the sector to "build back better" and a desire to support growth in passenger demand;
 - Putting the sector on course to achieve 'Jet Zero' by 2050 – with specific targets for 10% Sustainable Aviation Fuels (SAF) by 2030 and zero emissions flights across the UK this decade;
 - Strategic context to the Government's Jet Zero plans and how it will set net zero targets for 2050 (page 6 and Sections 2 / 4) - explaining that expansion of any airport must meet its climate change obligations to be able to proceed and making reference to the proposal for airports in England to be zero emissions by 2040; and
 - Unlocking local benefits and levelling up - including through trade, air freight, aerospace, investment and tourism, as well as allowing people to benefit from improved connections across the union and regions.
- 4.1.4 In FttF the Government confirms that addressing detrimental impacts on local communities associated with air quality emissions and noise from aviation are important aspects of a sustainable future (page 35) and that the CAA (which now has the functions of the Independent Commission on Civil Aviation Noise) will create a new Sustainability Panel to provide independent expert advice on a range of environmental issues including carbon, noise and air quality.
- 4.1.5 FttF advises that existing planning frameworks comprising '*Beyond the Horizon: The future of Aviation: Making best use of existing runways*' (June 2018) and the *Airports National Policy Statement (2018)* are the most up to date policy on planning for airport development and are material considerations in the determination of planning applications.
- 4.1.6 '*Beyond the Horizon – The Future of UK aviation: Making best use of existing runways*' includes key themes of making best use (paragraphs 1.11 & 1.29), sharing benefits with local communities

(paragraph 1.22) and demonstrating how mitigation addresses local environmental issues (paragraph 1.26). It also states that as part of their planning applications, airports will need to demonstrate how they will mitigate local environmental issues, which can then be presented to, and considered by, communities as part of the planning consultation process (paragraph 1.24).

- 4.1.7 Page 35 of FttF states that the Government will set out a new noise policy framework, with next steps in 2022/3, to provide “a clearer noise policy framework alongside measures to incentivise best operational practice to reduce noise and measure”.
- 4.1.8 The Government has also signalled that it intends to publish further national policy in FttF including its Jet Zero strategy.

Jet Zero Strategy

- 4.1.9 In July 2021 Government published ‘Decarbonising Transport – A Better, Greener Britain’ which includes a series of Government commitments on aviation (page 116 onwards), including to consult on measures to achieve ‘Jet Zero’ by 2050 and fund research to accelerate the sector’s take up of zero emissions technologies.
- 4.1.10 On 19th July 2022, the Jet Zero Strategy: Delivering net zero aviation by 2050 was published⁵. This strategy confirmed that the ‘Airports National Policy Statement’ and ‘Beyond the Horizon: The future of Aviation: Making best use of existing runways’ remain the relevant policy basis for considering applications for airport development.
- 4.1.11 The Jet Zero Strategy sets out clear targets for the carbon reduction to be achieved by the aviation sector based on a “High Ambition Scenario” and how it intends that these will be achieved, alongside a regular process of monitoring and review. These targets largely mirror the emissions reduction trajectory recommended by the Committee on Climate Change⁶ as required to secure the UK’s Net Zero by 2050 commitment, with slightly slower progress envisaged by 2030 but greater decarbonisation over the longer term.
- 4.1.12 On this basis, the Government considered and dismissed the need for demand management in the aviation sector, making clear (at paragraph 3.56) that “we recognise that airport expansion has a role to play in realising benefits for the UK through boosting our global connectivity and levelling up. The framework is clear that we continue to be supportive of airport growth where it is justified, and our existing policy frameworks for airport planning provide a robust and balanced framework for airports to grow sustainably within our strict environmental criteria.” The Government goes on to state (at paragraph 3.57):

“we can achieve Jet Zero without the Government needing to intervene directly to limit aviation growth.”

- 4.1.13 As noted in the previous section, the airport’s forecasting consultant, York Aviation, has taken the passenger forecast modelling approach adopted by the Department for Transport for the Jet Zero Strategy into account in the demand forecasts prepared for the airport, including ensuring consistency of assumptions as to future carbon costs.

UK Airspace Policy

- 4.1.14 Following consultation on UK Airspace Policy between January and May 2017 the new airspace change process became effective from January 2018 with detailed guidance being contained within

⁵ <https://www.gov.uk/government/publications/jet-zero-strategy-delivering-net-zero-aviation-by-2050>

⁶ <https://www.theccc.org.uk/publication/2022-progress-report-to-parliament/>, Figure 9.14.

CAP1616 'Airspace Design'. This guidance supports the process of airspace modernisation to deliver benefits for the UK economy, passengers, communities and the environment.

4.2 Local Planning Policy

4.2.1 The Development Plan for LBN comprises the London Plan (March 2021) and the Newham Local Plan (December 2018).

London Plan

4.2.2 Policy T8 (Aviation) of the London Plan is supportive of the role aviation plays in the economy, with the supporting text requiring best use of existing airport capacity. The application will need to directly address a number of aspects of policy T8 including:

- Criteria B – which requires development proposals to '*include mitigation measures that fully meet their external and environmental costs, particularly in respect of noise, air quality and climate change*' and requires expansion scheme to demonstrate '*an overriding public interest or no suitable alternative solution with fewer environmental impacts*'
- Criteria E – which requires proposals changing airport operation to take '*full account of their environmental impacts and the views of affected communities..*'
- Criteria G – requires airports to work with TfL and others to increase the proportion of journeys by sustainable means.

4.2.3 The supporting text will also be important for the application to address as follows:

"10.8.4. Any airport expansion proposals should only be taken forward on the basis that noise impacts are avoided, minimised and mitigated, and proposals should not seek to claim or utilise noise improvements resulting from technology improvements unrelated to expansion. Nor should expansion result in significant numbers of new people being exposed to new or additional noise harm.

10.8.5 Any airport expansion proposals should not worsen existing air quality or contribute to exceedance of air quality limits, nor should they seek to claim or utilise air quality improvements resulting from unrelated Mayoral, local or national policies and actions. Airport expansion should also incorporate air quality positive principles to minimise operational and construction impacts."

4.2.4 On 7 February 2022, the GLA consulted on a revised version of the Royal Docks and Beckton Riverside Opportunity Area Planning Framework. Intended to provide more area specific policies to assist the delivery of Opportunity Areas, the draft document says little about the current or future role of the Airport. LCY submitted representations drawing attention to the Airport's Masterplan (2020).

Newham Local Plan

4.2.5 The Newham Local Plan was adopted on 10 December 2018. The Airport is allocated as an 'Employment Hub' (ref. E11) for visitor economy, business and logistics. Policy J1 'Business and Jobs Growth' states that proposals will be supported if they address the spatial strategy which seeks to focus attractions and facilities at employment hubs (which includes the Airport).

4.2.6 Supporting paragraph 1.23 states that the Airport is a major employer and catalyst for investment that supports London's international role.

4.2.7 Part G of Policy S3 'Royal Docks' states that the Airport will continue to perform an important role in the area's international business and visitor connectivity and as the focus to an employment hub with measures implemented to support the optimisation of existing capacity and further mitigation of

its environmental impacts, including improvements to public transport. Policy INF1 'Strategic Transport' states proposals should address strategic principle and the spatial strategy which for air travel includes: measures to support the optimisation of airport capacity, including access (potentially via a new Elizabeth Line station) and other freight and passenger facilities for operational safeguarding.

- 4.2.8 Issues and options in respect of a replacement local plan were published for consultation in October 2021. No significant change in policy approach towards the airport was raised and the Airport's representations sought to ensure that new local plan takes into account the growth and importance of the Airport as shown in the 2020 Masterplan.
- 4.2.9 LB Newham's Local Development Scheme is currently suggesting the submission of a draft replacement Local Plan for examination in December 2023.

5 EIA METHODOLOGY

5.1 Summary of the EIA Process

- 5.1.1 In addition to the planning policy outlined in the previous section, the EIA process and resulting ES will be undertaken in accordance with specific guidance documents including the UK Government Planning Practice Guidance on EIA (May 2020) and the Institute of Environmental Management and Assessment (IEMA) Guidelines for environmental impact assessment, as well as topic specific guidance and assessment criteria, where appropriate.
- 5.1.2 The EIA will be consistent with, and in many respects comprise a continuation of, the previous environmental assessment process reported in the CADP1 Updated Environmental Statement (UES) of September 2015. As such, the topic-specific assessments will be revised to take account of the updated forecasts, changes to baseline conditions, assessment methodologies and policies and the new procedural requirements introduced by the 2017 EIA Regulations.
- 5.1.3 It is important to note that although consideration has been given to whether or not the CADP1 scheme, as amended by the proposed application, will have new or materially different likely significant effects, only those environmental effects likely to be affected by the proposed amendments will be reassessed. Environmental effects that were previously assessed in the UES but for which the proposed amendments would not have any material influence, will not be reassessed in detail as part of the EIA, even where significant effects were previously identified in the UES. Instead, it is considered that such topics have already been adequately assessed in the UES and, where appropriate, mitigated for through the discharge of pre-commencement planning conditions. Nevertheless, the original assessments will be updated and/or validated to account for the passage of time since submission of the 2015 UES (as discussed further in Section 8 of this Scoping Report). The findings of any more recent surveys or assessment work, together with the previous conclusions of the 2015 UES and subsequent Approval of Details (AoD) documents, will be presented in the ES.
- 5.1.4 For the relevant 'scoped-in' topics, the EIA process will comprise the following main activities:
- Environmental baseline surveys, modelling and assessment;
 - Feedback into the S73 proposals and key mitigation measures to enable the scheme to be fixed, accounting for the potential environmental effects;
 - Determination of impact significance, mitigation and residual impacts of the final scheme; and
 - Complete and submit the ES with the planning application, including a Non-Technical Summary of the ES, as required by Schedule 4, Regulation 9 of the EIA Regulations.
- 5.1.5 With respect to identifying the likely significant environmental effects associated with the proposal, the ES will give due consideration to a range of potential effects associated with the amended CADP1 development, both beneficial and adverse, which could be deemed to be 'significant' on the basis of:
- the value/ importance of the resources and receptors that could be affected by the construction and occupation of the development;
 - the predicted magnitude of environmental change and/or impact experienced by these resources and receptors, accounting for their size, duration and spatial extent; and
 - options for avoiding, reducing, offsetting or compensating for any potentially significant adverse effects and the likely efficacy of such mitigation measures.

- 5.1.6 Subsequent sections of this EIA scoping report set out the range of topics and detailed issues which are proposed to be considered in the EIA, whilst the principal/ common considerations of the EIA are described below.

5.2 EIA Approach

Impact Identification

- 5.2.1 The baseline environment will be defined in the ES within each of the technical chapters based on information gathered through desk-based studies and, where appropriate, field survey work. The environmental impacts of the proposed amendments to the CADP1 permission will be assessed against these baseline conditions.
- 5.2.2 All operational effects will be assessed by quantifying the difference between the DM (6.5 mppa) scenario and the DC (9.0 mppa) scenario in the Principal Assessment Year of 2031, as described above. For some topics (e.g. air quality and noise) it is also relevant to consider the change in environmental conditions between the Baseline Year (2019), the Transitional Year (2027) and Principal Assessment Year (2031). Where this is the case, this will be explained further in the individual topic chapters of the ES.
- 5.2.3 There is also the potential for some temporary construction effects (e.g. noise, dust, heavy goods vehicle (HGV) traffic etc.) to arise during the construction of the remaining elements of the CADP1 infrastructure, including the terminal forecourt, New East Pier (NEP), East Terminal Extension (ETE) and West Terminal Extension (TWE). Accordingly, such effects will be assessed within the respective technical chapters of the ES, based on a revised Construction Phasing Plan (CPP). It should be noted however that due to the limited extent, location and nature of these remaining construction works, significant environmental effects are not anticipated as long as appropriate environmental controls are in place, such as a Construction Environmental Management Plan (CEMP) as required under the existing CADP1 Condition 88.
- 5.2.4 The characterisation of impacts will vary between technical chapters, according to respective best practice guidance. However, the following principles will be adhered to:
- Impacts will be quantified where possible, in terms that are readily understandable;
 - Characteristics of an impact will be described, identifying the extent, magnitude, duration, frequency, reversibility, nature (direct or indirect), and probability of an impact;
 - Changes over time will be considered, where applicable, i.e. where characteristics may change as a project develops/matures;
 - Justification will be provided where qualitative judgements or estimates are made;
 - In the cases of uncertainty, predictions will include a reasonable 'worst-case' approach;
 - Consistent terms referring to quantitative scales will be defined, e.g. long-term/short-term, high/medium/low magnitude;
 - Consideration will be given to any potential indirect effects: and,
 - Cumulative (in combination) effects from other development schemes will be considered.

Consideration of Alternatives

- 5.2.5 In accordance with Schedule 4 of the EIA Regulations, the ES will contain:

"A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the

main reasons for selecting the chosen option, including a comparison of the environmental effects.”

5.2.6 The Government PPG on EIA states at paragraph 035 that:

“Where alternative approaches to development have been considered, the Environmental Statement should include an outline of the main alternatives studied and the main reasons for the choice made, taking into account the environmental effects.”

5.2.7 As part of this consideration of alternatives, the ES will focus on the consequences of the 'DM scenario, which will describe the environmental and socio-economic conditions at the site were the proposed amendments not to occur. Depending on the outcome of the public consultation exercise, alternative Saturday opening hours will also be considered. No other alternatives are considered relevant in this instance.

Determining Significance

5.2.8 Prevailing good practice for EIA suggests that environmental impacts should be considered in terms of the importance, value or sensitivity of receptors and the predicted scale, or magnitude, of the potential effects. The significance of potential impacts should then be determined through consideration of respective sensitivity and magnitude.

5.2.9 The assessment of significance within the ES will be considered using a common scale, being described as either 'major', 'moderate', 'minor' or 'negligible' (which also includes neutral or no impact outcomes).

5.2.10 Where legal or otherwise definitive impact thresholds do not exist, the method for ascribing significance is left to the judgement of the topic specialists informed by best practice guidance within their professional discipline. Where methodologies have been adapted from specific industry recognised standards, this methodology will be set out in the corresponding chapters of the ES or the accompanying technical appendices.

5.2.11 Following their identification, all significant effects will be classified on the basis of their nature and duration as follows:

- **Beneficial** – effects that have a positive influence on receptors and resources;
- **Adverse** – effects that have a negative influence on receptors and resources;
- **Temporary** – effects that persist for a limited period only (due for example, to particular construction activities taking place for a short period of time);
- **Permanent** – effects that result from an irreversible change to the baseline environment (e.g. land-take) or which persist for the foreseeable future (e.g. noise from regular or continuous operations or activities);
- **Direct** – effects that arise from the impact of activities that form an integral part of the proposed development (e.g. direct employment and income generation) and which occur at the same time and place;
- **Indirect** – effects that arise from the impact of activities that do not explicitly form part of the proposed development (e.g. off-site infrastructure upgrades to accommodate the development), which may occur later in time and/or are geographically remote from the site, but are nonetheless reasonably foreseeable and measurable;
- **Secondary** – effects that arise as a consequence of an initial effect of the proposed development (e.g. induced employment elsewhere); and
- **Cumulative** – effects that can arise from a combination of different effects at a specific location or the interaction of different effects over different periods of time.

Assessment of Cumulative Effects

- 5.2.12 Under the EIA Regulations, the requirement for considering cumulative schemes has been restricted to ‘cumulation’ of environmental effects with other existing development and/or approved development. Cumulative effects will be considered in two ways, defined as follows:
- Inter-Project effects - the combined effects generated from the proposed development with other existing and/or approved developments. These other developments may generate their own individually insignificant effects but when considered together could amount to a significant cumulative effect; and
 - Intra-Project effects – the combined effects of different types of impact from the proposed development on particular receptors at or surrounding the application site, for example, the combined effects of noise and air quality on a particular sensitive receptor as a consequence of increased traffic flows.
- 5.2.13 Various criteria have been adopted for establishing the scope of the cumulative assessment and the schemes to be considered. The selection process was first informed by the air noise contours prepared by the airport’s noise consultants in order to identify which schemes would fall within the noise contours. Supplementary screening criteria, which other developments must meet in order to be included within the cumulative assessment, have then been applied.
- 5.2.14 In their response to the technical consultation on EIA thresholds, the Department for Levelling Up, Housing and Communities (DLUHC) stated that urban development projects below the stated EIA screening thresholds “*will not be likely to have significant effects either alone or in combination with other projects because of their nature, location or impact*”. On this basis, the following criteria will be applied:
- Developments that are within 1km of the boundary of the Airport runway;
 - Comprise more than 10,000 sqm of development and/ or 100 or more residential units and/ or are of a particularly sensitive nature (e.g. new schools or hospitals);
 - Expected to be built-out at the same time as the proposal and with a defined phasing and construction programme;
 - Developments which are considered likely to result in significant environmental effects of some nature, often signified by being subject to EIA; and
 - Developments that have planning permission or a ‘resolution to grant’ planning permission.
- 5.2.15 An initial ‘long list’ of cumulative schemes is provided in Appendix B of this Scoping Report for discussion with LBN. All of these schemes will be accounted for in determining the potential future populations contained within the modelled air noise contours, in both the DM and DC scenarios. However, for other topics, it is considered that this list can be further rationalised by the application of the above criteria such that that only those developments with the potential to give rise to cumulative (‘in-combination’) effects on air quality, transport, socio-economics, climate change etc. will need any detailed consideration in the ES.
- 5.2.16 It is noted that many of these developments are likely to be built out and fully operational before 2031 and they will therefore form part of the projected future baseline for the EIA against which the environmental effects of the proposed amendments will be assessed. This distinction between ‘cumulative schemes’ and ‘baseline schemes’ will be further described in the ES, once the timeline for each development has been established.
- 5.2.1.2 Intra-cumulative effects will also be considered within the ES. This will take the form of a matrix identifying the sensitive receptors and the different effects arising from the proposed amendments

experienced at each – for example, an individual receptor close to the site boundary may be affected by both noise and air quality effects.

5.3 Structure of the Environmental Statement

5.3.1 There is no defined structure for an ES, provided that it meets the requirements outlined in Regulation 18(3) of the EIA Regulations. This section sets out the proposed structure for the ES in this instance.

5.3.2 The ES will be presented in three separate parts:

- Volume 1 will be the main volume of the ES and will describe: the proposed amendments, the forecasts and assessment scenarios considered, the baseline environmental conditions, the likely significant effects of the development, the proposed mitigation measures and the residual (remaining) environmental effects following the implementation of mitigation measures.
- Volume 2 will contain the technical appendices for the ES.
- A Non-Technical Summary (NTS) will be produced of the information contained in Volumes 1 and 2 to describe the scope, methodology, results and conclusions of the ES in a concise form which is readily understandable to non-specialists.

5.3.1.2 The proposed structure of Volume 1 (the main volume of the ES) is presented in **Table 5.1**.

Table 5.1: Proposed Structure of the Volume 1 of the ES

Chapter	Chapter Title	Content
	Glossary & Abbreviations	List of abbreviations and glossary of terms (to be included before Chapter 1).
1	Introduction	Scheme background; scheme context; explanation of EIA process and the EIA Regulations; the structure of the ES; information on the project team and chapter authors; availability of the ES.
2	Site Description & Development Proposals	Description of site and the wider study area; description of the CADP1 development and the proposed amendments being applied for; details of the aviation forecasts that underpin the EIA.
3	EIA Methodology	Approach to EIA process, including: consultation, responses received and how/where issues have been addressed within the ES, spatial and temporal scope of the EIA and approach to assessment of residual impact significance. Details of the assessment years, scenarios and sensitivity tests considered.
4	Alternatives	Outline of the alternative options considered by the Applicant, focussing on the Do Minimum scenario and, where appropriate, alternative Saturday opening hours.
5	Planning Context & Existing Controls	Summary of relevant national, regional and local policy relevant to the application. Description of the relevant planning history and summary of the existing environmental controls in place at the airport and relevant planning conditions attached to the CADP1 planning permission.
6	Development Programme & Construction	Description of the remaining build-out programme for CADP, based on a revised CPP and the proposed mitigation measures to be adopted through the approved Construction Environmental Management Plan (CEMP).
7-13	Technical Assessment chapters	Detailed assessment of each environmental topic area scoped into the EIA, as set out in Section 7 of this report.
13	Other Environmental Topics	Presentation of the findings of the 2015 UES, updated assessment work and summary of relevant CADP1 planning conditions, with respect to the topics scoped-out of the ES. See Section 8 for further explanation.

Chapter	Chapter Title	Content
14	Cumulative Effects	Assessment of cumulative effects of the proposed development with other identified committed schemes, on key receptors, and assessment of intra-cumulative effects.
15	Residual Effects Summary & Conclusions	Residual effects of the development, the mitigation measures proposed and how these are to be secured.

5.4 Structure of the Technical Chapters

5.4.1 The technical chapters of the ES will be structured as set out below:

Introduction

5.4.2 The introduction will provide a brief summary of what is considered in the chapter and will state the author and/or relevant technical contributor (Note: a full statement of competency for the whole EIA team will be provided in Volume 2 of the ES, as required by the EIA Regulations). Where appropriate, it will describe the assumptions and limitations related to the assessment of that topic and any constraints to undertaking the assessment.

Planning Policy and Legislative Context

5.4.3 This section will provide details of:

- relevant legal considerations or standards for the impact assessment;
- national, regional and local policy and Industry guidance that has informed the assessment; and
- relevant existing planning conditions and legal obligations attached to the CADP1 planning permission.

Assessment Methodology and Significance Criteria

5.4.4 This section will provide details of:

- the methodology, technical, spatial and geographic scope of the assessment, with reference to any published methodological standards, professional guidelines and best practice that are particular to the topic;
- the comments raised during scoping/ consultation process and a commentary on how any pertinent matters have been addressed within the assessment;
- how baseline conditions have been assessed (e.g. site visits, surveys, review of publicly available data) and the scale of sensitivity and magnitude adopted within the assessment;
- how significance has been assessed (e.g. whether a matrix or some other approach has been adopted);
- any associated development (i.e. works which are required to facilitate the development but do not form part of the planning application, such as off-site utilities works) that is relevant to the assessment; and
- any assumptions or limitations.

Baseline Conditions

- 5.4.5 The existing baseline conditions at the airport and surrounding area will be described for the environmental topic being considered. This will largely be based on 2019 data, supplemented by current (2022) surveys where necessary.
- 5.4.6 The projected baseline or DM scenario will also be described to identify the conditions that are reasonably foreseeable in the future assessment year scenarios.
- 5.4.7 The baseline conditions section will describe the receptors or resources that could be impacted by the construction or operation of the proposed development and will state the relative sensitivity or importance of these. Together, this will provide the context against which the environmental effects of the development will be assessed.

Incorporated Mitigation

- 5.4.8 This section will be provided before the impact assessment section to account for any 'designed in' mitigation including those required under extant planning conditions, S106 obligations and other commitments made by the airport. As such, the assessment of effects will be undertaken on the basis that many such measures are already assumed as part of the future baseline.

Assessment of Effects

- 5.4.9 This section will present the assessment of potential effects/ impacts that are predicted to occur during the remaining construction and operation of the proposed development. The assessment will include:
- The activities and physical elements of the development that are likely to give rise to particular effects, together with a more detailed description of such activities or elements where this would aid the reader's understanding of the assessment;
 - The receptor(s) that are likely to be affected;
 - Any specific embedded mitigation measures that have already been incorporated into the design of development in order to avoid or minimise the environmental effects (i.e. 'design mitigation');
 - The impact (including consideration of any embedded mitigation measures);
 - The magnitude, duration, reversibility, and overall significance of the impact, prior to further mitigation; and
 - Whether further mitigation is required.

Further Mitigation and Monitoring

- 5.4.10 This section will include details of:
- The phase during which the mitigation or enhancement measures will be implemented;
 - The mitigation and/or enhancement measure(s) being proposed;
 - How each measure will be secured and when it will be triggered;
 - The magnitude of the effect post-mitigation; and
 - Whether the post-mitigation effect is adverse or beneficial.

Residual Effects and Conclusions

- 5.4.11 This section will be tabulated, and include details of:

- The residual effect following the implementation of mitigation/ enhancement measures; and
- The significance of the effect and whether it is adverse or beneficial, short, medium or long-term, direct or indirect, permanent or temporary, and reversible or irreversible.

6 PROPOSED SCOPE OF THE ENVIRONMENTAL STATEMENT

- 6.1 This section considers the potential significant environmental effects of the proposed development and therefore the technical topics proposed for inclusion within the ES. It should be noted that no significant (major) adverse effects are anticipated at this time, accounting for the adoption of suitable mitigation measures. However, this will need to be confirmed through the EIA process.
- 6.2 Table 6.1 summarises the proposed scope of the EIA and outlines the following technical topics to be:
- **‘Scoped In’** for detailed consideration within a dedicated chapter of the ES, as significant environmental effects (either positive or negative) are considered likely prior to mitigation, or, inadequate information existed at the point of writing this scoping report to definitively conclude that no significant effects would occur;
 - **‘Scoped Out, with updated/validated assessment’** where the topic will be largely unaffected by the proposed amendments and as such, there would be no likelihood of new or materially different environmental effects arising. Notwithstanding, the original assessments will be updated and/or validated to account for the passage of time since submission of the 2015 UES (as discussed further in Section 8 of this Scoping Report). The findings of any more recent surveys or assessment work, together with the previous conclusions of the 2015 UES and subsequent Approval of Details (AoD) documents, will be presented in the ES; and
 - **‘Scoped Out, with no further assessment’** of the EIA on the basis that it is highly unlikely for these topics to exhibit any new or materially different significant environmental effects as a result of the proposed amendments, especially as there are no physical changes to the approved CADP1 infrastructure. No further assessment of these topics will be undertaken as part of the EIA.

Table 6.1: Proposed Technical Scope of the ES

Topics to be Scoped Into the ES	Topics to be Scoped Out (with updated/validated assessment)	Topics to be Scoped Out (with no further assessment)
Surface Access (Traffic & Transport)	Flood Risk & Drainage	Archaeology and Built Heritage
Air Quality	Ecology and Biodiversity	Ground Conditions
Noise		Townscape and Visual Impacts
Socio-economics		Waste
Climate Change		Major Accidents and Disasters
Human Health		

7 SCOPED IN TOPICS

7.1 Socio-economics

Introduction

- 7.1.1 The socio-economic assessment will be undertaken by York Aviation and Quod. It will identify and assess the likely significant effects on socio-economic conditions associated with the proposed amendments.
- 7.1.2 Relevant national, regional and local planning and economic policies will inform this chapter of the ES. In particular, the following policy documents will provide guidance in terms of assessing economic and social impact, identifying likely impacts and potential mitigation:
- Flightpath to the Future 2022;
 - Beyond the Horizon: The Future of UK Aviation: Making Best of Use of Existing Runways 2018;
 - Airports National Policy Statement 2018;
 - Jet Zero Consultation documents (2021 and 2022);
 - Build Back Better: Our Plan for Growth 2021;
 - The London Plan 2021; and
 - The Newham Local Plan 2018.
- 7.1.3 The assessment of the socio-economic impacts of the proposed amendments will also be undertaken within the context of the airport's existing comprehensive community programme. For example, LCY not only generates and supports employment generally but also takes steps to ensure that jobs at the airport are accessible to local people. The assessment will therefore take account of how such existing initiatives might be integrated with the proposed amendments.
- 7.1.4 The assessment will review the historical socio-economic benefits and impacts to the local area, in particular commenting on matters raised through the consultation on the previous CADP1 application.

Baseline Context

- 7.1.5 Despite significant employment growth in recent years, East London, including parts of Newham contains some of the most deprived areas in the country as measured using the Government's Indices of Multiple Deprivation⁷. The area is a high priority for the Government's 'Levelling Up' policies, including the Levelling Up Fund⁸. This recognises the very high levels of unemployment with Barking & Dagenham, Waltham Forest, Newham, Tower Hamlets and Redbridge - all in the top 20 for unemployment on the 'Economic Recovery and Growth' indicator⁹.
- 7.1.6 In 2019, there were 2,300 people employed on-site at the airport or 2,060 full-time equivalent (FTE) jobs. This direct on-site employment contributed over £170 million in gross value added (GVA) to the local economy. Although there has been some reduction in employment during the pandemic,

⁷ <https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019>

⁸ Department for Levelling-up-Housing-and-Communities, Levelling Up White Paper, February 2022.

⁹ <https://www.gov.uk/government/publications/levelling-up-fund-round-2-updates-to-the-index-of-priority-places>

the number of people employed at the airport is expected to recover to pre-pandemic levels as demand recovers.

7.1.7 The operation of the airport also supported additional economic activity in the area through its supply chain and secondary rounds of spending, which supported a further 730 FTE jobs in the local study area¹⁰ or 1,190 FTE jobs across London. In turn, these jobs contributed an additional £75 million and £130 million of GVA to the study area or London economy respectively.

Potential Impacts of the Proposed Amendments

7.1.8 The proposed amendments would allow the airport to increase direct on-site employment with additional jobs being created across London, of which the majority will be within in the local study area, through the airport’s supply chain and through secondary rounds of spending.

7.1.9 The main socio-economic impacts of the proposed amendments that will be assessed in the ES are summarised in Table 7.1. Account will be taken of the phasing of the project and the likely employment and social impact at each of the key assessment years.

Table 7.1: Socio-Economic and Community Effects

Impact	Scope of the Assessment
Employment and GVA impact during construction	An assessment of the direct employment effects of construction based on standard methodologies and the GVA impact.
Employment and GVA impacts (direct, indirect and induced) during operation	An assessment of employment at LCY and the GVA impact on the local and regional economy based on pre-pandemic employment levels and anticipated productivity effect, and the build out of the CADP infrastructure.
The impact on the local jobs market	An analysis of the local labour market and skills levels.
Operational impact on the local community	An assessment of the likely employment impact on local residents in terms of: <ul style="list-style-type: none"> • impact on skills development; • impact on regeneration; • effects from LCY’s community investment programme; and • effects on diversity in the labour market.
Catalytic impact on the wider London economy	An assessment of the wider socio-economic impact of the proposed amendments on the London economy in terms of: <ul style="list-style-type: none"> • the impact on inward investment and location decisions; • trade effects; • business productivity effects; • socio-economic welfare effects, including journey time savings; and • overseas tourism spend (business and leisure) in the local area. The assessment will also consider impacts on key sectors and key growth areas.

¹⁰ The study area is the same as the ‘Local Area’ defined in the current S106 Agreement, namely the London Boroughs of Barking and Dagenham, Bexley, Greenwich, Hackney, Havering, Lewisham, Newham, Redbridge, Southwark, Tower Hamlets, and Waltham Forest, as well as the District of Epping Forest

Approach and Methodology

Establishing the Baseline and Relevant Assessment Years

- 7.1.10 The Baseline and Assessment Years will be as set out in Section 4 of this Scoping Report. The Baseline Year will be 2019. The Assessment Years will be 2025, 2027 and 2031. The assessment of socio-economic issues will be made in the context of those assessment years, both with and without the proposed amendments.
- 7.1.11 The assessment will be based on data collected by the airport on a regular basis, notably in relation to on-site employment, alongside a range of other publicly available demographic, economic and market data.
- 7.1.12 The socio-economic assessment will include a comprehensive review of the economic and social significance of the airport, in terms of its employment impact and wider impact on the London economy. This will include consideration of the effects associated with the operation of the airport and also the wider economic effects associated with the connectivity that the airport provides. This work will include consideration of the role that the airport plays in attracting and anchoring inward investment; driving business productivity through journey time and other savings; supporting the wider economy by facilitating additional transport investment; facilitating additional overseas tourism spend (business and leisure) in the local area; and supporting local employment, skills development, regeneration and diversity in the local labour market.

Assessment of Effects

- 7.1.13 The 2019 socio-economic baseline conditions in the local area and in the broader London economy will be assessed using publicly available data. The assessment will then consider the current direct, indirect and induced employment and Gross Value Added (GVA) effects at the airport, including an assessment of the number and type of jobs taken up by residents in LBN and adjoining boroughs. This assessment will be undertaken using 2019 data available from the airport and its on-site employers as reported in the Annual Performance Report. 2019 has been selected as the baseline year due to the impact Covid-19 has had on employment levels in the years since. Data from more recent years is therefore considered unrepresentative. In projecting forwards, account will be taken of the extent to which there have been structural changes in employment as a consequence of the pandemic.
- 7.1.14 The impact will be assessed for each of the relevant future assessment years in terms of the direct, indirect and induced employment and GVA at the airport and the likely impact on the local jobs market in LBN and adjoining boroughs.
- 7.1.15 The wider economic impact of the airport will be assessed in terms of the value of aviation services to existing and future users. This will include an assessment of inward investment and location decisions, trade effects, business productivity, socio-economic welfare effects, transport investment and overseas tourism spend (business and leisure) in the local area, which are facilitated by the presence and growth of the airport. This will include assessing specifically the benefits of changes to the operating hours.
- 7.1.16 An assessment of the predicted effects of the proposed amendments on the local community will be made within the context of the current social and community initiatives and programmes undertaken by the airport.
- 7.1.17 The assessment will compare and quantify, where possible, the impact of the proposed amendments in the relevant assessment years (DC Scenario, based on the airport expanding to handle 9 mppa by 2031) with the impact of no amendments (DM Scenario, based on the airport being constrained to handling 6.5 mppa in accordance with the existing CADP1 consent).

- 7.1.18 The assessment will also consider employment impacts during the construction phase using an industry standard approach and based on the capital expenditure programme identified by LCY.
- 7.1.19 The 2015 UES considered the impacts of changes to the Public Safety Zone (PSZ) on the development of sites around the airport. A similar assessment is no longer necessary following new Government Guidance¹¹ on the designation of PSZs which means that the extent of public safety zones is fixed by reference to physical distances rather than the number or type of aircraft movements. This means that the extent of the PSZ is the same with or without the proposed amendments. This is discussed further under 'Major Accidents and Disasters' in Section 8 of this report.

7.2 Surface Access and Transport

Introduction

- 7.2.1 The Surface Access and Transport Chapter of the ES, prepared by Steer, will provide predictions of multi modal trips, focussing on peak hour passenger demand on the DLR, Elizabeth Line, taxis and buses. It will also evaluate the impacts of vehicular traffic generated by the airport on existing traffic, pedestrian and cyclist movements and car parking. It will assess the 'environmental' effects of traffic with reference to the IEMA guidelines.
- 7.2.2 The ES chapter will rely on transport generation characteristics and highway capacity assessments, including trip generations/distributions, that will be set out in detail as part of the Transport Assessment (TA) to be submitted as a separate document in support of the S73 planning application. The scope and methodology of the TA will be agreed with Transport for London (TfL) and LBN Highway Authorities.
- 7.2.3 The ES Chapter will also provide a summary of traffic data utilised for the transport, air quality and noise assessments within the EIA.
- 7.2.4 The transport impacts of the remaining construction activities associated with CADP1 will also be assessed.

Baseline Context

- 7.2.5 The airport currently has a good Public Transport Accessibility Level (PTAL) of 3 (where 1 is the lowest level and 6b the highest level achievable)¹².
- 7.2.6 The airport has its own Docklands Light Railway (DLR) station. This station has step-free access and provides direct connections to/from the City, Stratford and Woolwich. It provides direct connections to the Jubilee, Hammersmith and City, and District Line London Underground services and C2C, TfL Rail, London Overground and Greater Anglia, national rail services. Frequent services (every four minutes at peak times) operate between 05:30 and midnight, Mondays to Saturdays and between 07:00 and 23:00 on Sundays.
- 7.2.7 The airport is also served by bus routes 473 (Stratford – North Woolwich) and 474 (Canning Town – Manor Park), both of which stop in the airport forecourt. Route 474 operates on a 24/7 basis and from May 2022, has been diverted to provide a direct link between the airport and Custom House station to coincide with the opening of the Elizabeth Line.

¹¹ Control of development in airport public safety zones, Department of Transport , October 2021

¹² <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>

- 7.2.8 Following the opening of the Silvertown Tunnel in 2025, there is the potential for further bus services between destinations south of the River Thames and the airport. The nature of these enhancements will be established in dialogue with TfL and the LBN and are unrelated to the proposed S73 planning application.
- 7.2.9 The Elizabeth Line commenced operation in May 2022, with frequent trains operating between Abbey Wood and Paddington and serving Custom House station which is located approximately 2.5km northwest of the airport. Once the line is fully operational, there will be a train every 5 minutes in each direction at Custom House, linking destinations as far west as Reading and Heathrow.
- 7.2.10 The airport is accessed from the west via Hartmann Road, a private road that connects with the A112 Connaught Road at a signalised junction. At its eastern end, Hartmann Road connects to a private airport service road, with a gated access to the A117 Albert Road to the east. As part of the CADP1 proposals, the eastern end of Hartmann Road will be opened to traffic, to provide enhanced access to the airport.
- 7.2.11 The A112 Connaught Road connects directly to the South Circular at the A117 Albert Road to the east, and to the A13 Newham Way via the A112 Victoria Dock Road/Prince Regent Lane to the north.
- 7.2.12 Highways access to airport will be enhanced when the Silvertown Tunnel opens in 2025. This will broadly parallel the Blackwall Tunnel and will connect with North Woolwich Road at the western end of Dock Road.
- 7.2.13 The Ultra-Low Emission Zone (ULEZ) was expanded in October 2021 to cover all areas bordered by both the North and South Circular roads, which includes the A117 Albert Road. As a result, all approach routes to the airport are covered by the ULEZ. Vehicles not meeting the requisite Euro standard (i.e. older, more polluting vehicles) are currently required to pay £12.50 per day to enter the ULEZ.
- 7.2.14 The airport's visitor and staff car parks are located directly off Hartmann Road. The airport currently has 974 car parking spaces and consent to increase provision up to 1,251 car parking spaces under the existing CADP1 planning permission. Parking is also provided for motorcycles and cycles.
- 7.2.15 The public roads within the vicinity of the airport are covered by a Controlled Parking Zone (CPZ) in operation 08:00 – 18:30 Monday – Sunday. This includes parking bays on the residential streets of Silvertown and double-yellow lines on Connaught Road/Albert Road and Hartmann Road.
- 7.2.16 Public highways surrounding the airport are provided with footways and street lighting. Segregated facilities for pedestrians and cyclists are provided parallel to the Connaught Bridge west of the airport and on the Sir Steve Redgrave Bridge east of the airport.

Potential Impacts of the Proposed Amendments

- 7.2.17 The Surface Access and Transport chapter of the ES will address the following potentially significant effects of the proposed amendments during both construction of the remaining elements of the consented CADP1 development, and once operational:
- Effects upon traffic flow on local road network (severance, driver delay and accidents/road safety);
 - Effects upon pedestrian and cyclist access (delay, amenity and fear and intimidation);
 - Effects on pedestrian and cycling facilities and permeability through the Site with improved pedestrian / cycle access through the Site;
 - Effect of additional vehicle trips; and
 - Effect upon public transport access (delay and amenity).

Approach and Methodology

- 7.2.18 A comprehensive TA will be undertaken by Steer and provided as an Appendix to the ES. The TA will include an Active Travel Zone Assessment (ATZ), in line with latest TfL guidance, and impact assessment on the local bus, rail and highway networks, considering the predicted future changes to the provision of, and demand on, these transport modes. The TA will then include assessment of the likely effects as outlined above, suggesting appropriate mitigation, where required.
- 7.2.19 Discussions have taken place with LBN and TfL to agree the scope of the TA and other supporting documents and any new surveys required. This dialogue will continue throughout the pre-planning process.
- 7.2.20 As a result of the Covid-19 outbreak and resultant changes to people's behaviours, including increased prevalence of working from home and occasional school closures, any surveys conducted at this time on surrounding highways and public transport networks are unlikely to be entirely representative of typical conditions. As such, 2019 will be adopted as the pre-Covid baseline year, supplemented by additional traffic surveys as necessary. Discussions and agreement will be sought with LBN and TfL on an acceptable and robust approach such that the conclusions of the TA are reasonable. This is expected to include use of:
- Pre-Covid data; and
 - TfL strategic models, particularly to establish future baseline and with development conditions.
- 7.2.21 The following data sources will be used to assess baseline and future mode shares:
- Staff travel surveys undertaken in 2021; and
 - CAA passenger surveys.
- 7.2.22 Future year assessment dates will be agreed with LBN and TfL, which will reflect the expected year of completion of the development (2031) as well as the Transitional Year (2027).
- 7.2.23 The Guidelines for the Environmental Assessment of Road Traffic (GEART) will inform the methodology for the ES chapter. Data will be taken from the TA, which is primarily concerned with the operation of the surrounding public transport and highway networks during the weekday AM and PM peak hours and the Saturday afternoon period, to assess the scheme in terms of severance, driver delay, pedestrian delay, pedestrian amenity, pedestrian fear and intimidation, public transport access and accidents / road safety.
- 7.2.24 The ES will summarise the results of the TA in accordance with the requirement of the EIA Regulations 2017. As a result, the assessment will identify all likely significant transport and access effects and a description of appropriate mitigation, enhancement and/or monitoring measures.

7.3 Noise

Introduction

- 7.3.1 The noise chapter of the ES will include an assessment of each type of noise source and follow the approach taken for the CADP1 application, as set out in the 2015 UES, subject to revision and expansion to reflect changes in policy, details of the CADP1 permission, and the proposed amendments.

- 7.3.2 Regard will be given to the latest UK Government noise policy and taking account of the Noise Policy Statement for England¹³ and Planning Practice Guidance¹⁴ using the recognised descriptors for adverse effects such as the Lowest Observed Adverse Effect Level (LOAEL), Significant Observed Adverse Effect Level (SOAEL) and Unacceptable Adverse Effect Level (UAEL).
- 7.3.3 Consideration will also be given to Government guidance as contained within the following:
- Aviation Policy Framework;
 - Government's consultation response to air space change;
 - Flightpath to the Future (FttF);
 - Government's Aviation 2050: The Future of UK Aviation consultation which outlines proposals for a new aviation strategy and addresses a wide range of associated issues; and
 - Guidance in the Government's Airports National Policy Statement regarding new runway capacity and infrastructure at airports in the South East of England¹⁵ in respect of noise assessment and mitigation.
- 7.3.4 Four specific types of noise source will be considered:
- Noise from airborne aircraft;
 - Noise from aircraft on the ground;
 - Noise from surface access (SA) to and from the airport; and
 - Noise from construction of the remaining elements from the CADP1 permission that have not been built.

Baseline Context

- 7.3.5 Noise from aircraft landing and taking off from the runway (known as 'air noise') is the dominant source of noise from the airport and therefore the main focus of any assessment. The total air noise to which local communities are exposed over a given period depends on the noise emitted by individual aircraft and the total number of aircraft movements (arrivals and departures) in that period.
- 7.3.6 Due to the fact that air traffic at the airport was severely impacted by the Covid-19 pandemic throughout 2020 and 2021, air noise data for 2019 has been used to represent the baseline for the noise assessment.
- 7.3.7 The airport operates in a manner that seeks to minimise the impact of noise emissions on the local community. This is achieved through a combination of physical noise control measures, such as the use of noise barriers and also soundproofing to dwellings and community buildings; operational controls such as steep approaches and noise abatement procedures; and noise management measures including noise limits and incentives.
- 7.3.8 These measures are supplemented by a comprehensive noise monitoring system which includes six fixed monitors and is supported by additional monitoring which can be placed in the community as required.

¹³ <https://www.gov.uk/government/publications/flightpath-to-the-future-a-strategic-framework-for-the-aviation-sector>

¹⁴ <https://www.gov.uk/guidance/noise--2>

¹⁵ <https://www.gov.uk/government/publications/airports-national-policy-statement>

Potential Impacts of the Proposed Amendments

- 7.3.9 The noise assessment will consider the following potential noise impacts:
- Changes in operational air noise associated with flights into and out of the airport;
 - Changes in ground noise associated with aircraft activities on the ground, such as taxiing, manoeuvring, holding on the runway prior to departure, and running engines on the stand;
 - Changes in noise levels associated with surface access, namely changes in road traffic flows as a result of the proposed amendments; and
 - Impacts from construction noise associated with the remaining elements of CADP1 that have yet to be built out.
- 7.3.10 It is not considered likely that there would be any significant effects from vibration due to the proposed amendments. The UES considered vibration impacts, largely in response to the extensive piling proposed to construct the expanded apron and the parallel taxiway. The UES however concluded that no significant impacts were predicted from construction vibration. Given this, and the fact that these elements of CADP1 have now been constructed, it is not proposed to consider the vibration from construction of the remaining elements of CADP1.

Approach and Methodology

Modelled Scenarios

- 7.3.11 The 2019 baseline noise emissions will be calculated based on the recorded recent use of the site including details of the aircraft activity, measured noise levels from the noise monitoring system at the airport, and recorded details of road traffic movements.
- 7.3.12 The year during which aircraft noise is likely to reach a peak in the DC scenario is 2025, which can be deemed the 'worst case year' for noise. However, noise levels will be very similar in the DM scenario during this time. Thereafter, the accelerated transition to quieter new generation aircraft in the DC scenario is expected to lead to a reduction in air noise.
- 7.3.13 For each of the future years being considered (2025, 2027 and 2031) the DM scenario and the DC scenario will be modelled based on forecast activity and then compared. Consideration will also be given to sources of aircraft performance data, such as those available from the Civil Aviation Authority (CAA) on the performance of future aircraft types.
- 7.3.14 The DC scenario assessment will assess the noise impacts with and without mitigation, to demonstrate the effectiveness of the mitigation proposed.
- 7.3.15 The assessment of construction noise will consider the specific elements to be constructed as opposed to specific years, although details of the likely timescale will be included.

Air Noise Assessment Methodology

- 7.3.16 The air noise assessment will primarily consider the standard UK noise indicator for daytime airborne noise, the $LA_{eq,16h}$ index. This was the case for the UES and the subsequently published SoNA study¹⁶ specifically confirmed $LA_{eq,16h}$ as the metric which correlates best with self-reported community annoyance associated with airborne noise.
- 7.3.17 For each assessment year, noise contours will be prepared using the Federal Aviation Administration Aviation Environmental Design Tool (AEDT). At LCY, these contours have

¹⁶ <http://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=7744>

historically been produced based on all the movements that occur during the day, from 06:30 to 22:30. No change to this approach is proposed. For each year, noise contours will be prepared for the core forecasts of the DC scenario and the DM scenario. Noise contours will also be prepared for faster and slower growth cases.

7.3.18 It is proposed to repeat the supplementary metrics used in the 2015 UES, namely:

- Single mode contours ($L_{Aeq,16h}$), westerly and easterly;
- Day, evening, night contours (L_{den});
- Night noise contours (L_{night}); and
- N_x and L_{Amax} noise contours.

7.3.19 Summer daytime noise contours will be produced from 51 to 69 dB $L_{Aeq,16h}$ in 3 dB steps. The noise criteria to be adopted and relevance of absolute noise levels is outlined and justified in Table 7.2 below.

Table 7.2: Relevance of Absolute Noise Levels - Daytime Assessment

Noise Level dB $L_{Aeq,16h}$	Effect Level	Justification
51 dB	LOAEL	In the UES, 54 dB was taken as the LOAEL. The adoption of a lower value in this ES is based primarily on the Government Consultation Response on UK Airspace Policy (2017) which stated that: <i>“So that the potential adverse effects of an airspace change can be properly assessed, for the purpose of informing decisions on airspace design and use, we will set a LOAEL at 51 dB LAeq 16 hr for daytime”.</i>
54 dB	Onset of community annoyance	Recent research, in particular the SoNA study, point to an increased sensitivity to noise at low levels, and have resulted in the UK Government now considering 54 dB $L_{Aeq,16h}$ to be the onset of significant community annoyance, which was previously considered to be 57 dB $L_{Aeq,16h}$, the level adopted in the UES. 54 dB has therefore now been adopted for the threshold of community annoyance in this ES.
63 dB	SOAEL	This level is recommended by the Government as an eligibility criterion for sound insulation grant schemes. This was informed by the ANIS study ¹⁷ . As a result, this value is commonly considered to represent the SOAEL, as was the case in the UES. There is a proposal in the Aviation 2050 consultation paper to reduce this threshold to 60 dB $L_{Aeq,16h}$. However, this has not yet been brought forward and Aviation 2050 states that: <i>“Until any framework is adopted as government policy, planning applications should continue to be considered against existing policy.”</i> In any case, it is not clear that there is an evidence-based case for reducing the SOAEL. The SoNA study found that while there is evidence that people are becoming more sensitive to noise at lower noise levels, the same is not true at higher levels. An equal percentage of people (23%) were found to be highly annoyed by aircraft noise at a value of 63 dB $L_{Aeq,16h}$ in the SoNA study as was the case in the previous (1982) ANIS study.

¹⁷ <https://publicapps.caa.co.uk/docs/33/ERCD%208402.PDF>

69 dB UAEL This is recommended by Government guidance in the Aviation Policy Framework as the level at which an airport should offer assistance with the costs of moving. The UAEL is consistent with that used in the UES.

- 7.3.20 In addition to the absolute noise levels, the magnitude of any change in a noise level is also relevant to any impacts likely to be experienced. When it comes to changes in noise level, between the LOAEL and the SOAEL, a value of 3 dB is to be adopted as the threshold for a significant change. For receptors above the SOAEL, a lower value of 2 dB is to be adopted.
- 7.3.21 For those above the SOAEL, this is more stringent than the level applied in the CADP1 UES, which required a change of at least 3 dB for them to be considered significant, irrespective of the noise level. It considered change of less than 2 dB of no significance and those from 2 to 3 dB of minor significance. This more stringent approach accords with advice in Planning Practice Guidance and was adopted in the recent Bristol Airport Inquiry.
- 7.3.22 In the UES it was noted that there was currently no aircraft activity during the night period other than a very few movements early in the morning, with a permitted maximum of six between 0630 and 0700 hours and with no more than two between 0630 and 0645 hours. As no change to that regime was sought as part of the CADP1 application, the $L_{Aeq,16h}$ contours presented were considered sufficient.
- 7.3.23 The proposed amendments that are the subject of this S73 Application include an increase in the limit on flights in the early morning period (06:30-07:00) from 6 to 12 movements. It is expected that the majority of these movements would be in the second half of the period, reflecting the practicality of the airport only opening at 06.30. This early morning period is technically in the night-time and therefore will be assessed against the more onerous noise criteria that apply to night-time operations. Noise contours will be produced for the standard UK noise indicator for night-time airborne noise, the $L_{Aeq,8h}$ index.
- 7.3.24 While this has the effect of considering the noise across the whole night when the activity is limited to only 30 minutes, it is common for night-time aircraft activity to be concentrated at certain times. For example, at London Heathrow around 80% of the night flights from 23:30 to 06:00 are between 04:30 - 06:00¹⁸. Despite this, the Government have used the standard metric to express their view of the LOAEL. It is also proposed to supplement the standard metric with the provision of noise information for single aircraft operations.
- 7.3.25 Night-time contours will be produced from 45 to 55 dB $L_{Aeq,8h}$ in 5 dB steps with the following assessment criteria applied and significant determined based on the change in noise level as for the daytime:
- 45 dB – LOAEL. This is based on the Government Consultation Response on UK Airspace Policy (2017) which stated that:

“based on feedback and further discussion with CAA we are making one minor change to the LOAEL night metric to be 45dB $L_{Aeq,8hr}$ rather than L_{night} to be consistent with the daytime metric”.
 - 55dB – SOAEL. 55 dB $L_{Aeq,8h}$ is used as an eligibility criterion for insulation schemes at a number of UK airports which operate insulation schemes with night noise criteria. The 2009 WHO Night Noise Guidelines also set out a value of 55 dB L_{night} as an interim target, and the effects associated with this are consistent with those of a SOAEL. The $L_{Aeq,8h}$ index only differs slightly from the L_{night} index in that it relates to an average summer day of aircraft activity, as opposed to an average annual day.

¹⁸ <https://www.heathrow.com/company/local-community/noise/operations/night-flights#:~:text=Heathrow%20also%20has%20a%20voluntary,to%20arrive%20after%2005%3A00>

- 7.3.26 In the UES, Nx contours were produced to show the number of aircraft events producing a level of 70 dB L_{Amax} (N70 contours). Since that time, it has become more common to produce N65 contours from the daytime period and N60 for the night. The levels of 65 dB L_{Amax} for daytime flights and 60 dB L_{Amax} (N60) for night-time flights are specified in the Secretary of State's Air Navigation Guidance¹⁹ as supplementary metrics. Typically, contours ranging from 10 events to 500 events are plotted. Consequently, even with the proposed amendments, night-time activity may not be sufficient to generate contours. However, it will be possible to produce N65 contours for the daytime period.
- 7.3.27 The above metrics are routinely used to consider changes in the level of activity at an airport due to a development. A feature of this application is a change to the operational hours of the airport on Saturdays. This will reduce the current weekend closure period of 12.30 on Saturday until 12.30 on Sunday, although flights scheduled earlier which have been unavoidably delayed can occur between 12.30 and 13.00 on Saturday.
- 7.3.28 To specifically consider the proposed change in the Saturday operating hours, noise contours will be prepared based on summer daytime activity only at the weekends. These are not a standard assessment metric but are intended to show how noise at the weekend could change over time with the proposals. It is intended to use the $L_{Aeq,16h}$ metric but only consider the weekend period. Noise contours will be produced based on all the movements at the weekend. They will be plotted at the same values as the standard contours and the magnitude of the changes due to the development will then be determined.
- 7.3.29 Although the values of 51 dB $L_{Aeq,16h}$ for the LOAEL and 63 dB $L_{Aeq,16h}$ for the SOAEL strictly relate to when noise is considered across the whole week, it is proposed to use the same criteria for the significance of changes in noise for the weekend assessment; namely, between 51 dB $L_{Aeq,16h}$ and 63 dB $L_{Aeq,16h}$, a value of 3 dB is to be adopted as the threshold for a significant change. For receptors above 63 dB $L_{Aeq,16h}$, a lower value of 2 dB is to be adopted.
- 7.3.30 As the change to the weekend hours is during the daytime it is not proposed to produce a night-time weekend assessment.

Ground Noise Assessment Methodology

- 7.3.31 There is no current UK policy or standard which sets out an assessment method which must be followed for ground noise at airports. Various methods have been adopted in the past, and these typically follow a similar approach to air noise assessments, i.e. using the L_{Aeq} metric for daytime and night-time noise, although the LOAEL and SOAEL thresholds are not necessarily the same.
- 7.3.32 The ground noise assessment will involve the preparation of ground noise contours using the Datakustik CadnaA environmental noise prediction software model. This software model uses the methodology set out in ISO 9613-2: 199654. Account will be taken of studies that have been undertaken to investigate the noise levels generated by aircraft operating on the ground.
- 7.3.33 Ground noise levels will be determined using the $L_{Aeq,16h}$ noise parameter for the summer daytime period, and the $L_{Aeq,8h}$ noise parameter for the summer night-time period. These will be based on the aircraft activity during the respective periods and will allow for:
- Engine running on a stand after start-up and prior to shutdown
 - Taxiing and manoeuvring on aprons, taxiways and runways
 - Aircraft waiting at hold positions on taxiways and runways

¹⁹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/918507/air-navigation-guidance-2017.pdf

d) Aircraft operating auxiliary power units (APUs) to power aircraft on stands

- 7.3.34 Daytime contours will be produced from 50 to 70 dB $L_{Aeq,16h}$ in 5 dB steps with 50 dB taken to be the LOAEL, 60 dB the SOAEL, and 70 dB the UAEL as in the UES.
- 7.3.35 Night-time contours will be produced from 45 to 55 dB $L_{Aeq,8h}$ in 5 dB steps with 45 dB taken to be the LOAEL and 55 dB the SOAEL.
- 7.3.36 When it comes to changes in noise level, between the LOAEL and the SOAEL, a value of 3 dB is to be adopted as the threshold for a significant change. For receptors above the SOAEL, a lower value of 2 dB is to be adopted.
- 7.3.37 To specifically consider the change in the operational hours of the airport on a Saturday it is proposed to use the $L_{Aeq,16h}$ metric a second time but only consider the weekend period. Noise contours will be produced based on just the daytime movements at the weekend. They will be plotted at the same values as the standard contours and the magnitude of the changes due to the proposed amendments determined.
- 7.3.38 Although the values of 50 dB $L_{Aeq,16h}$ for the LOAEL and 60 dB $L_{Aeq,16h}$ for the SOAEL strictly relate to when noise is considered across the whole week, as with air noise (described above) it is proposed to use the same criteria for the significance of changes in noise for the weekend assessment; namely, between 50 dB $L_{Aeq,16h}$ and 60 dB $L_{Aeq,16h}$, a value of 3 dB is to be adopted as the threshold for a significant change. For receptors above 60 dB $L_{Aeq,16h}$, a lower value of 2 dB is to be adopted.
- 7.3.39 As the change to the weekend hours is during the daytime it is not proposed to produce a night-time weekend assessment

Surface Access Noise

- 7.3.40 Surface access noise will be assessed in detail in the ES. However, no additional car parking is proposed as part of the proposed amendments and accordingly no significant impacts related to changes in road traffic noise are currently expected.
- 7.3.41 The assessment of road traffic noise in the UK is set out in the Design Manual for Roads and Bridges (DMRB) document LA 111²⁰. This requires the use of the $LA_{10,18h}$ metric, which is the A-weighted sound level exceeded for 10% of the time between 06:00 and midnight. The assessment therefore covers the operating hours of the airport.
- 7.3.42 Noise levels will be predicted using the CadnaA software package, following the methodology set out in the Department of Transport document Calculation of Road Traffic Noise (CRTN)²¹. This calculation method is recommended by LA 111.
- 7.3.43 Current and forecast traffic flow data (provided by the Transport Consultants, Steer) will be used to predict current and future road traffic levels and to determine the resulting expected impacts. The following noise thresholds will be adopted:
- LOAEL - 50 dB $L_{Aeq,16h}$. The level defined in LA 111 for daytime (06:00-24:00) at a facade location is 55 dB $LA_{10,18hr}$. This LOAEL level is broadly equivalent to 50 dB $L_{Aeq,16h}$ at a location away from a facade;
 - SOAEL - 63 dB $L_{Aeq,16h}$. The level defined in LA 111 for daytime (06:00-24:00) at a facade location is 68 dB $LA_{10,18hr}$. This SOAEL level is broadly equivalent to 63 dB $L_{Aeq,16h}$ at a location away from a facade, which was the value used in the UES.

²⁰ <https://www.standardsforhighways.co.uk/dmrb/search/cc8cfcf7-c235-4052-8d32-d5398796b364>

²¹ HMSO. Department of Transport and Welsh Office. CRTN, 'Calculation of Road Traffic Noise'

- UAEL - 72 dB $L_{Aeq,16h}$. No level is defined in LA 111. This level is for a location away from a façade, and is the value which was used in the UES.

7.3.44 When it comes to determining the significance of changes in noise level from traffic, this will use the criteria given in LA 111.

7.3.45 The standard assessment covers the whole week period, which includes variations in the daily traffic flows and traffic distributions. However due to the proposed change in the Saturday operating hours, it is proposed to undertake a weekend specific assessment in relation to surface access. As for the aircraft noise sources, this will not be a standard assessment metric but is intended to show how noise at the weekend could change over time with the proposals. It is intended to use the $L_{Aeq,16h}$ metric but only consider the weekend period. Noise modelling will be undertaken based on all the movements at the weekend and the magnitude of the changes due to the proposed amendments will then be determined.

Construction Noise Assessment Methodology

7.3.46 An assessment will be undertaken of noise from construction of the remaining elements of CADP1 that have not been built, taking into account the revised construction programme. The method to be used to determine levels of construction noise is BS 5288-1:2009+A1:2014.

7.3.47 It is worth noting that the piling and deck works, which was the construction activity with the greatest potential to create noise nuisance, including at night, has now been completed. Future construction activity will have a much lower potential to generate significant levels of noise, as they will not entail any significant percussive activity and will largely take place in the daytime.

7.3.48 There are not universally recognised or mandatory UK standards or guidelines that set out limits for construction noise. Therefore, it is common practice to draw upon guidelines adopted by local authorities and noise limits used on other major developments involving significant long term construction activities. BS 5228:2009+A1:2014²² also provides some guidance on noise limits.

7.3.49 Previously, construction noise limits were agreed with LBN and set out in the 2009 Section 106 Agreement. Based on the more stringent of these, which related to properties not treated under the airport's SIS, indicative daytime values for the LOAEL of 65 dB $L_{Aeq,12h}$ and for the SOAEL of 75 dB $L_{Aeq,12h}$ respectively, are proposed. Similarly, night-time values of 50 dB $L_{Aeq,15min}$ are proposed for the LOAEL, 55 dB $L_{Aeq,15min}$ for the SOAEL, and 65 dB $L_{Aeq,15min}$ for the UAEL.

7.4 Air Quality

Introduction

7.4.1 The assessment will consider the potential effects of the proposed amendments with respect to air quality during the construction and operational phases. The assessment will be based on a detailed emissions inventory and dispersion modelling and will quantify the air quality impacts of the proposed amendments, and will address other issues identified in the London Plan and the Local Plan (e.g. Air Quality Neutral and Air Quality Positive), as discussed in more detail below.

²² <https://www.en-standard.eu/bs-5228-1-2009-a1-2014-code-of-practice-for-noise-and-vibration-control-on-construction-and-open-sites-noise/>

Baseline Overview

- 7.4.2 LBN issued a borough-wide Air Quality Management Area (AQMA) in 2019 in respect of exceedances of the annual mean nitrogen dioxide and the daily mean PM₁₀ objectives. By definition, the airport lies within this AQMA.
- 7.4.3 The airport operates a comprehensive air quality monitoring network, which at the end of 2021 consisted of three automatic stations and 16 nitrogen dioxide diffusion tube sites, both onsite and offsite. The pollutants recorded include nitrogen dioxide, fine particulate matter (PM₁₀) and very fine particulate matter (PM_{2.5}). There have been no recorded exceedances of the air quality objectives for these pollutants at any site relevant to public exposure since monitoring commenced in 2006. Levels of nitrogen dioxide are steadily decreasing, and a detailed analysis confirms that there is a statistically significant downward trend at all sites since 2007.

Potential Impacts of the Proposed Amendments

- 7.4.4 The principal impacts associated with the proposed amendments will be associated with changes to traffic on the local road network. There would be no change to the total number of aircraft movements and accordingly any changes in aircraft emissions would be negligible.
- 7.4.5 As described in the Baseline section above, concentrations of the principal pollutants of concern (nitrogen dioxide, PM₁₀ and PM_{2.5}) are currently well below the air quality objectives in the vicinity of the airport, and at locations in close proximity to both Hartmann Road East and Connaught Road.
- 7.4.6 At this stage, it is considered unlikely that any statutory designated habitats will be affected by the proposed amendments, but this will be kept under review taking into account the changes to traffic flows on the local road network. A justification to support the decision will be included in the ES Chapter. If an assessment is required, consideration will be given to the relevant IAQM guidance²³.

Approach and Methodology

- 7.4.7 The 2007 UK Air Quality Strategy²⁴ sets out objectives for ambient concentrations of pollutants at levels designed to protect human health. The assessment will consider the relevant objectives for the pollutants of concern. The assessment will also have regard to the 2005 WHO guideline for PM_{2.5} (10 µg/m³ as an annual mean) in accordance with Policy SI 1 of the London Plan (where the Mayor has set an ambition to achieve the WHO Guideline by 2030). The 2021 Environment Act commits the Government to set new targets for PM_{2.5}; any new targets will be considered if they have been adopted at the time of the assessment.

Baseline Characterisation

- 7.4.8 The existing air quality conditions in the study area will be determined from published reports, monitoring carried out by the airport and the neighbouring local authorities and background maps published by Defra and the London Atmospheric Emissions Inventory (LAEI). The baseline study will also determine existing, sensitive receptors where people may be affected by the Proposed Development. Consideration will also be given to any committed or proposed developments in the local area, where new receptors may be introduced. The study area for the air quality assessment will include a 1km radius around the airport boundary; it will also include all road links where

²³ IAQM (2020) A guide to the assessment of air quality impacts on designated nature conservation sites

²⁴ Defra. (2007). The Air Quality Strategy for England, Scotland, Wales and Northern Ireland. Defra.

incremental changes to traffic flows exceed established screening criteria as published by Environmental Protection UK and IAQM²⁵.

Assessment of Construction Impacts

- 7.4.9 A Dust Risk Assessment (DRA) was carried out for the 2015 UES. The revised phasing of the remaining CADP1 construction activities will not affect the conclusions of the DRA, or the mitigation measures that were identified, and there is no need for a further assessment. If any changes to guidance related to DRA is published in a final form during the course of the assessment, it will be taken into account as appropriate,
- 7.4.10 Consideration will however be given to the potential impacts of emissions from construction traffic, taking into account the re-phasing of the remaining CADP1 construction works. The construction traffic flows will be incorporated into the future year operational flows as appropriate and assessed using the ADMS-Roads model (as described below for operational impacts).
- 7.4.11 Consideration will be given to potential impacts from NRMM, taking into account IAQM guidance, LLAQM.TG19, the operation of the London NRMM LEZ, control measures in the agreed CEMP and the distance of sensitive receptors

Assessment of Operational Impacts

- 7.4.12 The assessment will focus on concentrations of nitrogen dioxide, PM₁₀ and PM_{2.5}, as these are the principal pollutants of concern. Consideration will also be given to the potential impacts of airport odours; this will be based on predictions of odour concentrations using the relationship to hydrocarbons as detailed in the Copenhagen Airport study²⁶, and a review of airport-related odour complaints; reference will be made to the IAQM Guidance
- 7.4.13 The assessment will be carried out for a Baseline Year (2019) and three future years (2025, 2027 and 2031), for both the DC and DM scenarios. The assessment will follow, as far as is possible, the “sophisticated approach” defined in the ICAO Airport Air Quality Guidance Manual²⁷, and assessment approaches in LLAQM.TG19 and Defra’s Technical Guidance TG16²⁸.
- 7.4.14 The compilation of the emissions inventories will draw upon the extensive work carried out as part of the CADP1 planning application, and the information published by the airport to support its recently published Masterplan. The following information will be considered (or confirmation provided there is no change from previous air quality assessments undertaken on behalf of LCY), for each scenario:
- Annual Air Traffic Movements (ATMs), split by aircraft type, and with airframe/engine assignments;
 - Times-in-Mode (TIM) for Taxi (taxi-in, taxi-out and hold), Approach, Climb-out (initial and after throttle-back) and Take-off, together with angles of approach and climb;
 - Take-off thrust and reverse-thrust settings;

²⁵ Moorcroft and Barrowcliffe et al. (2017). Land-Use Planning & Development Control: Planning For Air Quality v1.2. IAQM, London. Retrieved from <http://iaqm.co.uk/guidance/>

²⁶ Winther M, Kousgaard U and Oxbol A (2006). Calculation of odour emissions from aircraft engines at Copenhagen Airport. *Sci Tot Env.* 366, 218-232

²⁷ ICAO (2015) Airport Air Quality Manual – CAEP10 Steering Group 2015 Approved Revision.

²⁸ Defra (2021) Review & Assessment: Technical Guidance LAQM.TG16 April 2021 Version. Retrieved from <https://iaqm.defra.gov.uk/documents/LAQM-TG16-April-21-v1.pdf>

- Auxiliary Power Unit (APU) use, by aircraft type;
- Runway allocations, and meteorological assumptions for runway switch;
- Operating patterns;
- Annual fuel consumption (diesel and petrol) for airside vehicles and details of vehicle ages and types;
- Fire testing (frequency, duration and type of fuel);
- Ground running (frequency, duration and location);
- Car parks, both staff and public (average daily movements, locations);
- Stationary sources (e.g. boiler plant); and
- Surface access movements (flows, speeds and fleet composition) on all affected links.

7.4.15 A review of existing or proposed energy centres in the study area will be carried out to determine if there is any likelihood for cumulative impacts, and will be included in the model if necessary.

7.4.16 The ADMS-Airport model will be used to predict pollutant and odour concentrations at the sensitive receptors identified in the baseline review. The model will be verified for the Baseline Year (2019) by comparing predicted concentrations with measured values. Model performance will be based on the recommended approach in LAQM.TG16. Meteorological data will be derived from the station at the airport for 2019.

7.4.17 The outputs of the model will be used to determine compliance with the objectives and the WHO guidelines at each receptor location. The magnitude of impacts (between the DC and DM scenarios) will be based on guidance issued by EPUK/IAQM. The likely significant effects will be based on professional judgement following EPUK/IAQM guidance.

7.4.18 Mitigation measures (including mitigation by design) will be identified, commensurate with the outcomes of the assessment. Consideration will also be given to the Air Quality Measurement Strategy and Air Quality Management Strategy, as required by Conditions 57 and 58 of the CADP1 planning permission. These Strategies will remain in place regardless of whether or not the S73 application is approved.

7.4.19 Aircraft, and other airport-related combustion sources, also give rise to emissions of Ultra Fine Particles (UFPs) i.e., particles which are below 100 nanometres in diameter. However, there is currently no robust manner by which to quantify UFP emissions from aircraft or other combustion sources, and it is not possible to quantify the impacts of these sources using traditional modelling approaches. In addition, there are no guidelines or standards against which to compare UFP concentrations. The issue of UFPs was recently discussed at the Stansted Airport appeal (Ref. APP/C1570/W/20/3256619), where the Planning Inspector concluded that:

“there was no reliable methodology for assessing the quality of UFPs that would result from the development”, but that “the Health Impact Assessment considered epidemiological research which includes the existing health effects of PM2.5 and thus UFPs as a subset; this concluded there would be no measurable adverse health outcomes per annum”.

7.4.20 For this reason, predictions of UFP concentrations will not be included in the assessment but will be considered in the Public Health and Wellbeing Assessment (see below).

Air Quality Neutral and Air Quality Positive

7.4.21 Policy SI 1 of the London Plan requires that all developments should be “air quality neutral”, and that major developments that require EIA should be “air quality positive”.

- 7.4.22 The air quality neutral assessment is based on compliance with Buildings Emission Benchmarks and Transport Emissions Benchmarks. The GLA has recently consulted on a revised approach to air quality neutral; this revised guidance²⁹ will be taken into account for this assessment.
- 7.4.23 The GLA has also released draft guidance on air quality positive³⁰, which focuses on a matrix of measures under four key themes, “Better design and reducing exposure”, “Building Emissions”, “Transport emissions” and “Innovation and futureproofing”. An air quality positive statement will be prepared around these themes, taking into account the proposed variation to conditions.
- 7.4.24 To inform the air quality positive matrix, a review of best practice measures to control and minimise air quality impacts at other UK and international airports will be carried out and compared with current and future management measures at the airport.

7.5 Climate Change

Introduction

- 7.5.1 The Climate Change assessment will assess the effects of the proposed amendments on climate change through consideration of whole life Greenhouse Gas (GHG) emissions and determine their significance in the context of local, regional and national climate change policy. The resilience of the airport in light of the proposed amendments (e.g. increased passenger throughput) to future climate change will also be qualitatively assessed.
- 7.5.2 GHGs are gaseous compounds that have been identified as contributing to a warming effect in the earth’s atmosphere. The primary GHG of concern with respect to the S73 application is carbon dioxide (CO₂) which is emitted from combustion sources such as aircraft engines, ground transport and heating and energy plant. Other GHGs also contribute to climate change and these will be accounted for based on their Global Warming Potential (GWP). The combined effect of all GHG emissions will be presented as carbon dioxide equivalent (CO₂e) and will account for the seven GHG included in the UNFCCC/Kyoto Protocol namely: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulphur hexafluoride (SF₆), and nitrogen trifluoride (NF₃).
- 7.5.3 In line with IEMA guidance³¹ on assessing GHG emissions, all direct and indirect GHG emissions will be included in the assessment as all such emissions contribute to climate change and may be considered significant, irrespective of whether there is an increase or decrease in emissions.

Baseline Context

- 7.5.4 London City Airport has a long track record of monitoring and managing its direct and indirect GHG emissions, having joined ACI’s Airports Carbon Accreditation Scheme in 2013. Since then, the airport has been reducing the emissions it directly controls (Scope 1 and 2 emissions as defined through the global GHG Protocol standard³²) on per passenger basis every year, such that by 2019 it emitted 63% fewer GHG emissions per passenger than in 2013. This coincided with a 50% increase in passengers using the airport.

²⁹ GLA (2021) London Plan Guidance: Air Quality Neutral. Consultation draft November 2021

³⁰ GLA (2021) London Plan Guidance: Air Quality Positive. Consultation draft November 2021

³¹ IEMA, 2022. Assessing Greenhouse Gases Emissions and Evaluating their Significance, Second Edition 2022

³² The Greenhouse Gas Protocol, A Corporate Accounting and reporting Standard, revised edition, World Resources Institute

7.5.5 The airport has a comprehensive and robust Carbon Management Plan and is committed to achieving net zero operational GHG emissions (scope 1 and 2) by 2030. In meeting this target, the airport has already put in place a number of carbon management measures which mean the airport had already achieved Level 3+ (carbon neutrality) under the Airport Carbon Accreditation programme by 2019.

Potential Impacts of the Proposed Amendments

7.5.6 The proposed amendments could give rise to changes in GHG emissions from the operation of the airport. Activities that could contribute to these operational GHG emissions and are therefore scoped into the EIA include:

- Air Transport: Landing and take-off cycle (LTO);
- Air Transport: Auxiliary Power Unit (APU) use on stand;
- Air Transport: Climb out, Cruise and Descent (CCD) Departures;
- Surface Access: Passenger and Employee travel to LCY;
- Operational vehicle use;
- Business travel;
- Waste treatment;
- Refrigeration and loss/use of F-Gas; and
- Energy consumption at the airport (natural gas, heating oil, electricity) for example used in heating, cooling and lighting.

7.5.7 A small number of minor activities, detailed further below, are not considered likely to give rise to significant effects and will be scoped out of the assessment in line with IEMA guidance. IEMA guidance recommends that individual activities with emissions that are less than 1% of total emissions, and where all such exclusions total a maximum of 5% of total emission can be scoped out of the assessment.

7.5.8 Accordingly, the following sources of GHG emissions will not be considered for further detailed assessment of the associated GHG emissions:

Table 7.3: Greenhouse Gas Emissions to be Scoped Out of the ES

GHG Emissions Source	Description
Construction	The application is not seeking any new infrastructure to that assumed in the baseline and therefore there are no additional GHG emissions resulting from construction activity, construction traffic and embodied in materials.
Land use	GHG emissions resulting from land use change. The proposed development does not include a land use change (in the context of GHG emissions) and so no land use change emissions will arise as a result of the project.
Potable water supply and treatment	GHG emissions associated with offsite potable water treatment and supply to site. Emissions from water supply and treatment will make up <0.1% of the project’s GHG footprint and so are considered to be negligible.
Consumables	Passengers passing through the terminal consume food, drinks and other products however there is limited data on the types and amounts as retail activities are carried out by 3rd parties. GHG emissions associated with the delivery of materials to the airport and the treatment of any waste however is included in the assessment and the overall effect of excluding the GHG emissions from the manufacture of consumables (a

material proportion of which would occur outside of the UK) is considered to be small and less than the 1% threshold identified by IEMA.

Surface water	GHG emissions associated with offsite surface water treatment. Emissions from offsite surface water treatment will make up a very small component (<0.1%) of the project's GHG footprint and are considered to be negligible.
Decommissioning	GHG emissions associated with decommissioning of the development at the end of its life will also be scoped out. The airport is expected to continue to operate well past 2050 and any GHG emissions from decommissioning are likely to be minimal

- 7.5.9 The assessment will also not assess the climate change effects of other non-CO₂ emissions from aircraft flights such as from contrails and cirrus cloud formation. This is consistent with advice from the DfT and the Committee on Climate Change (CCC) and adopted through previous air transport expansion projects and planning decisions taken at recent planning inquiries e.g. Bristol and Stansted Airport expansions where it was confirmed that non-CO₂ emissions from aircraft flights should not be accounted for in the assessment.

Approach and Methodology

Baseline Characterisation

- 7.5.10 The baseline for the development will be defined as the current GHG emissions arising from activities and infrastructure associated with the airport. This includes GHG emissions from domestic and international aviation, surface access (i.e. movement of passengers to and from the airport by surface transport), operational vehicles, business travel, energy use (natural gas, heating oil and electricity consumption) used for example in cooling, heating and lighting and from fugitive refrigerant emissions and waste treatment.
- 7.5.11 The existing baseline year will be 2019 as this is the most recent and complete Pre-Covid 19 data set. Future GHG emissions associated with the proposed amendments will be compared to this baseline year.
- 7.5.12 The 2019 baseline GHG footprint will be calculated by multiplying data on flight numbers and destinations, passenger transport distances by mode, airport fuel, gas and electricity consumption, waste generation and refrigerant use by GHG emissions factors. These emission factors will be obtained from a number of sources including GHG emissions factors for company reporting published by the Department of Business Energy and Industrial Strategy (BEIS) and for air transport emissions, for example from the European Environment Agency EMEP/EEA Air Pollutant Emission Inventory Guidebook 2019.

Modelled Scenarios

- 7.5.13 The GHG footprint will be produced for the 2019 baseline year and the DC and DM Scenarios for the 2031 Principal Assessment Year. This will include consideration of GHG emissions resulting from airport operations (e.g., fossil fuel and electricity consumed by the airport's fixed infrastructure and operational vehicles), waste generation, transport of staff and passengers to the airport and from aircraft flights. Comparison will be made to the UK's 5-year carbon budgets.
- 7.5.14 As well as the Principal Assessment Year of 2031, the assessment of aircraft emissions will also consider the evolution of emissions out to 2050 taking into account DfT's views on the role of future aircraft fuel efficiencies, take up of Sustainable Aviation Fuel (SAF) and penetration of zero emission aircraft into the fleet, which are expected to reduce emissions in the future.

Assessment Methodology

- 7.5.15 There is currently no standard methodology for quantifying GHG emissions within EIA. However, best practice will be drawn from the following sources:
- IEMA Guidance: Assessing Greenhouse Gas Emissions and Evaluating their Significance³³;
 - The Greenhouse Gas Protocol³⁴;
 - Publicly Available Standard (PAS) 2080³⁵;
 - IEMA EIA Guide To: Climate Change Resilience and Adaptation³⁶;
 - European Environment Agency: EMEP/EEA air pollutant emission inventory guidebook³⁷; and
 - DfT Jet Zero: modelling framework³⁸, Jet Zero: further technical consultation³⁹ and Jet Zero Strategy⁴⁰.
- 7.5.16 The assessment will be guided by the definitions provided within the GHG Protocol, and which defines direct and indirect GHG emissions from developments through the following scopes:
- Scope 1: These include emissions from activities owned or controlled by LCY that release GHG emissions into the atmosphere. They are known as direct emissions and can be controlled by LCY.
 - Scope 2: These include emissions released into the atmosphere associated with LCY's consumption of purchased electricity, heat, steam and cooling. These are indirect emissions that are a consequence of LCY's activities. Whilst LCY does not directly emit these emissions it can control them through its energy management and purchasing decisions.
 - Scope 3: Emissions that are associated with LCY but occur from sources which are not owned or controlled by the airport and are not classed as Scope 2 emissions. LCY can influence these emissions but not control them.
- 7.5.17 The future baseline will take into account assumptions and published predictions around: airport growth without the proposed amendments (DM Scenario), new and upgraded aircraft and aircraft engines, vehicle GHG emissions factors, changes in occupancy and operational profiles, UK grid decarbonisation projection scenarios, and the adoption rate of future low or zero carbon technologies.
- 7.5.18 The assessment of operational phase emissions with the proposed amendments will be based on activity data relating to future airport operations (for example aircraft taxi time, APU running times, operational vehicle use, etc) as well as data from the transport and energy models and future air traffic forecasts, and will use BEIS GHG emission factors and best available emission factors for aircraft, such as for example the European Environment Agency EMEP/EEA Air Pollutant Emission Inventory Guidebook 2019 (the same approach to calculating the baseline GHG emissions).

³³ IEMA, Assessing Greenhouse Gas Emissions and Evaluating their Significance (2022)

³⁴ The Greenhouse Gas Protocol, A Corporate Accounting and Reporting Standard, revised edition, World Resources Institute

³⁵ Publicly Available Standard (PAS) 2080: 2016 – Carbon Management in Infrastructure (2016)

³⁶ IEMA EIA Guide To Climate Change Resilience and Adaptation (2020)

³⁷ European Environment Agency EMEP/EEA air pollutant emission inventory guidebook (2019).

³⁸ DfT Jet Zero: modelling framework, March 2022

³⁹ DfT Jet Zero: further technical consultation, March 2022

⁴⁰ DfT, Jet Zero Strategy: Delivering net zero aviation by 2050, July 2022

- 7.5.19 Any assumptions on take up of new aircraft types, future aircraft efficiencies, adoption of Zero Emission Aircraft, and use of Sustainable Aviation Fuel (SAF) (in both the DM and DC scenarios) will in general reference information set out in the DfT's Jet Zero Strategy and seek to present a likely worst case, and as necessary include sensitivity testing.
- 7.5.20 The approach to classifying and defining likely significant effects will rely on:
- IEMA (2022) guidance (see Section 6 of the IEMA guidance) applying expert judgment on the significance of the Airport's lifecycle ground-based GHG emissions; and
 - The approach identified at paragraph 5.82 of the Airports National Policy Statement; namely, establishing whether the increase in carbon emissions resulting from the project is so significant that it would have a material impact on the ability of Government to meet its carbon reduction targets, including carbon budgets.
- 7.5.21 In doing so the assessment of significance will take into account:
- any net change in emissions;
 - their likely contribution to the UK's legally binding 5-year carbon budgets;
 - their consistency with relevant policy. This will therefore consider both local and regional policies that apply to non-aviation emissions and national and international policies that apply to air transport emissions; and
 - an evaluation of the mitigation measures proposed to avoid, reduce and compensate GHG emissions taking into account the ability of the airport to manage those emissions as classified through the GHG protocol scopes.
- 7.5.22 The Climate Change chapter will also include a qualitative assessment of the vulnerability of the airport in light of the proposed amendments to future climate change consistent with IEMA guidance (2020) for assessing climate change resilience and adaptation.
- 7.5.23 This will consider potential climate risks and adaptation requirements resulting from future climate change including for example heatwaves, flooding, drought, and extreme weather events.
- 7.5.24 The assessment will reference UK Met Office Headley Centre climate projections for the UK (UKCP18).

Cumulative Assessment

- 7.5.25 IEMA guidance (2022) makes clear that climate change is "*the largest interrelated cumulative environmental effect*" and therefore the assessment of GHG emissions which contribute to climate is intrinsically cumulative.
- 7.5.26 On this point IEMA state that "*The atmospheric concentration of GHGs and resulting effect on climate change is affected by all sources and sinks globally, anthropogenic and otherwise. As GHG emission impacts and resulting effects are global rather than affecting one localised area, the approach to cumulative effects assessment for GHGs differs from that for many EIA topics where only projects within a geographically bounded study area of, for example, 10km would be included*".
- 7.5.27 In terms of this assessment the following are therefore relevant:
- The assessment will consider the effects of the proposed development in the context of national "cumulative" totals. Since the national totals assume that other developments will contribute GHGs, the assessment will consider their implications in determining significance; and
 - The geographical location of emissions has no relevance to the assessment. Therefore, the effects of the proposed development are independent of any local cumulative emissions.

- 7.5.28 Taking this into account, an assessment of the GHG emissions associated with cumulative developments will not be undertaken and the cumulative GHG effects are considered to be the same as those for the completed Development.
- 7.5.29 This is consistent with IEMA guidance which states that “*Effects of GHG emissions from specific cumulative projects therefore in general should not be individually assessed, as there is no basis for selecting any particular (or more than one) cumulative project that has GHG emissions for assessment over any other*”.
- 7.5.30 The cumulative assessment will also not examine any cumulative GHG emissions of airport expansion in the UK. This is a matter for Government policy and its Net Zero strategy; in the aviation context this is addressed through the DfT’s Making Best Use policy⁴¹ (recently reaffirmed in DfT’s “Flightpath to the Future”⁴²) and the recently published “Jet Zero Strategy”⁴³. This is consistent with the conclusions reached by the inspector to the Bristol expansion inquiry⁴⁴ who found that:
- “No such national assessment is before the Inquiry. The ES/ESA dealt with the cumulative effects of the proposal in a local sense, but only the Government could fully consider the cumulative impact of individual proposals across the country. To expect an individual appellant to do so would be unreasonable. If that position were adopted, it would be tantamount to a moratorium on airport expansion, which is clearly not supported by policy..... There is no requirement to conduct a cumulative assessment of GHG emissions on the global climate and, in any event, it would not be feasible to do so.”*
- [Paragraphs 194 -195].
- 7.5.31 Instead, as indicated above, the assessment will examine whether the increase in carbon emissions resulting from the project is so significant that it would have a material impact on the ability of Government to meet its carbon reduction targets, including its carbon budgets. This is consistent with the approach set out in the Airports National Policy Statement⁴⁵.

7.6 Public Health and Wellbeing

Introduction

- 7.6.1 The health assessment will consider the public health implications of the conclusions of the other technical assessments, described previously in this Scoping Report. The assessment will be informed by project-wide consultation with the LBN and other stakeholders and the approach taken

⁴¹ DfT, The future of UK aviation: making best use of existing runways (June 2018).

⁴² DfT, ‘Flightpath to the Future’ (May 2022).

⁴³ DfT, Jet Zero Strategy: Delivering net zero aviation by 2050, July 2022

⁴⁴ The Planning Inspectorate, Appeal decision, Town and Country Planning Act 1990, Appeal by Bristol Airport Ltd, Decision Date 2nd February 2022 – see paragraph 194-195

⁴⁵ DfT, Airports National Policy Statement: new runway capacity and infrastructure at airports in the South East of England (June 2018), paragraph 5.82

will ensure that Health Impact Assessment (HIA)⁴⁶ is embedded within the EIA in line with good practice^{47, 48}.

- 7.6.2 The wider determinants of health and health inequalities are key considerations when undertaking an assessment of human health as part of EIA. These are discussed further below.

Baseline Conditions

- 7.6.3 The east-west alignment of the airport means that populations in Newham, Greenwich and Tower Hamlets are of particular relevance to the health assessment. The following provides a high-level summary of some of the key health issues in these three boroughs.
- 7.6.4 The health of people in Newham, Greenwich and Tower Hamlets is varied compared with the England average. The presence of vulnerable groups and pockets of deprivation is noted. All of these authorities have lower super output areas (LSOAs) within the 20% most deprived districts/unitary authorities in England and about 20% of children live in low-income families. Between 25% and 28% of children in year 6 are classified as obese. There are issues of adult physical activity, excess weight and cardiovascular risk. Compared to the England average, the rates of under 75 mortality from cardiovascular diseases are worse in Newham and Tower Hamlets, but similar to the England average in Greenwich. In Newham and Greenwich, the rates of killed and seriously injured on roads are better than the England average, whilst in Tower Hamlets the rates are worse than the England average.
- 7.6.5 Small area data for a larger range of indicators will be collected and presented as part of the ES using the Office for Health Improvement and Disparities (OHID) Fingertips Local Authority Health Profiles and deprivation mapping.

Potential Impacts of the Proposed Amendments

- 7.6.6 The health assessment will consider the public health implications of the conclusions of the other technical assessments. In so doing the health assessment will consider whether there are likely to be significant population health changes linked to:
- Use of public areas of green space, which may affect physical activity and mental health;
 - Changes in community identity, which may affect community cohesion and social isolation;
 - Road safety and travel mode, including opportunities to promote walking and cycling;
 - Benefits of good quality employment, including opportunities to target vulnerable groups;
 - Benefits of upskilling and training, including opportunities to target vulnerable groups;
 - Noise disturbance, including both localised and more distributed effects of small changes;
 - Air quality, including consideration of small changes below health protection standards;
 - The health effects of climate change, including global inequalities and national policies; and
 - Health service implications of increased passengers and data to support routine planning.

⁴⁶ London Borough of Newham Local Plan 2018, policy SP2 Healthy Neighbourhoods

⁴⁷ Public Health England (2020). Health Impact Assessment in spatial planning. A guide for local authority public health and planning teams, page 28 final paragraph. <https://www.gov.uk/government/publications/health-impact-assessment-in-spatial-planning>

⁴⁸ Airports National Policy Statement 2018, paragraph 4.72

Approach and Methodology

Approach to the Assessment

7.6.7 A population health approach will be taken, informed by discussion of receptors, in conjunction with other technical chapters of the ES. The methods for assessing population health effects are set out within the guidance documents referenced below. For each determinant of health, the human health chapter will identify relevant inequalities through consideration of the differential effect to the 'general population' of the relevant Study Area and effects to the 'vulnerable population group' of that Study Area; the vulnerable population group being comprised of relevant sensitivities for that determinant of health. This is in line with guidance and good practice. The following population groups are present and will be considered:

- the 'general population' including residents, passengers, workers, service providers, and service users; and
- the 'vulnerable group sub-population' including potential vulnerability due to: young age, older age, low income, poor health status, social disadvantage, restricted access or geographic proximity to airport activities. Within these categories of potential vulnerability set out by guidance, relevant examples of specific sensitivities and receptors (populations) will be identified based on local context and baseline data.

7.6.8 The health assessment methodology will use best practice, as published by:

- The Institute of Public Health (IPH) Health Impact Assessment Guidance, Standalone HIA and health in environmental assessment⁴⁹. This guidance for Northern Ireland (UK) and the Republic of Ireland (EU) can be applied more broadly and is the only published UK HIA guidance that provides detail on the analysis and reporting of human health in EIA. It shows good practice.
- International Association for Impact Assessment (IAIA) and European Public Health Association (EUPHA) 'Human Health: Ensuring a high level of protection' which is a reference paper on addressing Human Health in Environmental Impact Assessment (2020)⁵⁰. This reference paper informed the IPH guidance.
- IEMA, Health in Environmental Impact Assessment: A Primer for a Proportionate Approach⁵¹. This sets broad principles that have been developed in more detail by the IPH guidance.
- Public Health England (PHE) guidance, Health Impact Assessment in spatial planning, 2020⁵². This sets a broad context, including recommending that HIA be integrated into EIA.

⁴⁹ Pyper, R., Cave, B., Purdy, J. and McAvoy, H. (2021). Health Impact Assessment Guidance: A Manual and Technical Guidance. Standalone Health Impact Assessment and health in environmental assessment. Institute of Public Health. Dublin and Belfast. <https://publichealth.ie/hia-guidance/>

⁵⁰ Cave, B., Claßen, T., Fischer-Bonde, B., Humboldt-Dachroeden, S., Martín-Olmedo, P., Mekel, O., Pyper, R., Silva, F., Vilianni, F., Xiao, Y. (2020). Human health: Ensuring a high level of protection. A reference paper on addressing Human Health in Environmental Impact Assessment. As per EU Directive 2011/92/EU amended by 2014/52/EU. International Association for Impact Assessment and European Public Health Association.

⁵¹ Cave, B., Fothergill, J., Pyper, R., Gibson, G. and Saunders, P. (2017) Health in Environmental Impact Assessment: A Primer for a Proportionate Approach. Ben Cave Associates Ltd, IEMA and the Faculty of Public Health. Lincoln, England.

⁵² Public Health England (2020). Health Impact Assessment in spatial planning. A guide for local authority public health and planning teams. <https://www.gov.uk/government/publications/health-impact-assessment-in-spatial-planning>

- It is noted that IEMA, in collaboration with OHID, are in the process of producing further guidance on health in EIA^{53, 54}. Regard will be had to that work, which may include updates to the final methodology used. Engagement with local authority public health teams will explain any changes and seek to reach consensus on the approach and conclusions.

7.6.9 The human health assessment will be a qualitative analysis, following the IPH 2021 guidance approach, which draws on qualitative and quantitative inputs from other EIA topic chapters. This is considered the most appropriate methodology for assessing wider determinants of health proportionately, consistently and transparently. The IPH 2021 approach is very similar to the emerging IEMA guidance, both of which are based on the assessment frameworks of Cave et al., 2020. A meeting to talk through the approach and methods will be offered to the LBN Director of Public Health.

7.6.10 As set out in guidance^{Error! Bookmark not defined., Error! Bookmark not defined.} the assessment considers the effect on population health outcomes and what this means for public health, drawing on, as relevant, the: scientific literature; health baseline change; local health priorities; health policy context; compliance with regulatory or statutory standards; and consultation.

Establishing the Baseline

7.6.11 No bespoke baseline human health surveys are proposed to be undertaken as part of the assessment. Instead, the health analysis will be informed by project-wide consultation. The approach to assessment will ensure that Health Impact Assessment (HIA) is embedded within the EIA in line with good practice.

7.6.12 The following data sources will be used:

- OHID Fingertips, Local Health data sets to show most sensitive Wards. Relevant indicators will be selected from 'our community', 'behavioural risk factors and child health', 'disease and poor health' and 'life expectancy and causes of death'.
- Office of National Statistics (ONS) and official labour market statistics (NOMIS) statistics. If available, 2021 census data will be included.
- Indices of deprivation mapping 2019, including 'Index of multiple deprivation' and individual sub-domains.
- Google Earth Pro 2021 aerial and street level photography review.
- Local Joint Strategic Needs Assessment (JSNA) and Health and Wellbeing Strategy (HWS) data. Local health priorities will be identified and additional information on relevant vulnerable groups may be extracted as appropriate.

7.6.13 The following health and wellbeing strategies will be reviewed, which set public health priorities for this population.

- 'Well Newham 50 Steps to a Healthier Borough' - Health and Wellbeing Strategy 2020-2023
- The Royal Borough of Greenwich Health and Wellbeing Strategy 2019-2024
- Tower Hamlets Health and Wellbeing Strategy 2017-2020 [2021-2025 update expected].

⁵³ Institute of Environmental Management & Assessment (2022). Guide: Determining Significance for Human Health in Environmental Impact Assessment. [In Press]

⁵⁴ Institute of Environmental Management & Assessment (2022). Guide: Scoping Human Health in Environmental Impact Assessment. [In Press]

Assessment Scope

- 7.6.14 The following sections summarises the proposed scope of the health assessment, based on the tools used by the IPH (2021). The headings used reflect strategic determinants of health set out in this guidance that span environmental, social, behavioural, economic and institutional factors.
- 7.6.15 As discussed above, the conclusions of the health chapter will be in relation to population level effects, as is set out in relevant guidance for assessing health in EIA Error! Bookmark not defined., Error! Bookmark not defined..
- 7.6.16 A key principle of scoping is to be proportionate, so that the assessment focuses only on those public health issues that have the potential to be both 'likely' and 'significant'.

Table 7.4: Proposed scope of health assessment

Determinant of Health	Scope
Healthy Lifestyles	<p>Scoped In</p> <ul style="list-style-type: none"> • Access to open space: Physical activity and mental health are linked to access and amenity of recreation and leisure spaces. Regard will be given to vulnerability, including due to age, poor health, socio-economic status and social disadvantage. The focus will be on populations accessing public areas of green space that is identified as experiencing significant adverse day-time effects within the noise assessment. <p>Scoped Out</p> <ul style="list-style-type: none"> • The Proposed Development has workforce implications. The potential for health promotion during construction and operation will be considered as a good practice enhancement measure but is otherwise scoped-out. • Issues of community health behaviours being affected by the presence of the construction workforce are scoped-out. This reflects the fact that the construction of the remaining CADP1 structures and those additional construction activities that will occur to facilitate the proposed S73 changes (e.g., reconfiguration of existing stands) are relatively modest and would be predominantly within the airport boundary. It also reflects the expectation of a relatively small construction workforce during the extended CADP1 build-out between 2024 and 2031. • Diet / Healthy Foods: The availability or price of healthy foods is not considered relevant to the S73 application. Diet as an issue is therefore scoped-out.
Safe and cohesive communities	<p>Scoped In</p> <ul style="list-style-type: none"> • Community Identity: the assessment would consider the airport's potential beneficial effects on communities through employment opportunities and access to travel, as well as the potential adverse effects in relation to reduced amenity affecting social networking and social gatherings. Both may affect community cohesion and social isolation. • Transport: the assessment will consider transport impacts associated with road or route safety as passenger numbers increase, potentially affecting community severance and journey times, including routine access to healthcare and emergency response times. Opportunities to improve active travel and multi-modal share will be considered in association with the transport assessment. <p>Scoped Out</p> <ul style="list-style-type: none"> • Whilst there would be a greater transitory population associated with arrivals and departures from the airport, the effects are highly localised to the airport itself. The potential for such an influx, in itself, to affect community identity to an extent that could influence community health and wellbeing is scoped-out.

- Housing and the Built Environment: the proposed amendments do not give rise to direct impacts on the built environment and there are no changes to the approved CADP1 buildings and infrastructure. There is therefore limited potential for any widespread adverse effects on views or lighting. The issue of noise in the context of indoor and outdoor spaces is discussed under ‘Environmental Conditions’ below.
- Crime: an assessment of actual and perceived crimes, including safeguarding, people trafficking and modern slavery would be scoped out on the basis that the airport would appropriately scale its security measures in line with passenger growth, regulatory requirements and normal good practice.

Socio
Economic
Conditions

Scoped In

- Good quality employment: the population health benefits during construction and operation will be considered, including direct and indirect employment and investment.
- Apprenticeship and training opportunities: the assessment will consider educational opportunities in relation to adult training and career development during construction and operation.

Scoped Out

- Occupational health and safety: the airport operates appropriate policies in accordance with current regulation and good practice, including in relation to general employment and avoiding issues of discrimination. Appropriate policies and standards are expected for construction contractors.

Environmental
Conditions

Scoped In

- Operational Noise: The potential for both day-time and night-time effects on population health from changes in operational air noise and ground noise will be considered. How the proposed amendments affect noise levels will be assessed in the noise chapter; with the public health, population level, implication of such changes considered in the health chapter. A range of noise metrics will be considered. To avoid assessing issues twice, where noise effects relate to issues of day-time amenity, these will be discussed in terms of the effect on healthy lifestyles (discussed above), including mental health and physical activity related outcomes.

The health assessment will highlight any instances where the change in noise results in widespread new exposures, or reductions in exposures, across a population which are above thresholds defined in the noise assessment as being significant. In such cases, populations will be defined in relation to the relevant geographic extent for the source of exposure, with a focus on small area populations. Within these populations, vulnerabilities to noise will be considered including where day-time rest is important due to poor health or age. Any widespread changes in noise below the thresholds of noise assessment significance will also be considered in relation to the public health implication.

- Air quality: the health assessment will consider the significance of non-threshold effects of NO₂ and PM_{2.5} on population health, this goes beyond the approach in the air quality assessment and reflects a public health perspective on air quality. In accordance with the HIA guidance for assessing health in EIA, the assessment of health significance will be with reference to the statutory air quality standards set for the purpose of health protection by the UK Government. WHO air quality guideline values will also be referenced as an aspirational target, for example the Mayor’s aspiration to meet the 2005 WHO guideline for PM_{2.5}. HIA guidance^{Error! Bookmark not defined., Error! Bookmark not defined.} indicates that the assessment should give the public confidence in thresholds set by government for the purpose of health protection having taken into account other social, economic and environmental considerations. The guidance directs discussion to considering the extent to which regulatory or statutory limit values would be met. In this context, where non-threshold health effects may occur, there should be a discussion about “*what is acceptable for the jurisdiction*” (emphasis added). The Government (of the UK jurisdiction) define the statutory air quality standards as “*concentrations*”

recorded over a given time period, which are considered to be *acceptable* in terms of what is scientifically known about the effects of each pollutant on health and on the environment”⁵⁵ (emphasis added). “The standards are based on assessment of the effects of each pollutant on human health including the effects on sensitive subgroups”⁵⁶. The health assessment will take into account the non-threshold nature of some air pollutants, including having regard to WHO guide values and how the air quality chapter modelling results compare to them; but the health assessment will not hold the project to WHO guide values where they are more stringent than UK statutory standards. This approach aligns to Government policy, as well as EIA and HIA good practice. The 2021 WHO guide values are not referenced in national, regional or local policies. The 2021 values remain a relevant public health contextual consideration; however, the national statutory standards are the appropriate benchmark for an assessment of significance that informs a UK planning determination.

- The issue of ultra-fine particulate matter (UFP) will be discussed in the health assessment and will include a qualitative assessment following the framework common to all determinants of health as set out in reference guidance^{Error! Bookmark not defined., Error! Bookmark not defined.}. Key publications from the emerging scientific literature on UFP will be reviewed and summarised to support an appropriate public health response to UFP, including any requirement for monitoring.
- Climate Change: A brief discussion will consider the climate change assessment and its implications for health inequalities, albeit the project level contribution to any change in national and international population health is not expected to be significant.

Scoped Out

- Separate assessment of air quality exposures to airport workers are scoped out on the basis that statutory occupational standards would be met. Transitory exposures within statutory air quality standards to passengers and visitors to the airport are scoped out as a separate assessment, as such limited exposure would not be expected to result in significant population health effects. The scoped in assessment of the general population and relevant sensitive sub-populations considers the exposures near the airport, irrespective of occupation or place of residence. Air quality changes in airport buildings due to the project changes are not expected to significantly differ from outdoor exposures, so are scoped out. Odour is assessed in the air quality chapter. A watching brief on this issue will be kept. Only if significant odour effects are identified in the air quality chapter will the health assessment consider this issue.
- Water and soil quality: the proposed amendments relate to operational changes rather than construction activity that could give rise to such effects. Issues such as runway de-icer discharges into watercourses will continue to be managed under permits issued by the Environment Agency, Thames Water and RoDMA to maintain health and ecological protection standards. Similarly, the implications for on-site water demand, waste and sanitation as a result of greater passenger numbers would be met through existing and future infrastructure in accordance with the CADP1 planning permission.
- Electro-magnetic fields (EMF): the airport would adopt the International Commission on Non-ionizing Radiation Protection (ICNIRP) guidelines (ICNIRP, 1998)⁵⁷ and Government voluntary Code of Practice on EMF public exposure (Department of

⁵⁵ Department for Environment, Food and Rural Affairs. UK Air Quality Limits. Online. <https://uk-air.defra.gov.uk/air-pollution/uk-eu-limits>

⁵⁶ Department for Environment, Food and Rural Affairs (2011). The air quality strategy for England, Scotland, Wales and Northern Ireland: Volume 1. Available at: <https://www.gov.uk/government/publications/the-air-quality-strategy-for-england-scotland-wales-and-northern-ireland-volume-1>

⁵⁷ International Commission on Non-Ionizing Radiation Protection (1998). ICNIRP guidelines for limiting exposure to time-varying electric, magnetic and electromagnetic fields (up to 300 GHz). <https://www.icnirp.org/cms/upload/publications/ICNIRPemfgdl.pdf>

Energy and Climate Change, 2012)⁵⁸. EMF strength reduces rapidly with distance, often requiring only a few meters separation between the source and receptor, the likelihood of any adverse effect is greatly reduced by the inherent airside restrictions at airports and perimeter fences. On the basis that the abovementioned ICNIRP guidelines and the Government’s voluntary Code of Practice are adopted, there is not considered to be the potential for a risk to population health.

Health and Social Care Services

Scoped In

- NHS Routine Service Planning: the increase in passengers arriving at the airport (inbound or outbound) has potential implications for NHS routine service planning. The increase in airport capacity up to 2031 provides ample service planning opportunity and the speed of passenger growth is not expected to require a step-change in local NHS services. The health assessment will consider the current level of demand, e.g. ambulance callouts from the airport, and the expected change due to the proposed uplift in passengers.

Scoped Out

- Communicable illness, including in relation to Covid-19: The airport will continue to operate appropriate measures to safeguard the workforce, passengers and members of the public in line with up-to-date Government guidance.
- Port health incidence procedures and surveillance: this is a public health function of the local authority, with national public health input, that is supported by LCY. Port health would be scaled in line with growth to meet statutory duties.
- Health tourism: the great majority of overseas travellers who may use NHS services would have appropriate health insurance to reimburse the costs of their care. The scale of any change in communicable illness or health tourism associated with the proposed increase in passengers is considered unlikely to significantly affect population health.

Assessment of Significance

- 7.6.17 England specific guidance on determining significance for health in EIA is currently emerging and is expected to be published by IEMA late summer 2022 (IEMA, 2022a). The approach aligns closely to that of IPH (IPH, 2021) and EUPHA/IAIA (Cave et al., 2020). These publications all present a very similar framework with criteria and indicative levels to support qualitative scoring and a supporting evidence-based narrative explaining the professional judgment reached. The most current version of this good practice approach (i.e. IEMA 2022 if available) will be used and can be applied consistently to all determinants of health.
- 7.6.18 This approach shows how the general EIA methods of using sensitivity and magnitude to inform a judgement of significance, are applied for human health. The approach uses professional judgement, drawing on consistent and transparent criteria for sensitivity and magnitude. It also references relevant contextual evidence to explain what ‘significance’ means for human health in public health terms.
- 7.6.19 The EIA health chapter conclusions will be presented in both EIA categories of significance, such as major, moderate, minor or negligible; and a narrative explaining this ‘score’ with reference to evidence, local context and any inequalities. The guidance sets out criteria and indicative levels that support the professional judgement in ‘scoring’ and presenting a narrative, these methods will be set out in the ES.

⁵⁸ Department of Energy & Climate Change (2012). Power Lines: Demonstrating compliance with EMF public exposure guidelines. A voluntary Code of Practice. <https://www.gov.uk/government/publications/demonstrating-compliance-with-emf-public-exposure-guidelines-voluntary-code-of-practice>

8 OTHER ENVIRONMENTAL TOPICS

8.1 Introduction

- 8.1.1 This section identifies a range of topics that are considered unlikely to be materially affected or give rise to significant environmental effects as a consequence of the S73 application. An explanation has been provided to justify the reasons why each specific topic does not require a standalone ES chapter. However, for the sake of completeness, the ES will include a composite chapter on these non-significant issues, providing further information on these topics where necessary.
- 8.1.2 As described in Section 5 of this Scoping Report, the following topics have been Scoped Out of the EIA: Archaeology and Built Heritage; Townscape and Visual Impacts; Ground Conditions; Waste; and Major Accidents and Disasters. The proposed amendments to CADP1 are not considered likely to give rise to any significant effects with respect to the topics and accordingly no further assessment work will be undertaken as part of the EIA.
- 8.1.3 In addition, the topics of Water Resources and Flood Risk and Ecology are also Scoped Out; however updated assessment work has been undertaken in light of the passage of time since submission of the 2015 UES (namely an updated Flood Risk Assessment (FRA) and Preliminary Ecological Appraisal (PEA), as discussed further below). The findings of this assessment work will be presented in the ES, however the proposed amendments are still considered unlikely to give rise to any significant environmental effects in respect of these topics and the updated assessment work is expected to confirm is.

8.2 Water Resources and Flood Risk

Flood Risk

- 8.2.1 The airport is located between the Royal Albert Dock (30 hectares) and King George V (KGV) Dock (24 hectares), comprising two of the three Royal Docks. These are manmade waterbodies which were constructed between the 1880's to 1920, with an average depth of approximately 10 – 11 m. The water level within the Royal Docks is maintained within this range by pumping from the River Thames; this being the responsibility of Royal Docks Management Authority (RoDMA). The George V Dock joins the Gallions Reach section of River Thames by the KGV gate, located at the entrance lock to the Royal Docks, approximately 400 m east of the airport. The gate provides flood protection to the impounded area of the docks.
- 8.2.2 Whilst the airport is located within an area at risk of tidal flooding, primarily within Flood Zone 3 (which corresponds with an annual probability of over 1 in 200 (0.5%)), the risk is categorised as 'residual' based on the presence of the River Thames flood defences, including the Thames Barrier and dock gates to the east of the airport. The EA flood map for surface water indicates that the majority of the site is at 'very low' risk of surface water flooding but there are areas of 'low' to 'high' risk alongside the existing terminal buildings.
- 8.2.3 A flood risk assessment was undertaken by RPS in 2013 in support of the CADP1 planning application in order to assess the potential impacts of all sources of flooding to the airport. This flood risk assessment (FRA) outlined the potential for the airport to be impacted by flooding, the impacts of the proposed CADP1 on flooding in the vicinity of the airport (up to 2025), and the proposed measures which could be incorporated into the development to mitigate the identified risk.
- 8.2.4 The 2013 FRA was produced in accordance with the guidance detailed in the National Planning Policy Framework (NPPF) at the time and took account of the CIRIA SuDS manual (C697), and the 2010 LBN Strategic Flood Risk Assessment (SFRA). The FRA concluded that there was a negligible risk of tidal and fluvial flood in the area – mainly on account of the fact that it straddles the Thames

Barrier, so has a high level of protection from storm surges by the Barrier, by the dock gate and by raised walls downstream.

- 8.2.5 A review of the updated 2017 LBN SFRA⁵⁹ which includes the most recently published Environment Agency tidal breach modelling (May 2017) for upstream of the Thames Barrier, suggests that the Royal Docks retain a negligible risk of flooding in the 'non-breach' scenario. However, it is noted that the GLA suggest that further analysis is required in due course, in particular through updated SFRA's and site-specific FRA's⁶⁰.
- 8.2.6 The 2015 UES concluded that there would be a negligible effect on flood risk on site and surrounding area. The proposed surface water drainage strategy also identified a moderate beneficial effect on the sewer network through reduced discharge flow rate. Condition 69: Sustainable Drainage Systems attached to the CADP1 planning permission, which requires a Surface Water Drainage Scheme to be submitted and approved by LBN prior to construction, has since been discharged.
- 8.2.7 An addendum to the 2013 FRA was prepared by RPS in 2017 to support the submission of a Section 96a (non-material amendment) application for variations to the original consent. This assessment was undertaken using the updated Thames Tidal Upriver Breach Inundation Modelling (May 2017). A Flood Management Plan was also produced by RPS in 2017.
- 8.2.8 The Thames Tidal Downriver Breach Inundation Modelling study was subsequently updated (June 2018). It shows that the flood extent would potentially impact the site during a breach of the flood defences.
- 8.2.9 The proposed changes being brought forward in this S73 application will not result in any changes to the area of hardstanding or airport infrastructure and accordingly would not result in an increase in flood risk or surface water run-off. Accordingly, the proposed amendments will not result in any new or materially different likely significant environmental effects from those identified in the UES. Nevertheless, an updated flood risk assessment using the most up-to-date data, including the Thames Tidal Downriver Breach Inundation Modelling (June 2018), will be undertaken in support of the S73 application. This will account for changes in climate change factors and any update to the Environment Agency, GLA and LBN's policies including revisions to the 2017 SFRA. This FRA will then inform any necessary revisions to the existing surface water drainage strategy, including establishing new attenuation factors and identifying options for additional SuDS if required (e.g. the capture and discharge of clean water to the Dock).

Water Quality

- 8.2.10 The bio-chemical quality of the water in the Docks is influenced by water pumped into it from the tidal Thames. A number of activities at the airport also have the potential to affect water quality. However, through utilisation of the airport's EMS (which is certified to ISO14001:2014), the impact of such activities is considerably reduced and effectively monitored.
- 8.2.11 Suitable infrastructure has been present for many years at the airport to minimise the risk of accidental discharges to the Docks as well as the volume of surface run-off overall. RoDMA undertakes water quality sampling and continuously monitors pollution in the Docks, as well as removing litter and detritus on a regular basis. The airport itself also monitors and reports on water quality as part of its ongoing sustainability and environmental commitments and reports the results in its Annual Performance Report (APR).

⁵⁹ London Borough of Newham Level 1 & 2 Strategic Flood Risk Assessment - Final Report, 25th September 2017

⁶⁰ London Regional Flood Risk Appraisal (September 2018).

- 8.2.12 The methods of piling associated with the piling and deck works in KGV Dock (now completed) were selected to avoid pollution of the underlying groundwater and to minimise the disturbance of dock sediment and bed material as far as reasonably possible, thus reducing the risk of adverse effects on water quality. Regular monitoring of the water in the docks during these deck works showed no significant deterioration in bio-chemical conditions compared to baseline readings taken before the works commenced.
- 8.2.13 The remaining CADP1 construction works will all occur on the landside parts of the airport and therefore the risk of pollution to the docks is much reduced, especially accounting for the pollution control measures set out in the approved CEMP.
- 8.2.14 It is not envisaged that the changes to the CADP1 scheme sought through this S73 application will result in any new or materially different likely environmental effects with respect to water quality in the Dock and other surface water features.

Water Consumption

- 8.2.15 The airport has a relatively low water consumption per passenger by comparison to other UK airports (in 2015 this was approximately 6.2 litres passenger) and in recent years it has implemented an increasingly comprehensive water efficiency programme. For example, it has installed low water fittings throughout the terminal building and associated offices. These include:
- Waterless urinals;
 - Low water use soffits in taps;
 - Sensor taps; and
 - Low flow toilets.
- 8.2.16 The airport will continue to monitor water use at the airport and will implement further metering in areas of high usage, especially within the terminal. Through the phased development of future works associated with CADP1, additional water efficiency measures will be introduced to reduce water demand at source, including through the design and specification of water fixtures and fittings within the new CADP1 building infrastructure. All new main buildings will achieve a BREEAM 'Very Good' or 'Excellent' rating. The Sustainability and Biodiversity Strategy, submitted in accordance with Condition 56 of the CADP1 permission and approved by LBN, sets targets for reducing water use per passenger.
- 8.2.17 However, it is unlikely that the airport will be able to continue to significantly reduce water consumption through efficient water appliances alone, and so other measures to reduce water consumption are being explored, including options for substituting potable water with non-potable alternatives where appropriate. Rainwater harvesting, for example, may present an opportunity for this in the future.
- 8.2.18 High level consultation will be undertaken with Thames Water in order to explore the capacity of their network to supply the airport based on the projected passenger numbers.

8.3 Ecology and biodiversity

- 8.3.1 The ecological value of the airport site is generally considered to be low. None of the plants present on site are listed on Schedule 8 of the Wildlife and Countryside Act 1981 (as amended) or are otherwise of conservation interest, nor is it considered that the site contains habitat suitable to support statutorily protected species or species of conservation interest. The potential to increase biodiversity on site is also severely constrained by the need to discourage birds and other species that would present a risk to aircraft or otherwise conflict with the CAA safety requirements.

- 8.3.2 Notwithstanding, in accordance with Condition 36 of the CADP1 permission, an approved landscaping scheme will be implemented at the airport, including the planting of indigenous plant species which contribute towards biodiversity whilst minimising bird attraction. These new landscaping areas will be monitored and managed to ensure their successful establishment.
- 8.3.3 Condition 56 of the CADP1 permission also requires the Airport to develop and implement a Sustainability and Biodiversity Strategy. The Strategy is reviewed every 3 years, with the latest iteration produced in 2021 setting out new targets, actions and initiatives to enhance biodiversity off-site and to promoting access to, and the appreciation of, biodiversity in the wider community.
- 8.3.4 The 2015 UES concluded that there would be no significant adverse effects on terrestrial ecological receptors subject to the aforementioned mitigation measures being implemented. However, as this assessment was based on an ecological survey of the airport site completed in 2013, a further Preliminary Ecological Appraisal (PEA) will be undertaken in advance of the application.
- 8.3.5 The PEA will comprise an updated desk study and Phase 1 Habitat Survey. As part of the desk study, Greenspace Information for Greater London CIC (GiGI) will be contacted for details of non-statutory designated sites and records of protected and notable species within 1km of the site. Information about statutory designated sites within 5km would be gathered from freely available sources such as the MAGIC website.
- 8.3.6 The PEA will follow the Guidelines for Preliminary Ecological Appraisal (CIEEM, 2017) and take account of the standard Phase 1 Habitat Survey methodology as set out by the Joint Nature Conservation Committee (JNCC) in the *Handbook for Phase 1 Habitat Survey. A technique for environmental audit*.
- 8.3.7 The PEA will be provided with the ES and confirm whether the site now supports any protected or notable habitats or species, and whether it has the potential to do so. The PEA is expected to confirm the findings of the UES 2015 i.e. that the airport has no intrinsic habitat value.
- 8.3.8 The regard to aquatic ecology, the KGV Dock wall was surveyed in 2013 during which an abundance of aquatic invertebrates was recorded which are likely to be a food source for fish. The Royal Docks support a variety of fish species such as Grey Mullet (*Chelon labrosus*), Tench (*Tinca tinca*), Pike (*Esox lucius*) and Sea Bass (*Dicentrarchus labrax*). This constitutes a relatively unusual mix of both sea and freshwater fish species, arising as a result of the docks location being transitional between saline seawater and freshwater. To mitigate against the loss of part of the KGV dock wall associated with CADP1, artificial fish refugia were installed in the dock in 2017 in accordance with Condition 68: Fish Refugia of the CADP1 planning permission. Periodic checks on the refugia are planned to take place to monitor their successful colonisation, including by survey scheduled in July 2022.
- 8.3.9 The construction works within KGV Dock (i.e. the piling and deck to provide the new stands and parallel taxiway) are now complete and there are no proposed changes to the remaining, as yet unbuilt, CADP1 buildings and infrastructure. There would also be no increase in the maximum annual number of permitted flights. The proposed amendments and the subject of this S73 application are therefore not anticipated to give rise to any significant effects on sensitive ecological receptors.
- 8.3.10 The forthcoming ES will include a summary of the findings of the 2015 UES, subsequent ecological surveys undertaken at the site and the mitigation measures that have been implemented in accordance with the relevant CADP1 planning conditions.

8.4 Townscape and Visual Effects

- 8.4.1 The site of the airport has undergone dramatic change in visual character and appearance since the last commercial maritime operations ceased in 1983, morphing from a port and industrial based landscape (with associated warehouse, jetties, cranes and associated infrastructure) to a dedicated modern airport and transport hub.

- 8.4.2 The airport is now surrounded by infrastructure closely aligned to its operations, including the Docklands Light Railway (DLR), hotels, offices, car parks and emerging commercial developments such as the ABP Royal Albert Dock scheme to the north. An established residential community of predominantly terrace houses and flats are situated directly to the south of the airport, with the Tate and Lyle factory dominating the skyline to the southwest. Further new residential developments are being built to the west, north and east, including major developments such as Silvertown Quays and Gallions Quarter. The A112, Hartmann Road, Connaught Bridge and the A1020 route around the airport with the DLR running along the south.
- 8.4.3 The area generally consists of urban development contrasting with the open areas of water of the Docks and the River Thames. Some isolated landscaped areas exist; however, in most locations there is relatively little vegetation.
- 8.4.4 The extensive urban area provides a night-time character which is strongly influenced by artificial light from buildings and street lighting. Illumination from outside the airport results in a strong night sky glow to the west. The illuminated buildings of Canary Wharf and central London are prominent night-time features.
- 8.4.5 The existing airport terminal is a relatively discrete flat roofed building, of approximately 12.8m in height with the air traffic control (ATC) tower at a maximum height of 14.87m (20.36m AOD), located at the western end of the KGV Dock. The ATC Tower is due to be demolished now that Digital Air Traffic Control Tower (DATCT) has been constructed on the southern dockside.
- 8.4.6 The runway is located on a spit of land to the north and east of the terminal which separates Royal Albert Dock from KGV Dock. The existing aircraft stands (with lighting masts at 12m height) are located between the runway and terminal, serviced by piers which extend west and east from the terminal building. The existing East Pier is 9m high and extends along the south side of aircraft stands 21-24, ending in a short length of noise barrier (8m high) which screens aircraft from residents to the south of the airport.
- 8.4.7 The 2015 UES included an assessment of Townscape and Visual Effects. This concluded that the proposed new terminal buildings (WTE, WEC, ETE and New East Pier) would generally enhance the setting of the Docks and improve the aesthetic quality of the airport, with only a few minor to moderate adverse effects on the north side of Royal Albert Dock and to a small number of apartments with north facing 2nd or 3rd floor windows located within 100m of the airport within Silvertown.
- 8.4.8 A further Visual Impact Assessment completed by RPS in 2016 in support of proposed DATCT also determined that there would be no significant adverse effects from this new structure at any of the selected key views.
- 8.4.9 The S73 application is not proposing any physical changes to the approved airport buildings and infrastructure or maximum flight numbers. The reconfiguration of some existing stands to the west of the airfield to accommodate larger Code C aircraft will entail minor surface level works (e.g. re-painting stand markings) in an area of the airfield that is visually screened by the existing noise barrier. These works are therefore unlikely to be visible to any sensitive visual receptors outside of the airport boundary. The proposed amendments are therefore not anticipated to give rise to any significant townscape and visual effects and no further assessment will be undertaken in the ES. Nevertheless, the ES will include a brief account of the impacts previously identified in the 2015 UES and any mitigation which has since been implemented in accordance with the planning conditions attached to the CADP1 permission.

8.5 Archaeology and built heritage

- 8.5.1 The airport is located within a borough designated Archaeological Priority Area. As part of its updated Local Plan, LBN published an evidence-based report: Archaeology Priority Areas (Public

Consultation Version 2, February 2015). This identifies the site as being located in a Tier 3 Archaeological Priority Area (Newham APA 3.3: Royal Docks).

- 8.5.2 There are no Scheduled Ancient Monuments within a 1km radius of the centre of the site, although there are eight listed buildings. The Royal Docks are not listed and are not within a designated Conservation Area.
- 8.5.3 The UES submitted in 2015 included a comprehensive assessment of the CADP1 proposals on archaeology and built heritage. Pre-Commencement Condition 62: Archaeology attached to the CADP1 planning permission, which required the implementation of a programme of archaeological evaluation in accordance with a Written Scheme of Investigation (WSI), has since been discharged. The WSI was agreed with the LPA's Archaeological Adviser (GLAAS) and approved by LBN. The works have included geo-archaeological boreholes with sub-surface topographic modelling plus a 'Level 2' photographic record of KGV Dock.
- 8.5.4 The airport is also mindful of the need to preserve and reflect elements of the history of the Docks. Whilst not a formally listed heritage feature, the KGV Dock and its surviving pontoons ('Dolphins'), dock wall and adjoining dockside features, such as sections of old railway tracks, do have some heritage value. Therefore, the airport has invested considerable time and resources in surveying and recording these features.
- 8.5.5 The S73 application is not proposing any physical changes to the approved airport buildings and infrastructure or new areas of hardstanding. Accordingly, the proposed amendments are not considered likely to give rise to any significant effects on either below ground or above ground heritage assets and no further assessment will be undertaken in the ES. Nevertheless, the ES will include a brief account of the impacts previously identified in the 2015 UES and any mitigation which has since been implemented in accordance with the planning conditions attached to the CADP1 permission.

8.6 Ground conditions and contamination

- 8.6.1 Based on the British Geological Survey (BGS) mapping (1:50,000 scale) and previous intrusive site investigation reports carried out between 2001 and 2013, the stratigraphic sequence beneath the airport comprises Made Ground, Alluvium, River Terrace Deposits, Lambeth Group and Thanet Sand Formation. There are no recommended or potential Regionally Important Geological Sites (RIGS) or Locally Important Geological Sites (LIGS) within the LBN.
- 8.6.2 The airport site is predominantly comprised of hard surfaces. Some limited soft-standing exists to the north-west of the site, in the vicinity of the fire training ground. Numerous former industrial land uses were present approximately 100m to the south of the site. A former gas works was located approximately 100m to the south of the site from at least 1873, and to the east of this a sewage works and chemical factory, from 1896.
- 8.6.3 Existing sources of potential contamination relate to bulk fuel storage and aircraft maintenance, including refuelling and de-icing. However, the areas of fuel storage, aircraft maintenance and fire training ground are well maintained and managed with surface run-off draining to dedicated interceptors.
- 8.6.4 The 2015 UES included a comprehensive assessment of the potential impacts of the CADP1 development on ground conditions and concluded that there would be no significant adverse effects during both construction and operation, subject to appropriate mitigation being adopted. Condition 39: Contamination of the CADP1 Permission requires that further ground conditions investigations are undertaken prior to commencement of each phase and that an appropriate remediation strategy be submitted to an approved by LBN. These investigations have since been undertaken and Condition 39 has been partially discharged.

8.6.5 The S73 application is not proposing any physical changes to the approved airport buildings and infrastructure or new areas of hardstanding. There are also no additional risks of contamination associated with the proposed amendments. Accordingly, the proposed amendments are not considered likely to give rise to any significant effects on ground conditions and as such, no further assessment will be undertaken in the ES. Nevertheless, the ES will include a brief account of the impacts previously identified in the 2015 UES and the findings and recommendations of the investigation works undertaken since in accordance with Condition 39.

8.7 Waste

8.7.1 The majority of airport waste is currently produced by airlines, tenants and retail concessions. This includes in-flight waste, terminal waste, aircraft maintenance waste, catering waste and general waste from passengers. Furthermore, waste is produced by airport staff, tenants (office waste) and retail concessions.

8.7.2 The airport currently recycles a range of waste materials including paper, cardboard, cans, and plastic packaging. This is segregated on site at a central storage area ('the waste hub') and removed by the waste contractor on a daily basis.

8.7.3 Various initiatives to increase recycling rates have recently been implemented at the airport, including the transfer of waste using clear bags to assist in the identification of waste types. Furthermore, a number of workshops have been run to increase waste recycling awareness amongst staff, concessions and the waste contractor.

8.7.4 Construction waste arising from the CADP1 development works is managed in accordance with the Waste Management Strategy, submitted to and approved by LBN in accordance with Condition 70 of the CADP1 planning permission. The Proposed Development is not anticipated to result in any changes in the volume or composition of construction waste generated by the remaining elements of the CADP1.

8.7.5 The 2015 UES identified a negligible to minor adverse effect from waste produced during the operational phase of CADP1. Waste production at the airport will inevitably increase under the revised proposals due to the increase in the number of arriving and departing passengers. However, the volume of waste generated by these additional passengers is still considered to be relatively modest in the context of all waste produced within Newham and London as a whole. The East London Waste Authority, which manages the disposal of waste from Newham and three neighbouring Boroughs, has constructed two major Mechanical Biological Treatment (MBT) plants as well as upgraded the four primary Reuse and Recycling Centres, with further initiatives planned to increase recycling rates. The additional waste generated is not considered likely to adversely affect the function or capacity of this existing and proposed waste infrastructure.

8.7.6 Condition 56 of the CADP1 permission requires the airport to develop and implement a Sustainability and Biodiversity Strategy. The Strategy is reviewed every 3 years, with the latest iteration produced in 2021. The Strategy includes targets and initiatives to minimise operational waste production and promote sustainability by monitoring waste leaving the airport more closely, raise awareness to staff on recycling, and develop ways to monitor how and where waste is generated at the airport.

8.7.7 In light of the above, it is not considered likely that the proposed amendments would give rise to any significant effects with regards to waste and accordingly, no further assessment will be undertaken in the ES. Nevertheless, the ES will include a brief account of the impacts previously identified in the 2015 UES and any mitigation which has since been implemented in accordance with the planning conditions attached to the CADP1 permission.

8.8 Major Accidents and Disasters

- 8.8.1 The risk of ‘Major Accidents and/or Disasters’ has been introduced as a potential consideration under the EIA Regulations 2017 and, where applicable, requires the potential likely significant effects resulting from, and relating to, major accidents and disasters relevant to a development to be considered in the EIA process.
- 8.8.2 A major accident is defined for the purposes of this report as an occurrence resulting from an uncontrolled event caused by a man-made activity or asset leading to serious damage or destruction of receptors. The term ‘disaster’ is used to describe a natural occurrence leading to serious damage or destruction of receptors. In both cases, the occurrence could be either immediate or delayed.
- 8.8.3 In respect to airports, this topic can be largely captured under the heading of ‘Third party risk’, which includes *inter alia*:
- the fatality risk to people on the ground from the effects of aircraft accidents;
 - birdstrike risk, i.e. risk of collisions occurring between aircraft and large birds; and
 - the risk of wake vortex damage generated by aircraft in flight to properties.
- 8.8.4 With regard to fatality risk, it should be noted that the number of aircraft accidents worldwide is extremely low in comparison to other modes of transport and industrial activities. Notwithstanding, in proximity to the ends of airport runways the Government has established PSZs in order to reduce even further the number of people on the ground exposed to such risk. Under the PSZ policy⁶¹, the Secretary of State regards the area closest to the runway as a Public Safety Restricted Zone (PSRZ). Regardless of the number of commercial ATMs, the PSRZ is set (for an aerodrome such as LCY with greater than 45,000 ATMs) at 500 metres from the landing threshold at each end of the runway (75 metres from the runway centre line) and there is a general presumption against development and people should not be expected to live or have their workplaces within such areas.
- 8.8.5 Government Policy also defines a Public Safety Controlled Zone (PSCZ) extending to 1,500 metres from the landing threshold (140 metres from the runway centre line), where the presumption against development still applies but there are two types of exceptions i) extensions or alterations or changes of use to properties where the number of people occupying the property do not increase beyond the existing or consented position; and ii) certain forms of new or replacement development which involve a low density of people living, working or congregating.
- 8.8.6 Under government policy and with reference to these PSZ policy criteria, the proposed amendments would not give rise to any change to the PSRZ or PSCZ and accordingly there would be no likely significant effects. The highest risk areas remain within these zones and where there would continue to be a presumption against development within them. Moreover, no additional aircraft movements are sought (beyond the approved 111,000 per annum cap).
- 8.8.7 The level of bird strike risk has the potential to be changed by any development that alters the number of birds likely to be present, the bird types seen or their movement patterns by way of increasing or reducing the attractiveness of a particular area to birds. However, as the proposed amendments do not alter the existing natural features in or around the airport, there is no likelihood that there will be any significant effect on the existing number, type or movement patterns of birds in the area.
- 8.8.8 Due to steep angle of take off at LCY and the low density of properties under the immediate flightpaths, the incidence of wake vortex damage to buildings is currently very low. The PSZ policy

⁶¹ <https://www.gov.uk/government/publications/control-of-development-in-airport-public-safety-zones/control-of-development-in-airport-public-safety-zones>

limits the potential for development in these areas, therefore limiting the number of properties that could be exposed to any additional risk in the future. Even accounting for higher proportion of large aircraft, it is highly unlikely that there will be any increase in the incidence of wake vortex damage.

- 8.8.9 The potential effects of natural disasters on the airport include, for example, extreme weather and flooding. As described above, effects associated with flood risk will be considered in an updated FRA submitted with the planning application, whilst climate change impacts will be considered in a dedicated chapter of the ES. In summary, the airport suffers no exceptional climatic conditions or significant flood risk that regularly affect its operations.
- 8.8.10 Construction of the remaining CADP1 structures could in theory be the cause of major accident, for example indirect effects on the existing fuel storage tanks (e.g. collision with construction vehicle) leading to an explosion or significant pollution of the Docks. However, all construction works will be managed in accordance with the approved CEMP and relevant regulations such that the risk of such effects occurring is considered to be extremely low and similar to other ongoing activities at the airport.
- 8.8.11 In regard to other potential 'major accidents and/or disasters' (e.g. terrorism incident, fire or explosion), LCY, like all modern airports, operates to very stringent standards of safety and security in accordance with UK and international aviation law and the relevant CAA mandated standards for design and operation. The proposed has amendments have no bearing on these existing controls.
- 8.8.12 In light of the above, it is not considered likely that the proposed amendments would give rise to any significant effects with regard to major accidents and disasters. Accordingly, no further assessment will be undertaken in the ES.

9 SUMMARY OF KEY ISSUES

9.1 Request for a Scoping Opinion

- 9.1.1 This report accompanies and informs a request for a Scoping Opinion from LBN, with reference to the procedures set out in Regulation 15(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
- 9.1.2 In accordance Regulation 15(3), should the local authority consider that they have not been provided with sufficient information to adopt a Scoping Opinion, they should notify the person making the request of the points on which they require additional information.
- 9.1.3 As per Regulation 15(4), the local authorities shall now consult with the Applicant and the consultation bodies and adopt their Scoping Opinion within 5 weeks of receiving this request.

9.2 Summary of Topics to be Scoped In or Scoped Out of the EIA

Scoped In topics:

- Socio-economics
- Traffic & Transport
- Air Quality
- Noise & Vibration
- Carbon and Climate Change
- Human Health.

Scoped Out topics:

- Water Resources & Flood Risk
- Ecology & Biodiversity.
- Townscape and Visual Impact
- Archaeology and Built Heritage
- Ground Conditions & Contamination
- Waste
- Major Accidents and/or Disasters

Having reviewed the information set out in this Scoping Report, it is expected that LBN and the relevant statutory consultees will concur with the proposed scope of the EIA. However, should the Council require any further information or clarification, RPS (on behalf of the Applicant) would be happy to provide this or to meet with Officers to discuss such matters.

Appendix A

Non-Material Amendment Applications

Application Ref	Application Description	Approval Date
16/03797/NONMAT	West Terminal Extension: <i>Amendments are sought to the WTE principally to allow for adjustments to be made to the appearance of the western and southern elevations.</i>	9th Dec 2016
17/02865/NONMAT	Service yard; East Pier; Forecourt; Decked Car Park: <i>Amendments to approved plans for:</i> <ul style="list-style-type: none"> - Terminal buildings and associated service yard - revised external elevations to the terminal buildings arising from new regulatory requirements as well as improved operational efficiency and passenger experience. Minor amendments to the layout of the associated service yard - East Pier - revised external elevations and minor revision to scale to reflect operational changes to improve safety and improve passenger comfort - Forecourt - small amendments to the layout of the forecourt to improve traffic flow and the introduction of two new coach drop off and pick up areas - Decked Car Park - reductions to the footprint of the decked car park. 	23rd Aug 2017
18/01001/NONMAT	Western Energy Centre and Eastern Energy Centre: <i>Adjustments to the approved design for CADP1 In relation to the Western Energy Centre (WEC) and Eastern Energy Centre (EEC)</i>	11th Apr 2018
18/02109/NONMAT	Decked Car Park <i>Amendment to 'Approved Plans' to provide for adjustments to the approved design in relation to the Decked Car Park.</i>	20th Jul 2018
18/02611/NONMAT	Terminal & Forecourt: <i>Amendments to 1. Revised terminal building elevations, including removal of redundant Air Traffic Control Cab, and relocation of lift & stair core; 2. Revised East Pier (north elevation only) to incorporate new glazing treatment; and 3. Revised forecourt canopies to incorporate lighter weight materials and glazing treatment to align with the Department for Transport's Aviation Safety in Airport Design (ASIAD) Guidelines.</i>	8th Oct 2018
19/02621/NONMAT	MGPU, BREEAM, RVP Pontoon & Dockside path <i>Amendments to the RVP Pontoon design and Dockside path pursuant to Condition 2 (Approved Drawings and Documents) and to the</i>	20th Dec 2019

*wording of Conditions 46 (Mobile Ground Power Units), 63 (BREEAM)
and 73 (Access Roads and Parking Areas)*

20/01200/NONMAT MGPU

10th Sep 2020

*Amendment to allow for the use zero emissions battery-powered
Mobile Ground Power Units (MGPUs) instead of Fixed Electrical
Ground Power (FEGP) at the airport.*

Appendix B

'Long List' of Cumulative Schemes

Cumulative Schemes

- 1 Silvertown Quays
- 2 North Side of Royal Albert Dock
- 3 Royal Albert Basin / IVAX Quays / Great Eastern Quays
- 4 Land at Gallions Reach
- 5 Barrier Park East
- 6 Royal Wharf
- 7 Peruvian Wharf
- 8 Thames Wharf
- 9 UNEX Land Thames Road
- 10 The Corniche Floating Village
- 11 Site We8 The Pumping Station Site
- 12 Royals Business Park – Hotel Site 2.3
- 13 Royals Business Park – Hotel Site 2.2
- 14 26-34 Tidal Basin Road
- 15 UEL Docklands
- 16 Site We4B, Western Gateway
- 17 Former Goswell Bakeries & Vacant Warehouses
- 18 Fox & Connaught, Lynx Way
- 19 Gallions Quarter
- 20 Gallions Quarter
- 21 Silvertown Fire Station
- 22 Land at former Camel Works Site
- 23 Pontoon Dock, North Woolwich Road
- 24 Thames House, Woolwich Manor Way
- 25 Corbyn Ltd Gate, 14 Royal Albert Basin
- 26 Land Corner of Store Road and Pier Road
- 27 Silvertown Tunnel
- 28 1 Knights Road
- 29 Brunel Street Works, Silvertown Reach
- 30 The Triangle Site, Land West of Royal Victoria Dock
- 31 Gallions 3B, Magellan Boulevard
- 32 Etap Accor Hotel, North Woolwich Road
- 33 Woolwich Reach and Freemasons Road
- 34 Deanston Wharf, Bradfield Road
- 35 Royal Docks Service Station, North Woolwich Road
- 36 Land at Central Thameside West and Carlsberg Tetley Dock Road
- 37 Royal Victoria Dock, Western Gateway
- 38 Ibis Styles London, ExCel Custom House Hotel, 272-283 Victoria Dock Road
- 39 Silvertown Way, Flyover Arches
- 40 Silvertown Fire Station, 303 North Woolwich Road
- 41 Lyle Park West, Land Adjacent to West Silvertown DLR Station
- 42 Land at Central Thameside West, North Woolwich Road
- 43 Site 2 G and B Compressor Hire Ltd, Thames Warf
- 44 Plaistow Wharf, North Woolwich Road
- 45 1 Bradfield Road Silvertown London
- 46 Royal Victoria Dock, Western Gateway
- 47 Keltbray Ltd Bradfield Road
- 48 Barrier Park East, North Woolwich
- 49 Oasis Academy Silvertown
- 50 Oasis Academy Silvertown
- 51 TFL Highway Compound, 14 Armada Way
- 52 Areas 7 And IC, Barking Road
- 53 Development Site At Albert Island Woolwich Manor Way
- 54 Unit 3 Thames Road Silvertown
- 55 Thames Road Industrial Estate
- 56 Good Hotel, Western Gateway
- 57 Royal Wharf
- 58 ExCel 1, Western Gateway
- 59 Silvertown Quays
- 60 West End Car Park, Western Gateway
- 61 Land Comprising Former HSS Site And 300 Manor Road
- 62 Leamouth Peninsula North
- 63 Castle Wharf Esso Petrol Station, Leamouth Road
- 64 Aberfeldy Estate, Abbot Road
- 65 Blackwall Reach Regeneration
- 66 Wood Wharf, Prestons Road
- 67 New Providence Wharf
- 68 Car Park at South East Junction of Prestons Road and Yabsley Street
- 69 Poplar Business Park, 10 Prestons Road
- 70 Telehouse Far East, Sites 6 and 8, Oregono Drive
- 71 South Quay Plaza, 183-189 Marsh Wall
- 72 Anchorage House, Capstan House & Lighterman House, Clove Crescent
- 73 Hercules Wharf, Castle Wharf and Union Wharf
- 74 Site North West of Leamouth Road Roundabout
- 75 Trinity Buoy Wharf, 64 Orchard Place
- 76 Travelodge London Docklands, Coriander Avenue
- 77 Chrisp Street Market
- 78 160-166 Chrisp Street
- 79 116-118 Chrisp Street
- 80 Islay Wharf, Lochnagar Street
- 81 267-269 East India Dock Road
- 82 Land at corner of Phoneix Works Broomfield Street and Upper North Street
- 83 Leven Wharf (known as Glaucus Works), Leven Road
- 84 Ailsa Wharf, Ailsa Street
- 85 Poplar Gas Works, Leven Road
- 86 Site At Orchard Place
- 87 Aberfeldy Estate, Abbott Road
- 88 East India Dock – Mulberry House
- 89 Three Waters / Bromley Mills Wharf
- 90 Merchants walk / Lime Quarter (Bow Enterprise Park)
- 91 42-44 Thomas Road
- 92 North Quay, Aspen Way
- 93 Orchard Wharf
- 94 Land at Blackwall Yard, Blackwall Way
- 95 Bow Common Gas Works, Bow Common Lane
- 96 Mile End East Estate
- 97 SITE 1 Land at 3 Millharbour and SITE 2 land at 6, 7 and 8 South Quay Square
- 98 4 & 5 Harbour Exchange Square
- 99 Innovation Centre, 225 Marsh Wall
- 100 225 Marsh Wall
- 101 56 - 58 Marsh Wall
- 102 15-27 Byng Street (odd), 29 Byng Street (Flats 1-6 Dowlen Court) and 1-12 Bellamy Close
- 103 Cuba Street Site, Land At North East Junction Of Manilla Street And Tobago Street
- 104 30 Marsh Wall
- 105 1 Park Place
- 106 2 Trafalgar Way
- 107 Land Under The Dlr Bounded By Scouler Street And Aspen Way And Prestage Way
- 108 Former Poplar Bus Depot, Leven Road
- 109 Poplar Gas Holder Site, Leven Road
- 110 Teviot Estate
- 111 767 -785 Commercial Road
- 112 St Clements Hospital, 2 Bow Road
- 113 Site At Bromley by Bow North, Hancock Road
- 114 Site at Stroudley Walk
- 115 The Royal Foundation Of St Katharine, 2 Butcher Row
- 116 Mulberry Place Town Hall, 5 Clove Crescent, And Lighterman House, 3 Clove Crescent
- 117 Ensign House, 17 Admirals Way
- 118 Land Under The Dlr Bounded By Scouler Street And Aspen Way And Prestage Way
- 119 The Highway Business Park and The Highway Trading Centre, Heckford Street
- 120 Quay House, Admirals Way
- 121 Queen Mary University London, Site at Hatton House, Westfield Way
- 122 82 West India Dock Road
- 123 54 Marsh Wall
- 124 Skylines Village, Limeharbour
- 125 Jemstock 2, South Quay Square, 1 Marsh Wall
- 126 50 Marsh Wall, 63-69 And 68-70 Manilla Street London
- 127 Hertsmere House, 2 Hertsmere Road
- 128 Tripcock Point
- 129 The O2, Greenwich Peninsula, Greenwich
- 130 Greenwich Peninsula Masterplan and Plots 18.02 & 18.03
- 131 Plots MO104 & MO102, Land West of the Coal Jetty, Greenwich Peninsula
- 132 Plots N0205, N0206 & N0207, Greenwich Peninsula
- 133 Plot N0201, Peninsula Square
- 134 Land West of the O2 (Plot N0301), Greenwich Peninsula
- 135 The O2, Greenwich Peninsula, Greenwich
- 136 Woolwich Polytechnic School for Girls, Birchdene Drive
- 137 Inert Waste Recycling and Storage Facility, Licensed Facility No. 3, Tripcock Point
- 138 Intercontinental Hotel, The O2, 1 Waterview Drive
- 139 Land at Meridian Quays off Tunnel Avenue
- 140 Felixstowe Road, Abbey Wood
- 141 1A and 1C Eynsham Drive, Abbey Wood
- 142 Flint Glass Wharf, 3 Herringham Road
- 143 Morden Wharf, Located off Tunnel Avenue
- 144 Greenwich Millennium Village (Phases 3, 4 & 5), Peartree Way, Greenwich
- 145 Gallions View Nursing Home, 20 Pier Way
- 146 9, 40-45 Herringham Road, 55 New Lydenberg Street, Units 1-32 New Lydenburg Commercial Estate
- 147 1 Boord Street
- 148 VIP Trading Estate and the VIP Industrial Estate, Anchor and Hope Lane
- 149 Land Part Of Borax Works, Norman Road
- 150 Harrow Manor Way, Binsey Walk
- 151 Land At Southmere Village
- 152 Lesnes Estate Site Redevelopment Thamesmead
- 153 Imperial 2, Land at Clockhouse and Access House, Imperial Street
- 154 Land at Imperial Street, Bromley by Bow
- 155 Land at the east of Hancock Road and west of the River Lea Navigation
- 156 Land at Imperial Street
- 157 415 Wick Lane
- 158 Land at Legacy Wharf (Phase 2), Barbers Road
- 159 Land at Legacy Wharf (Phase 3), Barbers Road
- 160 Land at Cooks Road, Pudding Mill Lane
- 161 Vulcan Wharf, Cooks Road
- 162 Land to the east of Hancock Road and west of the River Lea Navigation
- 163 Land at Hancock Road
- 164 Iceland Wharf, Iceland Road
- 165 Land comprised within the Development of Pudding Mill Lane, Queen Elizabeth Park
- 166 Legacy Communities Scheme

LCY Cumulative Schemes

June 2022

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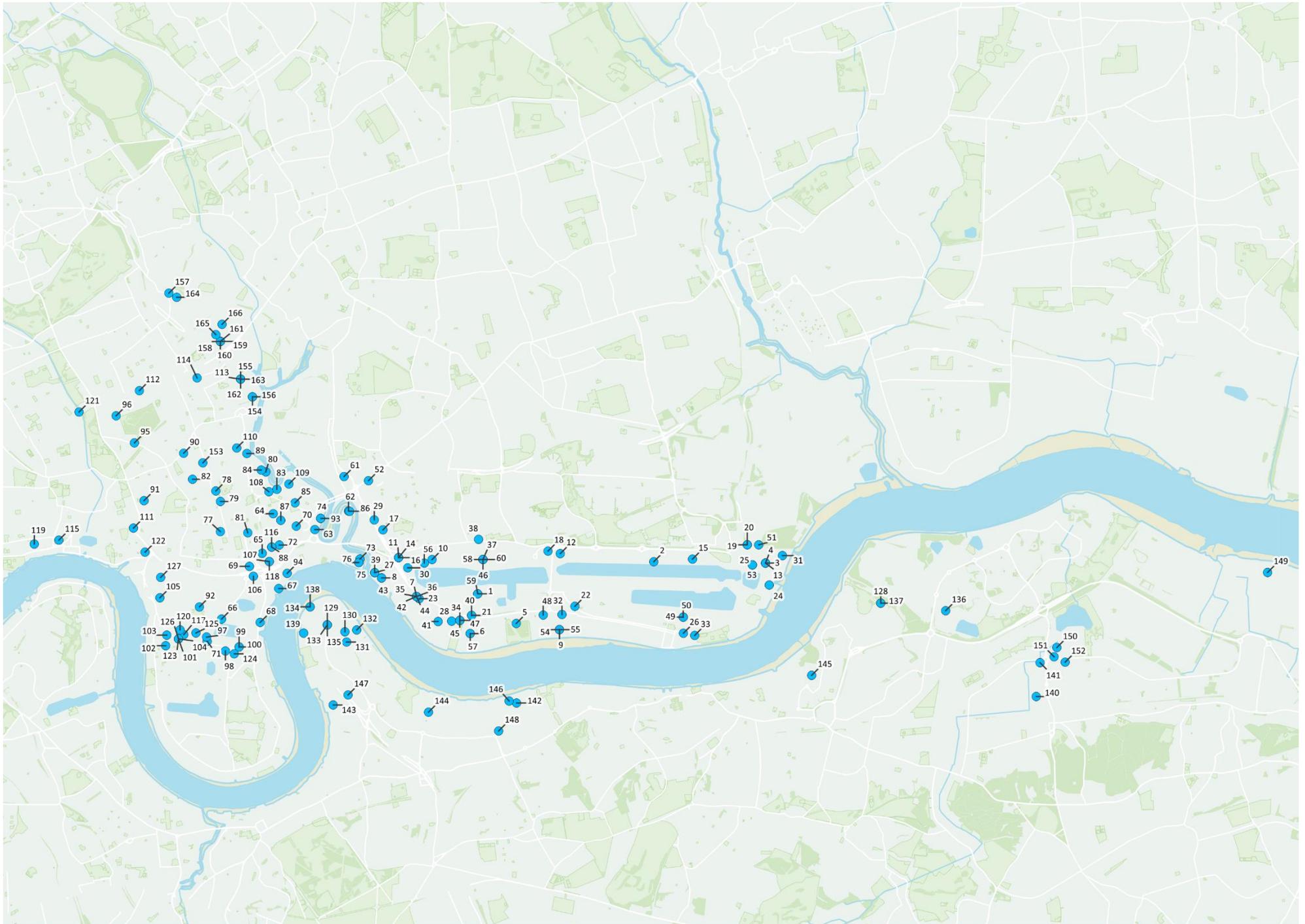
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London City Airport: Cumulative Schemes June 2022

Noise Contour: 51dbA

November 2016 update in red.

February 2017 updates in blue.

May 2017 updates in purple.

August 2017 updates in green.

February 2019 updates in orange.

October 2019 updates in pink.

June 2022 updates in turquoise.

No.	Scheme	Application No	Application Description	Planning History	Scheme Status
LB Newham					
1	Silvertown Quays Bounded by Royal Victoria Dock, Connaught Bridge and Mill Road, North Woolwich Road, Silvertown, London E16 1UR (LB Newham)	14/01605/OUT	<p>Outline planning application with all matters reserved except for 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 Brand buildings (Sui Generis), Residential (Use Class C3), Office (Use Class B1), Retail (Use Classes A1-A5), Leisure (Use Class D2), Education (Use Class D1), Hotels (Use Class C1), other Non-Residential floor space such as community use (Use Class D1), 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>Key Components:</p> <ul style="list-style-type: none"> - Sui Generis (branding excluding retail) – 222,000sqm (max) - Office (B1) – 179,000sqm (max) - Residential (C3) – 300,000sqm (max) (approx. 3,033 units) - Retail (A1) – 44,500sqm (max) 	<p>Approved 19/08/2016</p> <p>15/02807/ADV (hoarding application) approved 10/12/2015</p> <p>15/02164/FUL (construction of temporary site office) approved 30/11/2015</p> <p>17/03262/S106 (deed of modification to S106 agreement) approved 27/03/2018</p> <p>17/01552/FUL (installation of 153 temporary shipping containers for 60 months) approved 27/07/2017</p> <p>19/02354/NONMAT approved 02/12/2019</p> <p>19/02657/REM approved 13/12/2019</p>	<p>15/02/2022:</p> <p>The current phasing at Silvertown Quays is:</p> <ul style="list-style-type: none"> - Phase 1: 19/02657/REM - 943 units, 765 private

			<ul style="list-style-type: none"> - Retail (A1-A5) – 10,000sqm (max) - Retail (A3-A5) – 20,400sqm (max) - Hotel (C1) – 16,000sqm (max) - Leisure and cultural (D2) – 19,800sqm (max) - Community and education (D1) 6,900sqm (max). 	<p>20/01910/NONMAT approved 29/09/2020</p> <p>22/00528/REM (awaiting decision)</p>	
2	North Side of Royal Albert Dock, Beckton, London E16 (LB Newham)	14/00618/OUT ABP Royal Albert Docks Scheme	<p>Consolidated Description - A full description of development can be viewed at Schedule A of the hybrid planning application form. Hybrid planning application for up to 437,185 sqm (GEA) of floorspace with part submitted in outline and part submitted in detail, where:</p> <p>The Outline Component comprises a business-led mixed use development for up to 374,067 sqm (GEA) of floorspace (excluding basement) for business; retail, financial and professional services, food and drink uses, community and cultural, and assembly and leisure uses; residential; car parking and energy centre; new servicing routes, highways and landscaping, public realm improvements, public open space, access, and associated development.</p> <p>The Detailed Component of the application seeks approval for 63,118 sqm (GEA) of floorspace comprising business, serviced apartments, retail, financial and professional services, food and drink uses, community and cultural, and assembly and leisure uses, temporary car park and energy centre (including temporary access road and associated works), access and connectivity improvements, landscaping and public realm improvements, open space and associated development, and the change of use of two existing Grade II listed buildings.</p> <p>Key Components (outline and detailed):</p> <ul style="list-style-type: none"> - Retail (A1/A2/A3/A4/A5) – 11,151sqm (max) - Community, culture and leisure (D1/D2) – 4,255sqm (max) - Business (B1) – 305,743sqm (max) - Serviced apartments (sui generis) – 8,565sqm (max) - Residential (C3) – 86,891sqm (max) (approx. 845 units) - Energy Centre – 2,400 sqm - Car Park Structures – 18,180 sqm. 	<p>Approved 21/12/2015</p> <p>16/00516/NONMAT approved 29/03/2016</p> <p>16/01989/REM approved 27/09/2016</p> <p>16/03038/NONMAT approved 27/10/2016</p> <p>16/03220/NONMAT approved 10/11/2016</p> <p>16/03633/NONMAT approved 10/01/2017</p> <p>16/03842/NONMAT approved 03/01/2017</p> <p>18/00251/REM approved 25/06/2018</p>	<p>16/09/2019: Under Construction – Private on hold</p> <p>Phase 1 (460,000 sqft of offices in 21 buildings) is now complete and the second phase, which does not yet have detailed planning, is pencilled in to commence by the end of 2020.</p> <p>24/03/2022: Phase 1 construction complete (460,000 sqft of offices in 21 buildings).</p> <p>The second phase, which is billed to have a residential component, was due to go in for detailed planning during early 2020 but an application has yet to materialise. During January 2022 it was reported that leasing and sales difficulties relating to the completed commercial space mean that ABP has defaulted on the loan that financed the construction of Phase 1. During February 2022 it</p>

		16/02904/FUL	Time limited planning permission for the erection of a Temporary Energy Centre and two ancillary buildings associated with 14/00618/OUT dated 21st December 2015.	Approved 23/12/2016	was reported that the GLA has served a final termination notice on ABP, which apparently means that the developer will have to commit to a revised development timetable by the end of March 2022, or lose the project.
		14/00617/LBC	Application for Listed Building Consent for the refurbishment and re-use of a Grade II listed building (Central Buffet), for both internal and external works to be undertaken as part of the Phase 1a Detailed Component of the overall hybrid planning application (14/00618/OUT) for the wider Royal Albert Docks site, submitted separate but in parallel to this application.	Approved 28/07/2014	
		14/00616/LBC	Application for Listed Building Consent for the refurbishment and re-use of a Grade II listed building (Dock Managers Office), for both internal and external works to be undertaken as part of the Phase 1a Detailed Component of the overall hybrid planning application (14/00618/OUT) for the wider Royal Albert Docks site, submitted separate but in parallel to this application.	Approved 28/07/2014	
3	Royal Albert Basin / IVAX Quays / Great Eastern Quays, Gallions Road, Beckton, London E16 2QJ (LB Newham)	12/01881/OUT	Outline planning application for the comprehensive redevelopment of the whole site following the demolition of existing buildings and structures excluding the pumphouse, dockside heritage features and flood defence infrastructure to provide up to 819 residential units (including affordable housing) and up to 3,617 sqm of office (Class B1), 1,353 sqm of retail (Class A1 to A4), 703 sqm of community (Class D1) and 417 sqm of leisure (Class D2) of flexible (GIA) floorspace; including the strengthening of the existing river wall, construction of undercroft areas to provide associated (477) vehicle and cycle parking, landscaping and all necessary enabling works with all matters reserved excluding Scale, Layout and Access; In respect of the area of land around the dockside, shown on drawing MLA/259/P/1000 dated 28-09-2012 2011, detailed planning consent is sought for the development of 350 residential units (including affordable housing) and up to 1,893 sqm of office (Class B1), 789 sqm (Classes A1 to A4) and 417 sqm of community and leisure (Classes D1/D2) of flexible (GIA) floorspace, landscaping, alterations to existing vehicular and pedestrian access and associated highway layout within and around the site including the creation of new pedestrian routes and construction of pedestrian footbridge over the dock, provision of associated vehicle and cycle parking, construction of	Approved 20/12/2013 15/01300/NONMAT approved 30/09/2015 15/02991/NONMAT approved 16/12/2015 16/02797/REM approved 03/03/2017 16/02837/NONMAT approved 04/10/2016 18/00022/REM approved 20/06/2018 19/02691/NONMAT approved 26/11/2019 20/01048/NONMAT approved 01/07/2020 20/02113/NONMAT approved 27/11/2020	Phase 1 constructed. 04/10/2019: Phase 2 Under Construction Construction is progressing and completions will now be phased across Q4 2019. 20/06/2019: Development complete and sold. The scheme sold out during Q2 2019, having completed during Q2 2017.

			energy centre and all necessary enabling works. Revised Drawings.		
4	Land at Gallions Reach, Atlantis Avenue, E16 2QJ (LB Newham)	12/01576/FUL	Development of site to provide 89 residential units arranged in 3 blocks of 12, 5 and 8 storeys in height, 35 associated car parking, amenity space and cycle parking to be provided.	Approved 20/12/2013	21/06/2016: Development complete and sold Construction completed in June 2016. The private units were presold to Investin and are now being remarketed as 'Royal Albert Dock'.
5	Barrier Park East Thames Barrier Park, North Woolwich Road, Silvertown, London E16 2HP (LB Newham)	08/01042/OUT	Planning permission for a mixed-use development comprising: <ul style="list-style-type: none"> - Between 750 and 780 residential dwellings - Retail/ commercial (A1-A5 and B1) up to maximum of 1,014 sqm - Community (D1) up to a maximum of 144 sqm - Assembly and leisure uses (D2) up to maximum of 124 sqm - Ancillary uses - Landscaping open space - Car parking. 	Approved 14/12/2009 13/00677/NONMAT 17/05/2013 12/00201/NONMAT approved 07/03/2012 10/00827/NONMAT approved 04/05/2010 14/03099/REM (Variation of condition to 11/0030/REM) approved 23/12/2016	Development complete and sold The final four units sold during Q2 2016. Construction also completed in Q2 2016.
6	Royal Wharf, North Woolwich Road, Silvertown, London E16 2BG (formerly Minoco Wharf)	07/01143/OUT (LTGDC/07/138/OUT) issued on 28 November 2008 by LBN and the LTGDC-07-138-OUT	Planning permission issued by LB Newham (ref: 07/01143/OUT): <ul style="list-style-type: none"> - Residential (C3) maximum of 222,055 sqm or 2,598 units - Employment (B1) 15,000 sqm - Retail (A1) 2,000 sqm - Professional services, food and drink (A2-A5) 3,000 sqm - Community, health, education, cultural and assembly (D1) 4,000 sqm - Recreation and leisure (D2) 2,000 sqm - Car parking (maximum 0.5 spaces per dwelling and 1 space per 1,000 sqm for commercial). 	Approved 28/11/2008	09/01/2018: Phase 1 and 2a, 2b Constructed and complete. Remaining plots are under construction. 10/10/2019: The situation at the end of Q3 2019 was: - Block 14a (Pendon) is 92 units, complete and sold

	(LB Newham)	<p>11/00856/OUT; and 11/00844/LTGOUT</p> <p>Reserved Matters approved: 4/01083/REM, 14/01653/REM and 14/01654/REM</p> <p>13/02360/FUL and 14/01196/FUL (relating to information centre)</p> <p>14/02269/FUL (relating to construction of temporary car park)</p> <p>Registered approved matters: 16/02149/REM</p> <p>17/01841/REM (scale and appearance for Plot 16)</p> <p>17/01770/REM (Plot 23 – Primary School)</p>	<p>Outline planning application for the comprehensive mixed use redevelopment of the whole site for up to 363,000 m2 (GEA) is sought, comprising: Retail (Use Class A1) not exceeding 3,250 m2 (GEA); Financial and professional services (Use Class A2) not exceeding 750 m2 (GEA); Restaurants and cafes (Use Class A3), Drinking establishments (Use Class A4) and Hot food takeaways (Use Class A5) not exceeding 1,500 m2 (GEA); Business (Use Classes B1(a), (b) and (c)) not exceeding 15,000 m2 (GEA), of which not more than 5,000 m2 (GEA) will be offices (Use Class B1(a)); Residential (Use Class C3) up to 329,900 m2 (GEA) and not exceeding 3,385 residential units; Non-residential institutions (Use Class D1) not exceeding 9,600 m2 (GEA); Assembly and leisure (Use Class D2) not exceeding 3,000 m2 (GEA); 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; Covered parking areas, plant, storage and an Energy Centre (not exceeding 68,550m2). On street parking; Landscaping; River wall works; and Other supporting infrastructure works and facilities.</p> <p>Details of approvals sought as part of the application: In respect of land on the eastern part of the application site, shown on drawing DPA-00-001 Rev 1 dated Jan 2011 labelled as detailed area, approval of Scale, Appearance, Landscape, Layout and Access (as defined by Article (2) (1) of the Town and Country Planning (Development Procedure (England)) Order 2010 (DMPO)) is sought in respect of development consisting of 95,065m2 GEA and comprising the following elements: 811 residential units (Use Class C3) (91,189 m2 (GEA)); 3,326 m2 (GEA) of mixed use floor space (Use Classes A1, A2, A3, A4, A5, B1, C3, D1 and D2); 380 m2 (GEA) (Use Class B1(a)); 170 m2 (GEA) of ancillary plant (above basement); and Associated highway infrastructure, river wall and public realm works, Together with plant, storage and parking.</p>	<p>11/00856/OUT; and 11/00844/LTGOUT Approved 30/03/2012</p> <p>14/01083/REM Approved 16/10/2014</p> <p>14/01653/REM Approved 18/12/2014</p> <p>14/01654/REM Approved 18/12/2014</p> <p>13/02360/FUL approved 04/2014</p> <p>14/01196/FUL approved 12/09/2014</p> <p>14/02269/FUL approved 29/09/2014</p> <p>16/02149/REM withdrawn 01/06/2017</p> <p>17/01841/REM submitted on 21/07/2017</p> <p>17/01770/REM submitted on 22/05/2017</p>	<p>out.</p> <ul style="list-style-type: none"> - Blocks 20 and 24 are 105 and 198 units respectively, were sold to Notting Hill (270 units will be delivered as BTR), Block 24 is complete and Block 20 will follow in Q1 2020. - Block 13 (Cabot) is 234 units, completes in 2021 and is 85% sold. - Block 17 (Marco Polo) is 88 units, completes in 2021 and is 97% sold. - Block 18 (James Cook) is 119 units, completes in 2021 and is 98% sold. - Block 14b is c.80 units, has not been permitted in detail, will probably end up as a school, and currently houses the project construction offices. <p>Development complete and sold</p>
	14/01128/VAR		<p>Section 73 Variation of Condition 2 (plan condition) attached to planning permission 13/01873/FUL dated 24th April 2014 - proposed reduction of the number of basement levels from two to one including a reduction in car parking numbers from 82 to 62 together with internal changes at ground floor.</p>	<p>Approved 26/11/2014</p> <p>15/00308/NONMAT approved 09/03/2015</p> <p>14/02540/NONMAT approved Tue 25 Nov 2014</p>	

		<p>14/01007/VAR</p> <p>14/02399/FUL (relating to marketing building)</p> <p>14/01495/FUL (relating to temporary car park)</p>	<p>Section 73 Application seeking to change maximum floor areas (for detailed component) and amend basement car park.</p> <p>(Maximum floorspace areas as indicated in bold above to remain consistent).</p>	<p>Approved 15/10/2014</p> <p>14/01083/REM approved 16/10/2014</p> <p>14/02399/FUL approved 09/12/2014</p> <p>14/01495/FUL approved 28/11/2014</p>
		14/01734/VAR	<p>Section 73 Application to vary Condition A2 (to update the drawing list to reflect the scheme design changes), Condition B2 (to update the drawing list to reflect the scheme design changes) and Conditions A4, B10 and C5 (to reflect changes within conditions A2 and B2) attached to planning permission 14/01007/VAR.</p> <p>Further changes to maximum floorspace areas for detailed component only, outline maximum floorspace remains consistent.</p>	<p>Approved 17/12/2014</p> <p>14/01653/REM approved 18/12/2014</p> <p>14/01654/REM approved 18/12/2014</p> <p>15/02773/REM approved 26/02/2016</p> <p>15/01882/REM approved 16/12/2015</p> <p>15/00646/NONMAT approved 20/04/2015</p>
		15/01225/REM	<p>Application for approval of reserved matters pursuant to Condition B1 for Plots 13 and 14a, to discharge matters of scale, appearance and landscaping of the outline area, attached to Planning Permission 14/01734/VAR dated 17 December 2014.</p>	<p>Approved 16/12/2015</p>
		15/02142/REM	<p>Application for approval of reserved matters pursuant to Condition B1 for Plot 21 to discharge matters of scale, appearance and landscaping of the outline area, attached to Planning Permission 14/01734/VAR dated 17 December 2014.</p>	<p>Approved 16/12/2015</p>
		15/00577/VAR	<p>Application under S73 to vary permission 14/01734/VAR to include updates to drawing list to reflect scheme design changes; and change to parameter plan.</p>	<p>Approved 15/12/2015</p> <p>15/02251/REM approved 22/01/2016</p> <p>15/02264/REM approved 22/01/2016</p>

				<p>15/00053/REM approved 03/06/2016</p> <p>16/00480/REM approved 28/10/2016</p> <p>16/00053/REM approved 03/06/2016</p> <p>16/00528/REM approved 03/06/2016</p> <p>16/02138/NONMAT approved 02/08/2016</p> <p>16/01397/NONMAT approved 11/06/2016</p> <p>16/00922/NONMAT approved 13/04/2016</p> <p>16/00554/NONMAT approved 21/03/2016</p> <p>16/00553/NONMAT approved 07/03/2016</p> <p>16/00209/NONMAT approved 08/02/2016</p> <p>17/03571/REM approved 25/06/2018</p> <p>17/03572/REM approved 25/06/2018</p> <p>17/01037/REM approved 26/07/2017</p> <p>17/01079/REM approved 17/11/2017</p> <p>17/01077/REM approved 26/07/2017</p> <p>17/01325/REM approved 17/04/2017</p> <p>17/01326/REM approved</p>	
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				26/09/2017 17/01841/REM approved 22/02/2018 19/03429/NONMAT approved 07/01/2020	
7	Peruvian Wharf North Woolwich Road, Silvertown, London E16 2AB (LB Newham)	07/01816/LTGDC	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. Anticipates 47 full time jobs.	Approved 03/12/2008 14/00206/NONMAT approved 07/05/2014 14/02473/NONMAT approved 04/12/2014	
		14/01427/VAR	Section 73 variation of Condition 35 (Discharging of Cargo) to allow unloading of vessels at any time and variation of Condition 37 (Importing cementitious powders) to be extended by 10 years or one month after commencement of operation of the flat storage building, whichever is the sooner attached to planning permission 07/01816/LTGDC dated the 03/12/2008.	Withdrawn 17/08/2014	
		10/00339/LTGREN 10/00341/LTGREN 10/00342/LTGREN 10/00344/LTGREN 10/00336/LTGREN 10/00337/LTGREN 10/00343/LTGREN 10/00340/LTGREN	In April 2010, the applicants (Colpy Limited and Haworth Limited) sought to renew planning permission for eight previously approved schemes: <ul style="list-style-type: none"> – 10/00339/LTGREN (withdrawn 17/07/2014) - Two storey building for B1/A1 use to replace extant permission P/00/0958 dated 11/03/2005; – 10/00341/LTGREN (withdrawn 17/07/2014) – Four storey building for office B1 office use to replace extant planning permission reference P/00/0965 dated 11/03/2005; – 10/00342/LTGREN (withdrawn 17/07/2014) – Four storey building for B1 use to replace extant planning permission reference P/00/0966 dated 11/03/2005; – 10/00344/LTGREN (withdrawn 17/07/2014) – Six storey building for B1 use to replace extant planning permission P/00/0968 dated 11/03/2005; – 10/00336/LTGREN (withdrawn 17/07/2014) – road junction to replace extant planning permission reference P/00/0877 	Understood that Mayor of London advised that the applications are non-compliant with the London Plan and have requested further information/scheme changes All applications withdrawn 17/07/2014	

			<p>dated 11/03/2005;</p> <ul style="list-style-type: none"> – 10/00337/LTGREN (withdrawn 17/07/2014) – seven storey 180 bedroom hotel to replace extant planning permission reference P/00/0957 dated 11/03/2005; – 10/00343/LTGREN (withdrawn 17/07/2014) – Six storey building for B1 to replace extant planning permission reference P/00/0967 dated 11/03/2005; and – 10/00340/LTGREN (withdrawn 17/07/2014) – Four storey office building with A1, A2 and A3 use to replace extant planning permission P/00/0959 dated 11/03/2005. 		
		16/02947/FUL	<p>Comprehensive redevelopment of the site to provide a residential-led, mixed-use development of 3no. blocks ranging from 5 to 20 storeys in height, comprising:</p> <ul style="list-style-type: none"> – A maximum of 946 residential units (Use Class C3); – Retail, financial and professional services, and food and drink uses (Use Class A1, A2 and A3) up to 527sqm (GIA) of flexible floorspace; and – Commercial and community uses (Use Class B1, D1) up to 1,841sqm (GIA) of flexible floorspace. <p>The proposals also include the installation of new, and modifications to existing roads, an energy centre, car and cycle parking facilities, landscaping and public realm works.</p>	<p>Pending decision</p> <p>GLA Stage I report in broad support – request for viability review of affordable housing</p> <p>Withdrawn 26/02/2018</p>	
8	Thames Wharf Dock Road, Silvertown, London E16 1AF (LB Newham)	<p>Olympic relocations – 06/01657/LTGDC issued January 2007 Asbestos storage – 08/02366/COU issued in March 2009</p> <p>Concrete batching – Planning permission (ref: 08/02289/FUL) Wharf – 08/01523/LTGDC</p>	<p>Olympic relocations – Temporary planning permission for Thames Wharf Olympic business relocations until 31 January 2014 (waste recycling and transfer businesses). Asbestos storage – Temporary planning permission for change of use (until 31 July 2014) of existing demolition company premises for the receipt, transfer and secure temporary storage of asbestos waste in two sealed containers, pending removal to a licensed waste facility. Concrete batching – Planning permission for change of use to concrete batching plant and premises and associated works – No details available.</p> <p>Wharf – Planning permission issued by LTGDC for temporary change of use from wharf for stocking and export of scrap metal to waste to ship load facility (excavation waste) including erection of associated storage buildings expiring on 31 July 2014. Planning permission subsequently varied (ref: LTGDC-10-015-PP; 10/00323/LTGDC) to</p>	<p>Approved 04/01/2007</p> <p>Expired</p>	

			include storage of building and construction materials.		
		14/00551/VAR	Variation of Condition No. 2 attached to planning permission 06/01657/LTGDC (temporary change of use and development to provide accommodation for 4 No. waste recycling and transfer businesses, including construction of buildings for materials processing, fleet vehicle and equipment maintenance, offices and staff welfare, provision of external storage areas for materials and equipment, and other related works) to replace existing planning permission expiry date of 31 July 2014 to expiry date of 31 July 2017 . After this date, the uses shall cease, all associated buildings and structures shall be removed from the site and the land reinstated in accordance with a restoration scheme to be submitted to and approved in writing by the local planning authority.	Approved 23/06/2014 Expires 31/07/2017	
9	UNEX, Land Thames Road Silvertown London E16 2EZ (LB Newham)	10/01538/OUT	Comprehensive, phased, mixed use development of the Thames Road Industrial Estate as set out in the Development Specification and on 16 Parameter Plans comprising of residential (Class C3 - 1,634 flats and maisonettes), employment (B1 - 16,916 sqm), retail (A1 - 500sqm), professional services, food and drink uses (A2 - A3 - A5 - 1,500 sqm), community, health education, cultural and assembly uses (D1 - 2,000 sqm), recreation and leisure uses (D2 - 500 sqm) , vehicular, pedestrian and cycle access from Thames Road and North Woolwich Road/Factory Road, energy centre (5,256 sqm), access roads and other means of access and circulation within the site, covered and open car parking areas, public realm, public open space, beach and private amenity space, landscaping, creation of a network of footways and cycle ways including a riverside path and other supporting infrastructure works and facilities. (This application is accompanied by an Environmental Impact Assessment).	Withdrawn 13/03/2013	
10	The Corniche Floating Village, Western Gateway, Canning Town, London E16 1AL (LB Newham)	11/00923/FUL	Planning application for the construction of floating village within Royal Victoria Dock , comprising 5no. restaurants, boat bar, boat café, swimming pool, wakeboard centre, boardwalk and garden and ancillary plant. Mayor of London announced plans in March 2013 for floating village in Docks.	Application pending Consideration – target period lapsed on 06/10/2011	

11	Site We8, Pumping Station Site, Tidal Basin, Silvertown, London E16 1AD (LB Newham)	10/00369/FUL	To consider the redevelopment of the site for the construction of a 24 storey tower containing flexible B1/A1/A3 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 B1 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. Key Components: <ul style="list-style-type: none"> - Residential (C3) – 161 units - Commercial space (B1/A1/A3) – 1,035sqm - Office (B1) – 1,108sqm 	Approved 19/03/2012	Development complete and sold
		13/02356/VAR	Section 73 application to vary Condition 2 (drawing numbers) of planning consent 10/00369/FUL granted on 19th March 2012, to change the design of the tower	Approved 23/12/2014	
12	Royals Business Park – Hotel Site 2.3 1018 Dockside Road, West Beckton, London E16 2FQ (LB Newham)	11/01362/FUL	Erection of a 204 bed hotel (use class C1) in two linked buildings over 4 floors with associated facilities, provision of a 60sqm commercial unit (A1-A3) at ground floor level, 72 car parking spaces, landscaping to boundaries and courtyard.	Approved 30/03/2012	
		12/02109/VAR	Section 73 to vary wording of conditions.	Approved 19/06/2013	
		14/01807/VAR	Erection of a 204 bed hotel (Use Class C1) in two linked buildings over 4 floors with associated facilities, provision of a 60 sqm commercial unit (Use Classes A1, A2 and A3) at ground floor level, 66 car parking spaces, landscaping to boundaries and courtyard.	Approved 24/12/2014 16/00034/NONMAT refused 04/02/2016 18/03225/VAR Section 73 amendment refused 16/01/2019	
13	Royals Business Park – Hotel Site 2.2	11/00088/FUL	A five storey 131 bedroom hotel (Use Class C1) with a gross internal area of 3,914 sqm and 75 car parking spaces with 5 disabled spaces (80 in total) together with associated landscaping	Approved 26/05/2011	

	1016 Dockside Road, West Beckton, London E16 2QJ (LB Newham)		and access.		
	Royal Business Park – Hotel Site West Beckton, London E16 2QJ (LB Newham)	12/01910/FUL	Erection of three hotel buildings (Hotel 1 - 8 storeys, Hotel 2 - 7 storeys and Building 3 - 10 storeys) comprising 364 new hotel rooms and 38 suites , 161sqm of A3 floorspace and 813 sqm of B1 floorspace, 92 car parking spaces and associated landscaping.	Approved 05/11/2013	
		15/00957/VARDWG	Section 73 Application to vary condition 2 (drawings). – Overall increase in 10 hotel rooms – Replace 49sqm cafe to 319sqm restaurant	Approved 20/07/2015	
		16/00247/VARDWG	Section to vary drawings attached to 15/00957/VARDWG to allow changes to proposed building 3.	Approved 07/04/2017 16/02346/NONMAT approved 12/05/2017 17/03642/NONMAT approved 22/12/2017	
14	26-34 Tidal Basin Road, Silvertown London E16 1AD (LB Newham)	09/02013/FUL	Demolition of the existing buildings and erection of two buildings comprising a 25 storey residential building (Class C3) and 17 storey hotel building (Class C1), comprising 170 residential units, 250 hotel rooms and serviced apartments , retail floor space, health club, community use, indoor children’s day centre space, landscaped open space, basement car parking, servicing, storage, plant, highway alterations and other works incidental to the development. Key Components: – Residential – 170 units – Retail – 496sqm – Community facility – 375sqm – Health club – 448sqm – Children’s day care – 437sqm – Hotel and serviced apartments – 200 rooms / 50 apart hotel	Approved 30/03/2012	

			units		
		13/01873/FUL 14/01811/FUL (temporary use of land for construction compound and cabin offices)	Redevelopment of the site to provide two residential buildings (Class C3 use) of 24 and 23 storeys respectively, comprising 360 residential units and 455sqm 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.	Approved 24/04/2014 14/01811/FUL approved 24/09/2014 16/01546/NONMAT approved 16/06/2016	Development complete and sold
		14/00128/VAR	Section 73 Variation of Condition 2 (plan condition) attached to planning permission 13/01873/FUL dated 24th April 2014 - proposed reduction of the number of basement levels from two to one including a reduction in car parking numbers from 82 to 62 together with internal changes at ground floor. Unit numbers remain unchanged, increase in retail to 440sqm NIA.	Approved 17/09/2014	
15	UEL Docklands, University Way, E16 2RD (LB Newham)	13/01449/OUT	Outline application for a 36,000 sqm extension to the existing UEL Docklands Campus for use class D1 (non-residential institution) higher education and ancillary uses. All matters reserved for subsequent approval except 'access'.	Application pending, due date lapsed 05/11/2013	
		16/02590/FUL	Full planning application for erection of a new 750 place London Design and Engineering University Technical College (LDE UTC) for 14-19 years old students with associated landscaping, cycle parking and access from Royal Albert Way. The development affects the setting of a Listed Building.	Approved 09/06/2017	
16	Site We4B, Western Gateway, Canning Town, London E16 1AD (LB Newham)	09/01288/FUL	Erection of new hotel (Use Class C1) of 223 bedrooms with associated restaurant, lobby and meeting rooms upon existing podium. Change of use of basement area to ancillary C1 use for sprinkler tanks, CHP plant, and five on site car spaces.	Approved 29/11/2010	
		13/01492/EXTANT	Renewal of planning consent 09/01288/FUL - Erection of new hotel (Use Class C1) of 223 bedrooms with associated restaurant, lobby and meeting rooms upon existing podium. Change of use of basement area to ancillary C1 use for sprinkler tanks, CHP plant, and five on site car spaces.	Withdrawn 18/10/2013	
17	Former Goswell Bakeries & Vacant	13/01461/FUL	Demolition of existing buildings and erection of mixed-use development ranging in height from the equivalent of 1 to 16 storeys, comprising of up to 2,637 sqm of employment	Approved 16/12/2013 16/01226/VAR approved 28 March	The scheme sold out during Q1 2016 and completed during Q1

	Warehouses, Caxton Street North, E16 1JN (LB Newham)		floorspace (Class B1) at ground and mezzanine level (including flexible use for commercial unit 05 consisting of Class B1 or A3 restaurant use), with residential use above consisting of 336 residential flats (studio, 1, 2 and 3 bed), together with 100 parking spaces, raised rooftop amenity decks and enhancement of public realm including pedestrianisation of Hoy Street.	2017	2017.
18	Fox & Connaught, Lynx Way, London, E16 1JR (LB Newham)	14/00986/FUL APP/G5750/W/15/3006777 (appeal)	Proposed 84 bedroom hotel and associated landscaping.	Refused 17/09/2014 Appeal dismissed 29/09/2015	
19	Gallions Quarter, Land at Atlantis Avenue, Armada Way, Albert Basin, Beckton, London E16 (LB Newham)	14/00664/OUT	Outline planning application for the comprehensive redevelopment of the whole site to provide up to 800 residential units and up to 2641sqm (GIA) of commercial space (Use Classes B1:A1 to A4: and D1) ; Alterations to existing vehicular and pedestrian access and highway layout within and around the site, including the creation of new pedestrian and cycle routes and crossings; and on-street car parking within the site; Provision of undercroft vehicle and cycle parking; Provision of two new public parks, Gallions Park and Gallions Green; Provision of temporary energy centre; and Public Realm improvements including hard and soft landscaping and all necessary enabling works with all matters reserved excluding layout and access. In respect of the area of land at the north and north western portion of the site (Phase 1), detailed planning consent is sought for the development of 3 perimeter blocks ranging in height between 5-12 storeys; 292 new residential dwellings (Use Class C3), including 87 affordable dwellings; 852sqm of commercial floorspace; 157 car parking spaces and 369 cycle parking spaces; landscaping and public realm improvements; temporary energy centre; and improvements to internal access routes.	Approved 29/07/2016 18/01169/REM Approved 27/06/2019	04/10/2019: Under Construction At the end of Q3 2019 the situation was as follows: Construction is progressing on Telford's Phase 1 called Gallions Point, which includes 127 private units and completions will be phased from early to mid- 2020. Phases 2 and 3 are being dealt with under separate records. 01/05/2022: Construction completed at the end of June 2020. At the end of Q1 2022 five units are left unsold.

		18/01540/VAR	<p>Reconsultation on the basis that the Local Planning Authority has received further information in response to a request issued on the 27th June 2018 pursuant to Regulation 25 (1) of the Town and Country Planning (Environmental Impact Assessment Regulations 2017 (as amended).</p> <p>This information supports the application under Section 73 to vary conditions B2 (Approved Parameter Plans) and C4 (Building Heights) attached to outline planning permission 14/00664/OUT dated 29 July 2016 to provide amendment to development zones (building footprint), increase to podium height of Block 1, increase to overall height of Block 3, reduction in minimum street widths, amendment to parking and amendment to non-residential entrances to Block 2. (Phase 2A Only)</p>	Application approved 20/06/2016	
		19/02457/REM	<p>RE-CONSULTATION due to the change of description to the development: Application for approval of reserved matters pursuant to Condition B1(i) for Phase 2B for 267 new homes (Use Class C3) within the Gallions Quarter masterplan, comprising layout, scale and appearance of the buildings, the means of access thereto, and landscaping and refuse collection and associated ancillary development attached to Planning Permission 18/01540/VAR dated 20th June 2019. (This application affects the setting of a Grade II Listed Building) (Gallions Hotel) (This application affects a Public Right of Way) (This application is accompanied by a letter of conformity in relation to the Environmental Statement submitted with application 14/00664/OUT dated 29th July 2016 varied by 18/01540/VAR dated 20th June 2019 was accompanied by an Environmental Statement, for the purposes of Environmental Impact Assessment)</p>	<p>Application Pending</p> <p>Application submitted on 4 September 2019</p> <p>Approved 20/12/2019</p>	<p>Notting Hill Genesis commenced construction during Q2 2021</p> <p>01/05/2022- Construction is progressing with completions due to be phased from Q3 2023 through to Q2 2024. The private units will now be launched during autumn 2022.</p>
20	Gallions Quarter, Land at Atlantis Avenue, Armada Way, Albert Basin, Beckton, London E16	19/02587/NONMAT	<p>Application under Section 73 to vary conditions B10 (Full design details and materials of the façade treatment) B16 (Energy Assessment) C14 (Secured by Design award scheme) C40 (Mechanical ventilation) C61 (Proposed sound insulation) C62.a (Acoustic report) and C67 (Post construction stage final certificate) attached to planning permission 18/01540/VAR dated 30th May 2018 which granted permission for; Application under Section 73 to vary conditions B2 (Approved Parameter Plans) and C4 (Building Heights) attached to outline planning permission</p>	<p>Application Pending</p> <p>Application submitted on 19 September 2019</p> <p>Approved 14/10/2019</p>	

	(LB Newham)		14/00664/OUT dated 29 July 2016 to provide amendment to development zones (building footprint), increase to podium height of Block 1, increase to overall height of Block 3, reduction in minimum street widths, amendment to parking and amendment to non-residential entrances to Block 2. (Phase 2A Only) THIS APPLICATION AFFECTS THE SETTING OF A GRADE II* LISTED BUILDING (Gallions Hotel) THIS APPLICATION AFFECTS A PUBLIC RIGHT OF WAY.		
21	Silvertown Fire Station, 303 North Woolwich Road, Silvertown, London E16 2BB (LB Newham)	15/01426/FUL	Demolition of former fire station building and Time Limited planning permission for the temporary erection of two single storey modular buildings (6 classrooms) for education use and associated office block and two separate portable blocks for toilet facilities, including an accessible WC block (Use Class D1), until 30th September 2017	Approved 17/09/2015 16/00447/VARDWG approved 12/04/2017	
22	Land at former Camel Works Site, Connaught Road, Silvertown E16 2AE (LB Newham)	16/00593/FUL	Demolition of existing building and structures; erection of a hotel (Use Class C1) over seven storeys plus plant level, comprising of 184 rooms , including front and back of house areas, associated food, drink and fitness facilities; car parking and servicing facilities and alterations to the public highway and landscaping	Approved 01/07/2017	
23	Pontoon Dock, North Woolwich Road, Silvertown, E16 2AF (LB Newham)	16/00224/FUL	Demolition of the existing ramp and associated structures and redevelopment of the site to deliver 236 residential units and 769 sqm of flexible floorspace (A1-A3, B1, D1 and D2) over 15 floors , together with associated car and cycle parking, landscaping and pedestrian link route to Thames Barrier Park, and associated works.	Approved 11/04/2017 17/03443/NONMAT Approved 26/10/2017 19/01110/NONMAT Approved 23/05/2019 19/01967/NONMAT Approved 01/08/2019 19/02471/NONMAT Approved 10/10/2019 19/03287/NONMAT Approved 22/01/2020	17/09/2019: Under Construction Construction is progressing and will run through to the end of 2019. Linkcity is building 154 BTR units for Vesta, a JV between Grainger and the Local Pensions Partnership, plus 82 affordable units for Grainger Trust. 08/10/2021: Development complete and sold -

				21/00217/VAR Approved 28/01/2022	Grainger let the last of its 154 BTR units during September 2021, 14-15 months after the first units became available.
24	Thames House, Woolwich Manor Way, North Woolwich, London, E16 2QY (LB Newham)	16/03456/FUL	Application for time limited planning permission for the change of use to concrete batching plant and manufacture of pre-cast concrete elements.	Approved 18/01/2017	
		18/01754/FUL	Change of use to concrete batching and manufacture of pre-cast concrete elements.	Approved 15/11/2018	
25	Corbyn Ltd Gate, 14 Royal Albert Basin, South Woolwich Manor Way, North Woolwich, London, E16 2QS (LB Newham)	16/03457/FUL	Application for time limited planning permission for the use of land for General Industrial Use and storage and distribution associated with the Corbyn Construction Limited business as a concrete product producer and ground works company.	Approved 18/01/2017.	
26	Land Corner of Store Road and Pier Road, North Woolwich, London (LB Newham)	17/02106/FUL	Development of 163 residential units comprising 3 houses and 160 flats over lower ground, upper ground and up to 13 upper storeys; and associated access, servicing, parking, amenity space and landscaping.	Approved 14/03/2019	01/05/2022 - Hyde commenced construction during Q3 2021. The scheme is 163 units, including 98 permitted as private, and will complete during Q3 2023. The project will be delivered as 93 units for affordable rent and 70 for shared ownership - all the private units have switched tenure.

27	Silvertown Tunnel (RB Greenwich and LB Newham)	TR010021	The construction of a twin bore road tunnel providing a new connection between the A102 Blackwall Tunnel Approach on the Greenwich Peninsula in the RB Greenwich and the Tidal Basin roundabout junction on the A1020 Lower Lea Crossing/Silvertown Way in LB Newham.	DCO granted 10/05/2018	
28	1 Knights Road, London E16 2AU (LB Newham)	15/02808/FUL	Demolition of the existing building on site and redevelopment for a mixed-use development comprising a building of 5 and 12 storeys to provide 76 residential (Class C3) units and 99sqm (GIA) of flexible commercial (Class A1, Class A2, Class A3, Class A4 or Class B1) floor space. An undercroft car park at ground level containing 23 car parking spaces, enclosed refuse storage, cycle storage and plant. Communal amenity space at podium level and rooftop area on the fifth floor.	Approved 17/05/2017 17/02715/S106 (Notification of Implementation) approved 14/08/2017	Development complete and sold
		17/03482/VARDWG	Application under Section 73 to vary Condition 2 (Drawings) attached to planning consent 15/02808/FUL Dated 17/05/2017 - Re-arrangement of the ground floor layout to alter the position of the substation to allow 24-hour access from the street.	Approved 29/05/2018	
29	Brunel Street Works, Silvertown Reach, Silvertown Way, London E16 1EA (LB Newham)	16/03428/FUL	Detailed planning permission for mixed use development to provide 975 residential units; a 152-bedroom hotel; 3,000 sqm. of flexible commercial floor space; a nursery within Use Class D1) including a food store of up to 550 sqm. An enhanced public realm with cycle ways, tree planting and public squares, amenity space, car parking, cycle parking, refuse stores and servicing arrangements and all associated works. Relocation of existing electricity substation.	Approved 26/10/2017 18/00989/S106 (Submission of Implementation Notice) approved 19/04/2018	16/9/2019: Under Construction At the end of Q3 2019 construction is progressing and is due to complete overall in 2022. In addition to affordable tenures the scheme will contain 293 BTR units that will be owned and operated by Fizzy Living plus a further 339 private sale units that will now be launched by Linden Homes during October 2019. 28/03/2022: Under Construction - 293 private units are being for built for Fizzy Living for

					<p>BTR, and completed during Q1 2022.</p> <p>- 339 private units are being built to sell. 235 have been released and 216 have sold. That includes 23 sales during Q1, the majority of which have been through Help to Buy. 235 units are complete and the last remaining block (Block E) underway will now complete during May 2022. We gather that a bulk offer is being considered for that block.</p>
30	<p>The Triangle Site, Land West of Royal Victoria Dock, Tidal Basin Road, Siemens Brothers Way, London E16 1GB (LB Newham)</p>	18/00298/FUL	<p>Redevelopment of the site to provide 261 residential units and flexible commercial (Use Class A1/A2/A3/D1/D2) and gym (Use Class D2) floorspace within buildings ranging in height from 9 storeys to 21 storeys, along with landscaping, car and cycle parking and associated works.</p>	<p>Application withdrawn 18/01/2019</p>	
31	<p>Gallions 3B, Magellan Boulevard, London E16 2FU (LB Newham)</p>	18/00623/FUL	<p>Reconsultation due to revised affordable housing offer and a reduction of on-site car parking.</p> <p>Redevelopment of the site to provide for no.238 residential units (use class C3) contained within two distinct urban blocks. The proposals comprise a perimeter block with heights ranging from three up to twelve storeys as well as a separate building of part seven/part nine storeys, together with provision of vehicular access onto Magellan Boulevard, under-croft vehicle and cycle parking, hard and soft landscaping (including the provision of temporary landscaped open space), and all associated ancillary works and structures.</p>	<p>Approved 06/11/2020</p>	

		21/02571/VAR	Section 73 application to vary Condition 2 (Approved Drawings and Documents) to amend the consented tenure plan drawings, changing the tenure of 61 units, to increase the number of affordable units from 119 units (50%) to 180 units (76%) attached to planning permission 18/00623/FUL.	Approved 28/01/2022	
32	Etap Accor Hotel, North Woolwich Road, Silvertown, London E16 2EE (LB Newham)	18/00678/FUL	Comprehensive re-development of the site comprising the demolition of the existing building and removal of hardstanding and erection of a part seven part eight storey building accommodating 180 hotel rooms, reception area and ancillary cafe (Use Class C1). Erection of a part six part ten storey building accommodating 77 residential units (Use Class C3) with associated car and cycle parking. New vehicular access from North Woolwich Road. Public realm works along North Woolwich Road boundary including a new pedestrian route from North Woolwich Road and other associated works. This application affects setting of the Grade II* Listed Former St Mark's Church (Brick Lane Music Hall) as well as the Grade II Listed Silvertown War memorial at former St Mark's Church (Brick Lane Music Hall).	Approved 19/07/2019	
		22/00418/FUL	Redevelopment of the site to provide 140 residential units (45no. 1 bed units, 59 no. 2 bed units, 35 no. 3 bed units and 1 no. 4 bed unit) in three linked buildings ranging from 7 to 11 storeys in heights, with associated 5 disable car parking, landscaping amenity areas, secure cycle parking and other associated works.	Submitted 25/02/2022	
33	Woolwich Reach and Freemasons Road, Land Former 2, Pier Road, North Woolwich, London E16 2JJ (LB Newham)	17/04003/FUL	Erection of a 14 storey building for the development of 75 residential units, ground floor commercial floorspace (Use Classes A3/ B1a-c) , car and cycle parking, landscaping enhancements, public realm improvements (including public viewing gallery) and associated works. (This application is affecting setting of Listed Buildings: Entrance to Woolwich Pedestrian Tunnel (Grade II) and North Woolwich Station Including Turntable and Platform Lamp Standards (Grade II)).	Approved 05/10/2018 18/03437/NONMAT (amendment to timing of construction works) approved 03/01/2019	Development complete and sold - Construction completed during Q4 2021. The scheme was delivered as 100% affordable - the 47 private units all switched tenure.
34	Deanston Wharf, Bradfield Road, Silvertown, London E16 2AX	16/00527/FUL	Reconsultation due to submission of additional information: Demolition of the existing buildings and the construction of a new residential-led mixed use development comprising 764 residential units, 1,320 sq. m GIA of mixed use floorspace (Use Classes A1-A5, B1a and D1) , new public and communal open space and basement	Resolution to grant 29/10/2018 Approved 17/06/2019	07/04/2022: Under Construction Ballymore commenced construction during Q4

	(LB Newham)		car parking within four buildings ranging from 9-19 storeys in height.		2020. 189 units out of the total 249 have been released and the sales total is 60% at the end of Q1 2022. Completions are due to run from Q3 2023 into 2025.
35	Royal Docks Service Station, North Woolwich Road, Silvertown, London E16 2AB (LB Newham)	17/00363/FUL (LB Newham)	Full planning application for redevelopment of former Royal Docks Service Station to provide a new residential development comprising 294 residential units set across four buildings ranging in height from 5 storeys to 13 storeys with single basement level, landscaping, amenity space and ancillary associated development.	Appeal withdrawn in 2017 17/00363/FUL approved 12/10/2017 18/02905/VAR refused 17/01/2019 (incl. amendments to housing mix, height, massing and footprint of Block A) 18/02673/NONMAT (amendments to basement layout) refused 12/10/2018 18/02306/NONMAT (amendments to basement layout) refused 04/09/2018 19/01752/VAR (reduction in number of residential units to 294, housing mix, massing, height, relocation of substation) Application pending, Application submitted 21 June 2019 20/00130/VAR Approved 30/04/202	18/09/2019: Under Construction At the end of Q3 2019 the scheme remains more or less off the market with a handful of units sold. Application 19/01752/VAR seeks to reduce the total number of units to 294 and the private units to 200, but this has yet to be decided. Construction is progressing and will complete during Q3 2021. 28/03/2022: Under Construction At the end of Q1 2022, just a couple of units remain to be sold - a studio priced at £360,000 and a 3-bed at £575,000. The main component of the 147 sales during Q1 is a 131 unit BTR bulk deal to Pinnacle and Pictet. Help to Buy has helped with the rest. Construction is progressing, and completions will run from Q2 to Q4 2022.

36	Land at Central Thameside West and Carlsberg Tetley Dock Road, Silvertown, London E16 2AB (LB Newham)	18/03557/OUT – Newham	<p>Hybrid planning application comprising:</p> <ul style="list-style-type: none"> – Detailed planning application for Phase 1 with works to include: The proposed demolition of existing buildings and structures, the erection of buildings, including tall buildings, comprising: 460 residential Units (Use Class C3), 3,493 sqm (GEA) of flexible employment floorspace (Use Classes B1b, B1c, B2 (restricted) and B8); 162 sqm (GEA) of flexible retail floorspace (Use Classes A1-A4); a new/altered access road from Dock Road / North Woolwich Road; new streets, open spaces, landscaping and public realm; car, motorcycle and bicycle parking spaces and servicing spaces; and other works incidental to the proposed development. – Outline planning application (all matters reserved) for the phased delivery of the balance of the site for the proposed demolition of existing buildings and structures; the erection of buildings, including tall buildings, comprising: a new local centre; a primary school (Use Class D1); residential and older person units (Use Class C3); flexible employment floorspace (Use Classes B1b, B1c, B2 and B8); flexible retail floorspace (Use Classes A1-A4); community and leisure floorspace (Use Classes D1 and D2); the construction of a new flood defence wall and delivery of ecological habitat adjacent to the River Thames and associated infrastructure; streets, open spaces, landscaping and public realm (including new park and SINC improvements); car, motorcycle and bicycle parking spaces and servicing spaces; utilities including energy centre and electricity substations; and other works incidental to the proposed development. 	<p>Application pending Submitted 09/01/2019</p> <p>Consultation with LB Tower Hamlets under PA/19/00292/NC</p> <p>Consultation with RB Greenwich under 19/0252/K</p> <p>GLA Stage 1 Report issued on 29 April 2019</p> <p>Approved 05/10/2021</p>	
		17/02554/FUL	<p>Operational development works to facilitate future development(s) of the site comprising;</p> <ul style="list-style-type: none"> – Site clearance works including vegetation removal and demolition of existing buildings, structures and hard standing. – Increasing the site s ground level by utilizing spoil which would be excavated from the construction of the Silvertown Tunnel. – The construction of flood defence walls and delivery of ecological habitat adjacent to the River Thames. – Re-purposing of some of the temporary jetty piles which 	Approved 14/09/2018	

			<p>would be made as part of the construction of the Silvertown Tunnel.</p> <ul style="list-style-type: none"> - The Silvertown Tunnel as referred to herein is the development which is subject to an application by Transport for London to the Secretary of State for Transport for an Order granting Development Consent. A description of the proposal and associated documents can be found on the National Infrastructure Planning website. 		
		18/02183/FUL	Proposed series of enabling works concerning remediation/below ground level obstruction, removal, archaeological investigations/evaluations and associated development.	Approved 14/12/2018	
37	Royal Victoria Dock, Western Gateway, Canning Town, London E16 1XL (LB Newham)	18/01998/FUL	<p>The temporary constructions to include:</p> <ul style="list-style-type: none"> - A pontoon structure adjacent to the existing beach and built over the shingle at the edge of the dock will incorporate a sun deck and children's pool. The structure will contain an area of dock water on all sides to form a lido. - A temporary prefabricated toilet block connected to mains water and drainage (3m x 8.4m) - Canvas stretch tent (22.5m x 16.8m) - Beach kiosk serving light snacks and drinks (3m x 2m) - Changing rooms situated on the pontoon (3m x 2m) 	Approved 09/08/2018	
		18/03378/VAR	Section 73 application to vary Condition 2 (Approved Drawings and Documents) relating to the location of the 4No. Disabled Access Car Parking Spaces, the location of the 3No. Sheffield Cycle Stands and the removal of the floating pontoons and replacement with alternative landscaping scheme attached to planning permission 16/03928/VAR dated 10th November 2017.	Application pending Submitted on 03/12/2018	
		17/02891/VAR	Application under Section 73 to vary Condition 17 (Highway Improvement Scheme) to omit (Provide any necessary ramps to ensure level access to the proposed hotel from the highway) of planning permission 16/01671/FUL dated 22 September 2016.	Refused 15/11/2017	
		16/01671/FUL	Time-limited 5-year planning permission for a 148 room floating hotel and associated community outdoor space.	Approved 22/09/2016	
38	Ibis Styles London, ExCel	18/01555/FUL	Alterations and extensions to existing hotel adding additional storeys + new 6-storey northern wing, comprising 60 no. new	Application pending	

	Custom House Hotel, 272-283 Victoria Dock Road, Canning Town, London E16 3BY (LB Newham)		serviced apartments, 58 no. additional hotel rooms + new conference facilities , in addition to new and replacement cladding + windows, amended parking/service yard layout and change of use of ground floorspace to refurbish existing bar/restaurant and form flexible A1/A3/A4 Unit.	Submitted on 07/09/2018 Application Withdrawn	
39	Silvertown Way, Flyover Arches, Silvertown, Canning Town, London E16 1FB (LB Newham)	18/03657/OUT	Hybrid planning application comprising: <ul style="list-style-type: none"> – Detailed planning application for Phase 1 with works to include: The erection of a series of light industrial workspace units (Use Class B1c) comprising 5,360 sqm, as well as shared space for exhibitions, open workshops or shared working area; ancillary café; new access, servicing, cycle parking, plant, landscaping and public realm. – Outline planning application (all matters reserved) for the balance of the Site (Phase 2) for further light industrial and ancillary floorspace (Use Class B1c) up to 2,555 sqm and associated works. 	Application pending Submitted on 30/01/2019 Consultation with LB Tower Hamlets under PA/19/00276/NC Approved 28/05/2020	
40	Silvertown Fire Station, 303 North Woolwich Road, Silvertown, London E16 2BB (LB Newham)	19/00281/FUL	Construction of a five storey non-residential building (Use Class D1) to accommodate a four-form entry secondary school , including associated highway works, cycle parking and landscaping.	Approved 08/01/2020 21/00995/NONMAT approved 16/06/2021 21/00048/VAR Approved 16/08/2021	
41	Lyle Park West Land Adjacent to West Silvertown DLR Station, Knights Road, Silvertown, London E16 2AT (LB Newham)	18/03034/SCOPE	Request for a Scoping Opinion in accordance with Regulation 15 of the Town and Country Planning (Environmental Impact Assessment)(England) Regulations 2017, this request specifically relates to the applicants forthcoming proposed redevelopment of Lyle Park West, North Woolwich Road, London E16 2AB for: Residential led mixed use development with a maximum building height up to 20 storeys (a maximum height of 71.3m AOD) comprising up to 260 residential units and uses including: up to 1,000 SQM of commercial floorspace at ground level; retail uses at ground level (A1 / A2 / A3 / D1 / D2) ; public realm and landscaping; vehicle parking and cycling storage; pedestrian, cycle	Scoping response issued 31/01/2019	

			and vehicular accesses; and associated infrastructure.		
		19/01791/FUL	Comprehensive redevelopment of site to provide residential led, mixed-use development of 3no. blocks ranging from 12 to 20 storeys in height comprising 252 residential units (Use Class C3), and new local centre at ground level comprising 1,078sqm (GIA) of flexible commercial floorspace (Use Class A1/A2/A3/D1/D2) with associated new public realm, landscaping, car parking, cycle parking and associated works. This application site affects the setting of Listed Buildings and Structures. This application is accompanied by an Environmental Statement for the purposes of Environmental Impact Assessment under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended).	Application pending Submitted on 27/06/2019 GLA Stage 1 report issued on 19 August 2019 Approved 28/01/2021	
42	Land at Central Thameside West, North Woolwich Road, Silvertown, London E16 2AB (LB Newham)	18/02435/SCOPE	Request for a Scoping Opinion in accordance with Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017 (as amended) in respect of the following development: Clearance of the existing vegetation, and the construction of a large storage and distribution warehouse (Use Class C8), comprising up to 45,000 sqm gross internal area (GIA) of warehouse and associated floorspace within the site. It is envisaged that the facility will be multi-level, up to 3-storeys tall at its highest (approx. 35 metres (m)) and is also proposed to provide a staff multi-storey car parking facility (up to a potential 250 spaces) within the southern part of the site.	Scoping response issued 31/01/2019	
		19/01776/FUL	Proposed redevelopment of site to construct a 3-storey 40,473sqm (GIA) storage and distribution warehouse (Use Class B8), including provision of 275sqm of flexible storage and distribution/retail use (Class B8/A1/A3) at ground level and associated servicing yards, multi-level staff parking facility, new access, roof level staff amenity area, new landscaping and public realm and associated works. Proposals also include re-positioning of wharf access road and new roundabout within north-eastern part of the site.	Application pending Submitted on 04/07/2019 GLA Stage 1 report issued on 3 September 2019	
43	Site 2 G and B Compressor Hire Ltd, Thames Warf	19/01962/VAR	Section 73 application to vary Condition 1 (Time Limited Consent) - to extend the use until 31st July 2021 attached to planning consent 17/02618/FUL dated 11/10/2017 which granted permission for: Planning permission for time limited consent for the continued use of the site for waste recycling and material transfer and processing.	Application pending Submitted on 12/07/2019	

		19/01963/VAR	Section 73 application to vary Condition 1 (Time Limited Consent) - to extend the use until 31st July 2021 attached to planning consent 17/02618/FUL dated 11/10/2017 which granted permission for: Planning permission for time limited consent for the continued use of the site for waste recycling and material transfer and processing.	Application pending Submitted on 12/07/2019	
		17/02617/FUL	Planning permission for time limited consent for the continued use of the site for waste recycling and material transfer and processing.	Approved 11/10/2017	
44	Plaistow Wharf, North Woolwich Road, Silvertown, E16 2AB	18/03543/FUL	Relocation of waste transfer use from Thames Wharf to Plaistow Wharf and redevelopment of the vacant wharf, comprising the construction of stock bays, for storage of construction, demolition and excavation waste, incorporating a sustainable drainage system, widening of the wharf landing area, storage and fabrication for civil engineering projects and erection of weighbridge, office facilities and associated infrastructure.	Application pending Submitted on 5/03/2019 GLA Report Stage 1 issued on 1 July 2019	
45	1 Bradfield Road Silvertown London E16 2AX	19/00517/FUL	Redevelopment of the site to provide a single building of 12 storeys in height comprising 55 residential units, with associated cycle parking, plant and refuse areas, resident amenity areas and associated development.	Application pending Submitted on 22/02/2019 GLA Stage 1 Report issued on 20 May 2019 Approved 20/02/2020	01/05/2022: Under Construction Octevo commenced construction at the end of Q4 2021. The scheme is 55 units, including 35 permitted as private and will complete at the end of 2023. Octevo will deliver the scheme as 100% affordable - all 35 private units have switched tenure.
46	Royal Victoria Dock Western Gateway Canning Town London E16 1XL	19/01532/FUL	Temporary planning permission for the change of use of the existing dock to lido along with children's paddling pool along with the erection of the following temporary support structures: - A pontoon structure adjacent to the existing beach with children's pool. The structure will contain an area of dock water on all sides to form a lido. - A temporary prefabricated toilet block connected to mains water and drainage. - Canvas stretch tent. - Beach kiosk serving light snacks and drinks	Approved 18/07/2019	

			- Changing rooms situated on the pontoon (This application affects the setting of Grade II listed structures)		
47	Keltbray Ltd Bradfield Road Silvertown London E16 2AX	17/01823/FUL	Planning permission for time limited consent for the continued use of land and wharf for the sorting, separating, recycling and transfer of construction, demolition and excavation wastes.	Application approved on 11/10/2017	
48	Barrier Park East North Woolwich Road Silvertown London	14/03099/REM	Variation of Condition 1 (Approved Drawings) attached to planning consent 11/00030/REM dated 16 March 2011 which approved reserved matters with regards to landscaping pursuant to Condition B2 of Outline Planning Permission No. 08/01042/OUT dated 14 December 2009, for a mixed use development at Phase 2 (Block D) comprising 156 residential apartments and 11 town houses incorporating 3 blocks of five, six and thirteen floors. On the ground and lower floor level 125sqm of retail/ commercial units (Class A1-A5 & B1) residents gymnasium (Class D2), car and cycle parking. (The revised scheme relates to an alternative landscaping scheme, including play space/equipment, table tennis and skate features to replace the previously approved MUGA).	Application approved 23/12/2016	
49	Oasis Academy Silvertown Rymill Street North Woolwich London E16 2TX	17/01248/VAR	Application under Section 73 to vary Condition 1 (Timing) of planning permission 17/02057/VAR dated 14th September 2017 - to allow the retention and continued use of the temporary building for up to 270 pupils until 30th September 2020.	Application approved 18/04/2018	
50	Oasis Academy Silvertown Rymill Street North Woolwich London E16 2TX	17/02057/VAR	Application under Section 73 to vary Condition 2 (Approved Plans and Documents) of planning permission 16/01376/FUL dated 20th July 2016 - to regularise the as approved plans with the as built.	Application approved 17/02057/VAR	
51	TfL Highway Compound, 14 Armada Way Beckton London E6 7AB	15/03067/FUL	Temporary planning permission until the 31st December 2020 for the construction of a TfL highways compound including the erection of a salt store, stores, offices and parking for cars and operational vehicles, the storage of engineering and construction materials and street lighting equipment.	Application approved 04/04/2016	

			THIS PROPOSAL DOES NOT ACCORD WITH THE DEVELOPMENT PLAN		
52	Areas 7 And IC, Barking Road Canning Town London Hallsville Quarter	16/01720/REM	Application for approval of reserved matters of landscaping (Condition B1) in respect of Phase 2, Development Parcel 2, Plots B, C1 and C2 of the Area 7 & 1C (Hallsville Quarter) Development pursuant to planning permission 11/00662/LTGDC approved on 28 March and subsequently varied in July 2014 (REF. 14/00158/VAR) and on 2 December 2014 (REF. 14/02262/VAR).	Application approved 16/12/2016	23.03.2018: Construction for Hallsville phase 1 and 2 completed during Q1 2018. 134 units were built to rent and 160 were acquired in bulk by Mountain Capital prior to construction start, and have subsequently been resold.
		16/02140/REM	Application for approval of reserved matters of layout, scale, appearance and landscaping (Conditions B1) for Phase 8B / Development Parcel 8B of the Area 7 & 1C (Hallsville Quarter) development pursuant to planning permission 11/00662/LTGDC approved on 28 March 2012 and subsequently varied in July 2014 (REF. 14/00158/VAR) and on 2 December 2014 (REF. 14/02262/VAR). The application is accompanied by a Supplementary Environment Statement to that previously approved for the purposes of Environmental Impact Assessment. The application affects the setting of a Grade II Listed Building (Royal Oak Public House).	Application approved 13/10/2016	
		17/02055/REM	Application for approval of reserved matters of scale, appearance, layout and landscaping pursuant to Condition B1 of Planning Permission 14/02262/VAR dated 2nd December 2014, in relation to Phase/Development Parcel 2, Plots B, C1 and C2 only. This application affects the setting of a Listed Building and is accompanied by a Supplementary Environmental Report to the previously approved Environmental Statement and addendums, for the purposes of Environmental Impact Assessment.	Application approved 15/09/2017	
		18/00598/REM	Application for approval of reserved matters of layout and scale pursuant to Condition B1 of planning permission 14/02622/VAR dated 2nd of December 2014 (as may be varied pursuant to application 17/04045/VAR) in relation to Phase 2 / Development Parcel 2 / Plot B. This application seeks amendments to the previously approved schemes (14/00147/REM as varied by 16/01720/REM and 17/02055/REM) associated with a revised strategy for commercial floor space in Block B, which includes the addition of a gym (Use Class D2) and medical centre (Use Class D1).	Application approved 13/10/2018	

			The application is accompanied by a statement of conformity to the previously approved Environmental Statement for the purposes of Environmental Impact Assessment. The application affects the setting of a Grade II Listed Building Royal Oak Public House.		
	17/04046/VAR	RECONSULTATION - On the basis that the LPA has received a further information in response to a request issued on the 5th April 2018 pursuant to Regulation 22 (1) of the Town and Country Planning (Environmental Impact Assessment Regulations 2011 (as amended)). The further information is as follows: Microclimate: Environmental Statement Addendum, Technical Annex 2.8, Pedestrian Microclimate Wind Tunnel Study, dated May 2018 (WD390-02F02 (rev1)). Air Quality: Environmental Statement Addendum. Technical Annex 2.1, Air Quality Assessment, dated May 2018 (Revision B) This information supports the following application: Application for approval of reserved matters of layout, scale, appearance and landscaping pursuant to Condition B1 of planning permission 17/04045/VAR dated 14 June 2019 in relation to Phase 3 / Development Parcel 3 / Plots, D1, D2, E and F only. The application is accompanied by an Addendum to the previously approved Environmental Statement for the purposes of Environmental Impact Assessment. The application affects the setting of a Grade II Listed Building Royal Oak Public House.	Approved 18/06/2019	Phase 3 Site is being cleared for construction. Linkcity commenced construction during Q3 2020. 01/05/2022: The scheme is being delivered as follows: - Blocks D1 and D2 are 278 units being delivered for Grainger for BTR. - Blocks E and F are 342 units being delivered for One Housing - 102 shared ownership, 47 social rent, 50 extra care and 143 private units to be sold as either open market or shared ownership units. - Completions are due to be phased from Q3 2023 through to Q3 2024.	
	17/04045/VAR	RECONSULTATION - On the basis that the LPA has received a further information in response to a request issued on the 5th April 2018 pursuant to Regulation 22 (1) of the Town and Country Planning (Environmental Impact Assessment Regulations 2011 (as amended)). The further information is as follows: Microclimate: Environmental Statement Addendum, Technical Annex 2.8, Pedestrian Microclimate Wind Tunnel Study, dated May 2018 (WD390-02F02 (rev1)). Air Quality: Environmental Statement Addendum. Technical Annex 2.1, Air Quality Assessment, dated May 2018 (Revision B) This information supports the following application: Application for a minor-material amendment to planning permission 14/02262/VAR dated 2nd of December 2014 to vary 22 conditions to provide for: i.	Approved 14/06/2019 19/01701/REM approved 17/09/2019 19/01699/REM approved 17/09/2019 20/02376/REM Approved 03/03/2021 22/00694/REM validated 18/03/2022		

			A reduction in the minimum area associated with retail use classes A1 A5 from 29,200 sqm to 21,250sqm ii. An increase in the total number of residential units(C3) from 1,130 to 1,148 (although the quantum of residential floorspace would remain unchanged) iii. Amendments to Phasing, comprising the inclusion of Development Plots D, E, F and Part of G within Phase 3 iv. Variations to the layout of Development Plots D, E, F and G and associated open space, including the re-orientation of public realm v. Amendments to building heights, comprising increases at Plot D1 (2.67m), Plot E (0.85m), and Plot F (3.67m) and a reduction at Plot D2 (1.15m) vi. Amendments to vehicular access The application is accompanied by an Addendum to the previously approved Environmental Statement for the purposes of Environmental Impact Assessment. The application affects the setting of a Grade II Listed Building Royal Oak Public House.		
53	Development Site At Albert Island Woolwich Manor Way North Woolwich London E16 2QS	19/00978/SCOPE	Request for formal EIA Scoping Opinion for an application for a mixed-use redevelopment scheme on Albert Island at the Royal London Docks	EIA Scoping Opinion Issued 03/07/2019	
		20/00051/FUL	Hybrid planning application for the phased employment-led redevelopment of Albert Island. Full Planning Permission is sought for Enabling Works Phase comprising site enabling works, demolitions, utility diversions, installation of pedestrian bridge, and river wall works; Stage One (Zone B) comprising an employment hub delivering a mix of light industrial, long term storage and distribution logistics warehouse including provision of service yards and parking facilities, flexible industrial and educational uses and café within the Ideas Factory building, site management office, long stay car parking, access, new landscape, public realm and associated works; and Stage Two (Zone C) comprising 16 residential units (Class C3), RoDMA office and facilities, and associated car and cycle parking, access, landscaping and other necessary works. Outline Planning Permission (all matters reserved apart from access) is sought for Stage 3 Three (Zone A) comprising a replacement marina, boatyard and a passenger pier. The application is accompanied by an Environmental Statement	Application Validated 17/01/2020 GLA stage 1 Report issued 20/04/2020	
54	Unit 3 Thames Road Silvertown London E16 2EZ	20/01046/FUL	RECONSULTATION: Demolition of the existing warehouse and redevelopment of the site to provide 161 units comprising three residential buildings of 8, 12 and 9 storeys, including site access,	Approved 05/08/2021 21/02778/VAR (awaiting decision)	

			landscaping and associated works.		
55	Thames Road Industrial Estate Thames Road Silvertown London E16 2EZ	20/00444/SCOPE	Request for a Scoping Opinion in accordance with Regulation 15 of the Town and Country Planning (Environmental Impact Assessment)(England) Regulations 2017, Redevelopment of Thames Road Industrial Site to provide for up to 2,000 residential units; a mix of non-residential uses potentially including industrial, commercial/retail, education and recreational floorspace; car parking; and a new public park.	EIA Scoping Opinion Issued 04/05/2020	
		21/02450/OUT	Hybrid planning application for the demolition of all existing buildings and structures to facilitate a mixed-use development comprising: Detailed Component: Detailed planning permission to include the erection of 7 Plots ranging in height from 3 to 15 storeys and comprising a total of 762 residential units; 23,922 sq. m of non-residential floorspace comprising 15,125 sq. m GEA of light industrial / storage use (Class E(g)(iii) / B8), 3,817 sq. m GEA of leisure floorspace (Class E(d)), 1,713 sq. m GEA of light industrial use (Class E(g)(iii)), 1,639 sq. m GEA of commercial, business and service use (Class E), 854 sq. m GEA of co-working office use (Class E(g)), 590 sq. m GEA of retail floorspace (Class E(a)) and 185 sq. m GEA of community use (Class F2). The detailed element will also include a new public park and square, landscaping, pedestrian and vehicular routes, improvements to the river wall and flood defences, parking and associated infrastructure. Outline Component: Outline planning permission to include the erection of 5 Plots ranging in height from 3 to 18 storeys and comprising up to 87,180 sq. m GEA of Class C3 residential floorspace (allowing for a maximum of 848 residential units) ; up to 4,950 sq. m GEA of non-residential floorspace that includes up to 4,500 sq. m GEA of education (Class F1), up to 250 sq. m GEA of commercial, business and service (Class E) and up to 200 sq. m GEA of nursery (Class E(f)); provision of new pedestrian and vehicular access; and associated new open space, landscaping, car and cycle parking and other associated infrastructure works with all matters reserved for future consideration. THIS APPLICATION IS ACCOMPANIED BY AN ENVIRONMENTAL STATEMENT UNDER THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 (AS AMENDED). THIS APPLICATION IS A DEPARTURE FROM THE LOCAL PLAN. THIS APPLICATION AFFECTS THE SETTING OF GRADE II* AND GRADE II LISTED BUILDINGS AND STRUCTURES	Awaiting Decision Application Validated 22/10/2021	

56	Good Hotel, Western Gateway Canning Town London E16 1FA	21/01325/FUL	Mooring of a 160 room hotel on a floating platform with associated access, car parking and landscaping. (The application is a Departure from the Development Plan) (This application site affects the setting of Grade II Listed Building - Stothert and Pitt Cranes) (The application affects a Public Right of Way) This is a re-consultation in light of following amendments to the scheme; - Increase in number of hotel rooms from 148 to 160 including alterations to the layout and number of wheelchair accessible rooms; - Submission of Framework Water Activation Strategy including new boat moorings; - Submission of Energy and Sustainability Statement Addendum; - Public realm improvements; - Submission of Ecological Assessment - Provision of supporting information and justification	Awaiting Decision Application Validated 25/06/2021	
57	Royal Wharf North Woolwich Road Silvertown London E16 2BG	21/01268/FUL	Demolition of existing site and construction of a new building formed of 2 blocks of 11 and 7 storeys in height providing new 116 residential units ; 444sqm GIA of non-residential floorspace (class E); car parking spaces (including blue badge spaces); bicycle parking spaces and hard and soft landscaping works including integration into the wider Royal Wharf site.	Awaiting Decision Application Validated 03/06/2021 GLA Stage 1 report issued 4/10/2021	
58	ExCel 1 Western Gateway Canning Town London E16 1XL	20/02537/SCOPE	Request for a Scoping Opinion in accordance with Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017 (as amended): ExCeL Phase 3 Development to extend the existing exhibition centre by 40,000m ² and provide multi-purpose flat floor event and conference space of up to 140,000 m ² across Phases 1, 2 and 3.	Scoping Opinion issued 19/02/2021	
		21/00965/FUL	RE-CONSULTATION FOLLOWING RECEIPT OF ADDITIONAL VOLUME OF THE ENVIRONMENTAL STATEMENT Extension of existing ExCeL London building, for use as an exhibition and conference centre and ancillary uses (Sui Generis), new landscaping, public realm and new floating walkway and associated works. This application is accompanied by an Environmental Statement for the purposes of Environmental Impact Assessment under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). This application affects the setting of the following listed buildings and monuments:- The Connaught Tavern (Grade II), Silo D (Grade II), Stothert and Pitt Cranes (Grade II).	Approved 09/03/2022	
59	Silvertown Quays Bounded By Royal	22/00883/SCOPE	Request for a Scoping Opinion in accordance with Regulation 15 of the Town and Country Planning (Environmental Impact Assessment)(England) Regulations 2017 (as amended): Proposed	Application Validated 08/04/2022	

	Victoria Dock Connaught Bridge And Mill Road North Woolwich Road Silvertown London E16 1UR		new Hybrid planning application comprising an outline component for the Silvertown Quays new Masterplan and a detailed component for Phase 1.		
60	West End Car Park Western Gateway Canning Town London E16 1XL	20/00544/FUL	Demolition of existing buildings and redevelopment of the site to comprise the delivery of 854 residential dwellings and set within buildings up to ground plus 22 storeys in height, with associated car and cycle parking, landscaping, amenity spaces and other associated works.	Approved 06/11/2020	
61	Land Comprising Former HSS Site And 300 Manor Road Canning Town London	18/00303/SCOPE	Request for formal EIA Scoping Opinion - Redevelopment of land bounded by Manor Road/Malmesbury Road, Oak Crescent Open Space, Barking Road and Jubilee Line/DLR line comprising (i) outline planning permission for up to 850 dwellings (Class C3), up to 2,400m2 of commercial (Class B1) and retail (Class A1/A2/A3/A4) floorspace; car parking, open space and associated infrastructure works; (ii) full planning permission for Phase 1 for 365 dwellings (Class C3), 600m2 of commercial (Class B1) and retail (Class A1/A2/A3/A4) floorspace; car parking, open space and associated infrastructure works.	Scoping response issued 29/03/2018	
		18/03506/OUT	Redevelopment of land bounded by Manor Road, (i) outline planning permission for up to 449 dwellings (Class C3), up to 1,845m2 of commercial (Class B1) and retail (Class A1/A2/A3/A4) floorspace; car parking, open space and associated infrastructure works; (ii) full planning permission for Phase 1 for 355 dwellings (Class C3), 555m2 of commercial (Class B1) and retail (Class A1/A2/A3/A4) floorspace; car parking, open space and associated infrastructure works.	Approved 18/11/2020 21/01302/NONMAT approved 15/09/2021	
LB Tower Hamlets					
62	Leamouth Peninsula North, ce (LB Tower Hamlets)	PA/10/01864	Hybrid application for a comprehensive redevelopment of Leamouth Peninsula for mixed use scheme providing up to 185,077sqm (GEA) of new floorspace including up to 1,706 residential units.	Approved 28/11/2011	Construction Completed - The last block, Dawsonne, completed at the end of Q1 2020.

			<p>Key components:</p> <ul style="list-style-type: none"> - Residential (C3) – 1,706 units - Office (B1) – 7,848sqm - Retail (A1-A5) – 1,852sqm - Leisure/education (D2) – 1,801sqm - Community uses/education (D1) – 8,145sqm - Energy centre – 2,390sqm 		07/04/2022 - Phase 2 is said to be 97% sold out - roughly 30 units remain to be sold.
		PA/16/02139/P2	<p>Reserved matters application pursuant to Condition 2(b) for Buildings B, C, D, E and F, to discharge matters of scale, appearance and landscaping of the outline area, attached to Planning Permission PA/15/02904 (which amended original planning permission ref: PA/10/01864/LBTH) dated 21st October 2016.</p> <p>This application is accompanied by a Supplementary Environmental Report to the previously approved Environmental Statement and addendums, for the purposes of Environmental Impact Assessment.</p>	Approved 25/01/2017	
		PA/17/01830/S	<p>Application of variation of condition numbers 3 (Compliance with drawings and details) and 29 (Sustainable design & construction) of Planning Permission ref: PA/16/01709, Dated 22/12/2017. This is an EIA development supported by an Environmental Statement.</p>	Approved 17 April 2019	
		PA/16/02652/S	<p>Re-submission of reserved matters for Blocks A and M (as approved by planning ref: PA/14/02177 and subsequently by PA/15/02287) within Phase 2 of planning permission ref: PA/15/02904. Proposal comprises 417 residential units and 668 sq m GEA of commercial floorspace including minor amendments to the layout of the blocks, the omission of 1 duplex unit at GF/FF, and alterations to the brick colour.</p>	Approved on 23/12/2016	
63	<p>Castle Wharf Esso Petrol Station, Leamouth Road, London E14 0JG (LB Tower Hamlets)</p>	PA/16/01763/A1 (LB Tower Hamlets)	<p>Redevelopment of the former Service Station site with a residential-led mixed use development, comprising 338 residential units, together with 376 sqm of flexible non-residential floorspace (Use Classes A1, A2, A3, B1, D1 and D2), 36 sqm café floorspace (Use Class A3), set across two main buildings including a 24 storey tower with stepped blocks of 20, 17, 11 and 8 storeys, linked by a 2 storey podium at ground level, with a single basement level, landscaping and associated amenities.</p>	<p>Resolution to grant planning permission at Strategic Development Committee 21/12/2016</p> <p>Approved 17/10/2017</p>	<p>30/09/2019: Under Construction</p> <p>Construction is progressing and will complete during Q3 2021.</p> <p>24/03/2022: Under Construction</p> <p>Block A (79 units) is complete and the remainder</p>

					will follow through to June 2022. 19 units remain unsold at the end of Q1 2022.
64	Aberfeldy Estate, Abbot Road (LB Tower Hamlets)	PA/11/02716, PA/11/03548 and PA/13/01844	<p>Masterplan outline application for new mixed-use scheme.</p> <p>Key components:</p> <ul style="list-style-type: none"> – Residential (C3) – 113,722sqm / 1,176 units – Community/faith (D1) – 826sqm – Health (D1) – 960sqm – Retail (A1-A5) – 1,743sqm – Energy center – 600sqm <p>Application PA/11/03548 for phase 1 approved 20/06/2012.</p> <p>Application PA/13/01844 for phase 2 approved 27/03/2014.</p> <p>Scoping opinion issued for phase 3 (PA/14/03153).</p>	<p>PA/11/02716 Approved 20/06/2012</p> <p>PA/11/03548 Approved 20/06/2012</p> <p>PA/13/01844 Approved 27/03/2014</p> <p>PA/15/00002/S (minor material amendment) approved 15/07/2015</p> <p>PA/13/00019/P1 (NMA) approved 02/04/2013)</p> <p>PA/16/02623/S (NMA) approved 30/09/2016</p>	<p>Construction completed during Q2 2017</p> <p>Final unit sold in August 2016</p>
		PA/15/00002	<p>Section 73 application for variation of conditions No 3 (Approved Parameters Plans), 4 (Phasing Plan), 5 (Total Floor Space Areas) and 6 (Phase-by-phase Floor Space Areas), of Outline Planning Permission granted 20th June 2012 (Ref: PA/11/02716)</p> <p>Proposed updates to floorspace areas include an increase of 788sqm of non-residential floorspace (total 3,342sqm).</p>	<p>Approved 15/07/2015</p> <p>PA/16/01975/NC (NMA) approved 5/08/2016</p>	
65	Blackwall Reach Regeneration (LB Tower Hamlets)	PA/12/00001	<p>Outline application) for up to 1,575 residential units, 1,710sqm retail (A1-A5), 900sqm Office (B1), 500sqm Community (D1), 4,500sqm School (D1), 750sqm Energy Centre and 1,200 Faith Building (D1).</p>	<p>Approved 30/03/2012</p> <p>PA/12/02595/NC (NMA) approved 06/11/2012</p> <p>PA/13/00618/NC (NMA) approved 11/04/2013</p> <p>PA/13/01053/NC (NMA) approved 28/05/2013</p> <p>PA/13/01508/NC (NMA) approved 05/08/2013</p> <p>PA/14/00859/NC (NMA) approved</p>	<p>26/09/2019: Phase 1B under Construction</p> <p>Construction is progressing and the first block of 72 units is complete. The remaining units will complete across Q4 2019.</p> <p>18/09/2019: Phase 2 Under Construction</p> <p>At the end of Q3 2019</p>

				<p>16/04/2014</p> <p>PA/14/02020/NC (NMA) approved 11/08/2014</p> <p>PA/15/01457/NC (NMA) approved 29/09/2015</p> <p>PA/15/01451/NC (NMA) approved 29/09/2015</p> <p>PA/15/03539/S (NMA) approved 01/04/2016</p> <p>PA/16/01528/S approved 05/09/2016</p> <p>PA/16/01529/S approved 30/11/2016</p> <p>PA/16/01858/S approved 17/08/2016</p> <p>Reserved matters PA/13/01214/S approved 15/07/2013</p> <p>Reserved Matters PA/12/00001 approved 03/06/2013</p>	<p>construction is progressing and completions will run through to summer 2021.</p> <p>29/03/2022: Phase 2 Under Construction</p> <p>Construction is progressing with completions to be phased from Q3 to the end of 2022:</p> <ul style="list-style-type: none"> - Wayfare House has 69 private units and 59 have sold. - Gosnold House has 21 private units, was launched during Q1 2022 and 11 have sold by the end of the quarter.
		PA/14/02480	Reserved matters application pursuant to condition L5 of outline planning permission dated 30th March 2012 (PA/12/00001/LBTH) for 242 new homes, 635 sqm of commercial floorspace (Use Class A1 and A3) (i.e. for building parcels G, H and L within Development Zone 3 "Phase 1B"), comprising layout, scale and appearance of the buildings, the means of access thereto and landscaping and refuse collection and associated ancillary development.	Approved 24/12/2014	
		PA/16/01958/P3	Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to outline planning permission ref PA/12/00001, dated 30/03/2012, relating to the following areas of the Blackwall Reach development: i) Building Parcels C1, C2, C3 and D within Development Zone 2 ii) Landscaping and public realm within Development Zone 2, including works to the retained Millennium Green comprising 268 residential units (Use Class C3) within 4 buildings of up to 10 storeys in height, with associated	Approved 16/09/2016	

			landscaping, public realm and other ancillary works.		
66	Wood Wharf Prestons Road, London E14 9SF (LB Tower Hamlets)	PA/11/02174	<p>Extension of time approved 29/03/12 for:</p> <p>Outline: up to 1,668 residential units, Hotel, Commercial (B1), Retail (A1-A5) Community and Leisure. Detailed: creation of canal and other engineering infrastructure.</p> <p>Key components:</p> <ul style="list-style-type: none"> - Office (B1) – 453,444sqm - Retail (A1-A5) – 19,488sqm - Leisure and community (D1/D2) – 4,984sqm - Hotel (C1) – 26,325sqm 	Approved 29/03/2012.	<p>03/10/2019: RM01 Blocks A1, A4, B3, D1</p> <p>RM03 Blocks E1, E2, E3, E4 and</p> <p>RM05 Blocks A2, A3 are under construction.</p> <p>Completion in Q4 2020.</p>
		PA/13/02966	<p>Outline application (all matters reserved) for comprehensive mixed-use redevelopment of Wood Wharf comprising:</p> <p>Demolition of existing buildings and structures, including dwellings at Lovegrove Walk; The erection of buildings, including tall buildings, and basements comprising: Residential units (C3), Hotel (C1), Business floorspace (B1), Retail (A1-A5), Community and Leisure (D1 and D2), Sui Generis uses including Conference Centres, Theatres, Launderettes, and Data Centres; Associated infrastructure, including the creation of structures in Blackwall Basin, the Graving Dock, and South Dock; Streets, open spaces, landscaping and public realm; Bridge links; Car, motorcycle, and bicycle parking spaces, servicing; Utilities including energy centres and electricity substation(s); and other works incidental to the proposed development.</p> <p>Total floorspace 728,880sqm</p>	<p>Approved 24/12/2014</p> <p>PA/16/02664 (NMA) approved 12/10/2016</p> <p>PA/16/00433/S (NMA) approved 19/04/2016</p> <p>PA/16/00113/S (NMA) approved 19/04/2016</p> <p>PA/15/02745/S (NMA) approved 19/04/2016</p> <p>PA/15/00343/S (NMA) approved 30/03/2015</p> <p>PA/18/03326/NC Approved 20/12/2018</p> <p>PA/18/01816/NC Approved 01/03/2019</p> <p>PA/19/02307/NC Approved 19/12/2019</p> <p>PA/21/02662/NC Approved 23/03/2022</p> <p>PA/22/00372/NC Approved 05/04/2022</p> <p>PA/22/00574/S approved</p>	

				20/04/2022 PA/22/00269/S approved 06/05/2022	
		Reserved matters for PA/13/02966	Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to outline planning permission ref PA/13/02966 dated 24/12/2014 relating to the following areas of the Wood Wharf Masterplan.		
			PA/15/00018	Approved 27/07/2015	
			PA/15/00019	Approved 27/07/2015 PA/18/02997/S approved 16/11/2018 PA/21/01026/S approved 21/06/2021	
			PA/15/00236	Approved 05/10/2016 PA/20/02706/NC Approved 30/03/2021 PA/20/01996/NC approved 10/11/2020	
			PA/15/00316	Approved 13/11/2015 PA/18/02862/NC Approved 14/11/2018	
			PA/15/00668	Approved 28/06/2016	
			PA/16/00772/P1	Approved 16/06/2016 PA/19/01735/S approved 15/10/2019	
			PA/16/01848/NC	Approved 05/10/2016	
			PA/15/00286/P2	Approved 18/01/2016	
			PA/16/01468/S	Approved 21/07/2016	

			PA/16/02952/NC	Approved 06/01/2017	
			PA/17/00929/P1	Approved 10/11/2017	
		Reserved matters for PA/15/00316	<p>Details of all Reserved Matters (Access, Appearance, Landscaping, Layout and Scale) relating to the following areas of the Masterplan:</p> <ul style="list-style-type: none"> – Development Plots A2 and A3; and – Ground and above ground infrastructure, streets, open spaces, landscaping and public realm within Development Zone A. <p>Comprising 519 residential units (Use Class C3), 1,744 sqm (GIA) of flexible retail, community and leisure uses (Use Class A1-A5, D1 and D2), 2,358 sqm (GIA) of ancillary space for circulation and residential facilities; as well as associated infrastructure, streets, open spaces, landscaping, public realm, parking, servicing and utilities and other associated works.</p>	Approved 13/11/2015	
		PA/17/01344/P1	<p>Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to outline planning permission ref PA/13/02966 dated 24/12/2014 relating to the following areas of the Wood Wharf Masterplan: i. Development Plots H1, H3 and H4 and part of Development Plot H2 ii. Ground and above ground infrastructure, streets, open spaces, landscaping and public realm within Development Zone M and Part of Development Zone H iii. Below ground floorspace and infrastructure for Development Plots H1, H3 and H4 and part of Development Plot H2 iv. Ground and above ground infrastructure, streets, open spaces, landscaping and public realm outside Development Zones but linked to i, ii and iii above Comprising 143 residential units (Use Class C3), 599sqm GIA of retail, leisure and community uses (Use Class A1-A5, D1 and D2), leisure facility of 1,524sqm GIA (Use Class D2), health centre of 1,123sqm GIA (Use Class D1), ancillary circulation space, infrastructure, streets, open spaces, landscaping, public realm, parking, servicing and utilities.</p>	<p>Approved 22/11/2017</p> <p>PA/18/01723/S approved 11/09/2018</p> <p>PA/18/01723/S approved 11/09/2018</p>	
		PA/19/01612	<p>Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to outline planning permission ref PA/13/02966 dated 24/12/2014 relating to the following areas of the Wood Wharf Masterplan:</p> <p>i. Development Plots G1, G2, G4, G5, G6 and G8 (buildings G1 and</p>	Approved 12/11/2019	

			<p>G5);</p> <p>ii. Ground and above ground infrastructure, streets, structures, open spaces, landscaping and public realm within part of Development Zones G and L; and</p> <p>iii. Ground and above ground infrastructure, streets, open spaces, landscaping and public realm outside Development Zones G and L but linked to i and ii above</p> <p>Comprising 327 serviced apartments (Sui Generis) 10,762sqm GIA and 2,605sqm GIA of flexible retail (Use Classes A1-A5) as well as 1,203sqm GIA of ancillary space for circulation, facilities and other associated infrastructure and works.</p>		
		PA/19/01614	<p>Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to outline planning permission ref PA/13/02966 dated 24/12/2014 relating to the following areas of the Wood Wharf Masterplan:</p> <p>i. Development Plot B2;</p> <p>ii. Ground and above ground infrastructure, streets, structures, open spaces, landscaping and public realm within part of Development Zone B; and</p> <p>iii. Ground and above ground infrastructure, streets, open spaces, landscaping and public realm outside Development Zone B but linked to i and ii above.</p> <p>Comprising 279 serviced apartments (Sui Generis) 12,103sqm GIA and 1,539sqm GIA of flexible retail (Use Class A1-5), as well as 879sqm of ancillary space for circulation, facilities and other associated infrastructure and works.</p>	<p>Approved 22/12/2019</p> <p>PA/20/01222/NC Approved 20/07/2020</p>	
		PA/19/01591	<p>Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to outline planning permission ref PA/13/02966 dated 24/12/2014 relating to the following areas of the Wood Wharf Masterplan:</p> <p>i. Development Plot G7 (southern part);</p> <p>ii. Ground and above ground infrastructure, streets, structures, open spaces, landscaping and public realm within part of Development Zone G; and</p> <p>iii. Ground and above ground infrastructure, streets, open spaces, landscaping and public realm outside Development Zone G but linked to i and ii above.</p> <p>Comprising 72 residential units (Use Class C3) and 1,439sqm GIA of flexible retail, office, community and leisure (Use Classes A1-A5, B1,</p>	<p>Approved 08/11/2019</p> <p>PA/21/01525/NC Approved 24/09/2021</p>	

			D1 and D2) as well as ancillary space for circulation, facilities and other associated infrastructure and works.		
		PA/17/02609/P1	<p>Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to outline planning permission ref PA/13/02966 dated 24/12/2014 relating to the following areas of the Wood Wharf Masterplan:</p> <ul style="list-style-type: none"> i. Development Plot G3; ii. Ground and above ground infrastructure, streets, landscaping and public realm within Development Zone G; iii. Below ground floorspace and infrastructure for Development Plot G3; and iv. Ground and above ground infrastructure, streets, landscaping and public realm outside Development Zone G but linked to i, ii and iii above. <p>Comprising 176 residential units (Use Class C3), 620sqm of flexible retail, office, leisure and/or community uses (Use Class A1-A5, B1, D1 and D2), ancillary space for circulation and residential facilities; as well as associated infrastructure, streets, landscaping, public realm, parking, servicing and utilities and other associated works.</p>	Application approved 31/01/2018 Approved 31/01/2018	
		PA/18/03041/S	<p>Details of all reserved matters (Access, Appearance, Landscaping, Layout, and Scale) pursuant to outline planning permission ref PA/13/02966 dated 24/12/2014 relating to the following areas of the Wood Wharf Masterplan:</p> <ul style="list-style-type: none"> i. Development Plot C2; ii. Ground and above ground infrastructure, streets, structures, open spaces, landscaping and public realm within part of Development Zones C and L; and iii. Ground and above ground infrastructure, streets, open spaces, landscaping and public realm outside Development Zones C and L but linked to i and ii above <p>Comprising 22,961sqm of office use (Use Class B1), 3,909sqm of flexible retail and leisure use (Use Classes A1-A5, D1, D2) and 66sqm of Jazz Club / Night Club (Sui Generis) floorspace as well as ancillary space for circulation, facilities and other associated infrastructure and works.</p>	Application Approved 15/02/2019 PA/20/00681/NC Approved 23/04/2020	

		PA/18/03477	<p>Details of all reserved matters (Access, Appearance, Landscaping, Layout, and Scale) pursuant to outline planning permission ref PA/13/02966 dated 24/12/2014 relating to the following areas of the Wood Wharf Masterplan:</p> <p>i. Ground and below ground infrastructure, streets, open spaces, landscaping, public realm, parking, servicing and utilities within Development Zone P and part of Development Zone K.</p>	<p>Application Approved 03/05/2019</p> <p>PA/19/01733/S approved 15/10/2019</p> <p>PA/20/00741/NC approved 06/05/2020</p>	
		PA/19/00112	<p>Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to outline planning permission ref PA/13/02966 dated 24/12/2014 relating to the following areas of the Wood Wharf Masterplan:</p> <p>i. Development Plots D3 and D4;</p> <p>ii. Ground and above ground infrastructure, streets, structures, open spaces, landscaping and public realm within part of Development Zones D and L; and</p> <p>iii. Ground and above ground infrastructure, streets, open spaces, landscaping and public realm outside Development Zones B and L but linked to i and ii above</p> <p>Comprising of office (Use Class B1) and flexible retail, community, and leisure (Use Classes A1-A5, D1 & D2), as well as ancillary space for circulation, facilities, and other associated infrastructure and works.</p> <p>This application is accompanied by an Environmental Impact Assessment.</p>	<p>Application Approved 07/06/2019</p> <p>PA/19/02493/NC approved 17/01/2020</p>	
		PA/18/00811/P1	<p>Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to outline planning permission ref PA/13/02966 dated 24/12/2014 relating to the following areas of the Wood Wharf Masterplan.</p> <p>i. Part of Development Zone K; and</p> <p>ii. Ground and above ground infrastructure and related works outside Development Zones but linked to i. above.</p>	<p>Application Approved 23/08/2019</p> <p>PA/20/00568/NC Approved 20/04/2020</p>	

			Comprising two permanent floating retail pavilions (Use Class A1-A5), associated infrastructure, public realm, servicing and utilities and other associated works.		
		PA/18/01101/P1	<p>Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to outline planning permission ref PA/13/02966 dated 24/12/2014 relating to the following areas of the Wood Wharf Masterplan:</p> <p>i. Development Plot B3 and part of Development Plot B1</p> <p>ii. Ground and above ground infrastructure, streets, structures, open spaces, landscaping and public realm within part of Development Zone B</p> <p>iii. Ground and above ground infrastructure, streets, open spaces, landscaping and public realm outside Development Zone B but linked to i and ii above</p> <p>Comprising 5,543 sqm of office use (Use Class B1), a 9,425 sqm hotel (Use Class C1), 4,337 sqm of leisure use (Use class D2) and 811 sqm of flexible retail, community and leisure uses (Use classes A1-A5, D1 and D2), as well as ancillary space for circulation, facilities and other associated infrastructure and works.</p>	<p>Approved 23/08/2018</p> <p>PA/21/02738/NC approved 23/03/2022</p> <p>PA/20/01053 approved 12/06/2020</p>	
		PA/20/02009/NC	<p>Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to outline planning permission ref PA/13/02966 dated 24/12/2014 relating to the following areas of the Wood Wharf Masterplan:</p> <p>i. Ground and above ground infrastructure, street layouts, open spaces, landscaping, public realm, parking, servicing and utilities along part of Preston's Road, the Preston's Road junction and part of the access route into the site.</p>	Approved 10/03/2021	
		PA/20/02010/NC	<p>Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to outline planning permission ref. PA/13/02966 dated 24/12/2014 relating to the following areas of the Wood Wharf Masterplan:</p>	Approved 12/02/2021	

			Development Zone R Comprising provision of Ecology Islands, adjacent landscaping, public realm, and other associated infrastructure and work.		
		PA/21/01441/NC	Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to outline planning permission ref PA/13/02966 dated 24/12/2014 relating to the following areas of the Wood Wharf Masterplan: i.Development Plots J1, J2 and J3; ii.Ground and above ground structures, open space, landscaping and public realm within part of Development Zone J; and iii.Ground and above ground infrastructure, open space, landscaping and public realm outside Development Zone J but linked to i and ii above. Comprising residential units (Class C3) and flexible retail (Use Class A1-5), as well as ancillary space for residential facilities, circulation facilities and other associated infrastructure and works.	Approved 14/02/2022	
		PA/21/02059/S	Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to outline planning permission ref PA/13/02966 dated 24/12/2014 relating to the following areas of the Wood Wharf Masterplan: i. Development Plots J4 and J5 ii. Ground and above ground structures, open space, landscaping and public realm within part of Development Zone J iii. Ground and above ground infrastructure, open space, landscaping and public realm outside Development Zone J but linked to i and ii above. Comprising residential units (Class C3) as well as ancillary space for residential facilities, circulation facilities and other associated infrastructure and works."	Approved 25/02/2022	
		PA/21/02775	Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to outline planning permission ref PA/13/02966 dated 24/12/2014 relating to the following areas of the Wood Wharf Masterplan: i. Development Plots G1, G2, G4, G5, G6, & G8 (referred to as "G1/G5"); ii. Ground and above ground infrastructure, streets, structures, open spaces, landscaping and public realm within part of Development Zone G; and iii. Ground and above ground infrastructure, streets, open spaces,	Approved 20/04/2022	

			landscaping and public realm outside Development Zone G but linked to i and ii above Comprising serviced apartments (Sui Generis) and ancillary facilities, flexible retail (Use Class A1-A5) as well as ancillary space for circulation, facilities and other associated infrastructure and works.		
		21/01440/NC	Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to outline planning permission ref PA/13/02966 dated 24/12/2014 relating to the following areas of the Wood Wharf Masterplan: i.Development Plots E3 and E4; ii.Ground and above ground structures, open space, landscaping and public realm within part of Development Zone E; and iii.Ground and above ground infrastructure, open space, landscaping and public realm outside Development Zone E but linked to i and ii above. Comprising residential units (Class C3) and flexible retail (Use Class A1-5), as well as ancillary space for residential facilities, circulation facilities and other associated infrastructure and works.	Approved 21/01/2022	
67	New Providence Wharf (LB Tower Hamlets)	PA/06/02101	Planning Permissions for mixed use development comprising a part 12, part 44 storey building to include residential (484 flats), retail (323sqm) and a health club (948sqm) . Subsequent discharge of conditions approved (PA/11/00427, PA/11/00429, PA/11/00431 & PA/11/03196).	Approved 24/04/2008	
		PA/13/01953	Application under s.73 of the Town and Country Planning Act for minor material amendments to planning permission ref: PA/06/02101 dated 24 April 2008 and as varied by planning permissions with references PA/11/00427 and PA/11/00431 dated 20 April 2011 (and as amended by a non-material amendment with reference PA/12/1654 dated 06/06/2014). 10 residential units.	Approved 10/11/2014 PA/15/00015/NC (NMA) approved 28/01/2015	
68	Car Park at	PA/12/02107	The erection of two buildings of 7 & 26 storeys comprising 190	Approved 20/06/13	Complete & Sold - At the

	South East Junction of Prestons Road and Yabsley Street, Prestons Road, London (LB Tower Hamlets)		residential units (78 x 1 bed; 58 x 2 bed; 50 x 3 bed; 2 x 4 bed; 2 x 5 beds), 134sqm of gym space at upper ground level, 42 car parking spaces and 244 cycling spaces at basement level, communal open space and associated works.		end of Q4 2017 the scheme had sold out. Construction completed at the end of Q4 2016
69	Poplar Business Park, 10 Prestons Road, London, E14 9RL (LB Tower Hamlets)	PA/11/03375 Appeal ref: APP/E5900/A/12/2178920	Demolition of existing buildings and redevelopment of the site to provide a mixed-use scheme of between 3 and 22 storeys comprising 8,104 sqm business accommodation (Use Class B1), 392 residential units (Use Class C3), associated parking and landscaping.	Approved on appeal 23/09/2013 NMA PA/15/01527/NC approved 15/07/2016 NMA PA/15/00016/S approved 13/01/2015	01/05/2022: Under Construction Telford has delivered 120 of the 321 private units permitted on site. These completed during Q4 2017 and sold out during Q2 2019. The start date and developer for Phases 2 and 3 have yet to be confirmed - most of the existing business units are let with leases not due to expire until 2025.
70	Telehouse Far East, Sites 6 and 8, Oregano Drive, E14 (LB Tower Hamlets)	PA/14/00074	Erection on Site 6 of a new 10 storey data centre building of 66m in height comprising approximately 24,370m2 of floor space including provision of roof top plant and satellite dish; 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 comprising approximately 13,283m2 of floor space ; 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.	Approved 23/10/2014 PA/15/00840/NC (NMA) approved 24/04/2015 PA/16/01011/S (NMA) approved 29/06/2016	
71	South Quay Plaza, 183-189 Marsh Wall, London (LB Tower Hamlets)	PA/14/00944	Demolition of all existing buildings and structures on the site (except for the building known as South Quay Plaza 3) and erection of two residential-led mixed use buildings of up to 68 storeys and up to 36 storeys comprising up to 888 residential (Class C3) units in total, retail (Class A1-A4) space and crèche (Class D1) space together with basement, ancillary residential facilities, access, servicing, car parking, cycle storage, plant, open space and landscaping, plus alterations to the retained office building (South Quay Plaza 3) to	Approved 20/03/2015 PA/15/01286/NC (NMA) approved 19/10/2015 PA/15/03074/A2 (variation of condition 4 – approved drawings) to enable provision of 6 additional residential units and other	

			provide retail (Class A1- A4) space at ground floor level, an altered ramp to basement level and a building of up to 6 storeys to the north of South Quay Plaza 3 to provide retail (Class A1-A4) space and office (Class B1) space.	amendments. Registered 29/10/2015.	
		PA/15/03073/B1 South Quay Plaza 4	Erection of a 56 storey building comprising up to 400 residential (Class C3) Units , Retail (Class A1-A4) Space, together with basement, ancillary residential facilities, access servicing, car parking, cycle storage, plant, open space and landscaping and other associated works.	Approved 14/03/2017 PA/21/01635/NC registered 14/07/2021 PA/21/02721/S registered 15/12/2021	
72	Anchorage House, Capstan House & Lighterman House, Clove Crescent, London, E14 (LB Tower Hamlets)	PA/15/00274	Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 for the change of use from offices (Use Class B1) to 431 residential units (Use Class C3).	Prior approval granted 17/04/2015	
73	Hercules Wharf, Castle Wharf and Union Wharf, Orchard Place, London, E14 (LB Tower Hamlets)	PA/14/03594/A1	Planning application description "Demolition of existing buildings at Hercules Wharf, Union Wharf and Castle Wharf and erection of 16 blocks (A-M) ranging in height from three-storeys up to 30 storeys (100m) (plus basement) providing 834 residential units; Retail / Employment Space (Class A1 – A4, B1, D1); Management Offices (Class B1) and Education Space (Class D1) ; car parking spaces; bicycle parking spaces; hard and soft landscaping works including to Orchard Dry Dock and the repair and replacement of the river wall." Listed Building Consent application "Works to listed structures including repairs to 19th century river wall in eastern section of Union Wharf; restoration of the caisson and brick piers, and alteration of the surface of the in filled Orchard Dry Dock in connection with the use of the dry docks as part of public landscaping. Works to curtilage structures including landscaping works around bollards; oil tank repaired and remodelled and section of 19th century wall on to Orchard Place to be demolished with bricks salvaged where possible to be reused in detailed landscape design."	Approved 22/09/2016 PA/17/01893/NC non-material amendment application approved 18/08/2017	10/10/2019: Under construction There are 23 units left to sell in the first three blocks, and 30 unsold in Douglas Tower: - Argo is 149 units and completes in mid 2020. - Saxon is 112 units and completes from Q4 2020 to Q3 2021. - Orion is 88 units and completes from Q4 2020 to Q3 2021. - Douglas Tower is 167 units and completes in Q2 2022. - In addition, 135 units have yet to commence.

		PA/17/02292/S	Section 73 minor material application for variation of condition 2 (approved plans) of planning permission PA/14/03594 dated 22/09/2016: Combined northern basement below Block A to F and reduced southern basement below Block JKL. Changes to housing mix in Block B Relocation of energy centre from Block B to Block F Internal change to monument office spaces New residential amenity spaces on floor 27 and 28 Reduction of 1 x 3 bed unit in Block C Changes to housing mix and 14 additional units in Block D Changes in housing mix in Block E with 5 additional units Adjustment to warehouse style Changes to housing mix and 18 additional units in Block F Ground floor street access for lower floor removed to provide levelled access through single core. Internal changes in Block H and I 4 Additional units in Block J, K and L Removal of two ramps from Orchid Place to basement and replaced with 2 garages spaces for townhouses. This application is accompanied with an Environmental Statement	Approved 08/05/2018.	
		PA/18/02805	Minor material amendment to condition no. 2 (Approved Documents and Plans) of planning permission ref: PA/17/02292, Dated 08/05/2018.	Application pending Submitted on 13/11/2018 Approved 25/10/2019	
74	Site North West of Leamouth Road Roundabout, West of Leamouth Road, Poplar, London E14 0JJ (LB Tower Hamlets)	PA/18/03089	Erection of 19 storey building (up to maximum height of 64.250 metres AOD) to provide a new 350 room hotel (Use Class C1) together with ancillary restaurant and bar, car parking, cycle parking and landscaping.	Application pending Submitted on 08/11/2018 GLA Stage 2 report issued 8 July 2019 Approved 04/12/2019	
75	Trinity Buoy Wharf, 64 Orchard Place, London E14 0JY (LB Tower Hamlets)	PA/17/00729/A1	Outline planning application for: <ul style="list-style-type: none"> Phase 1: Construction of 1,036 sqm. of new work-space above the existing and retained Proving House (including provision of a new pedestrian route connecting TBW with the adjacent Leamouth South site). Construction of a roof extension (146 sqm) on the existing three-storey Main Stores building to provide additional educational accommodation 	Approved 14/12/2018	

			<p>for the Royal Drawing School.</p> <ul style="list-style-type: none"> - Phase 2: Demolition of the existing Boilermakers' House and its redevelopment for <ul style="list-style-type: none"> a) A new six-storey school, including roof-top playground and multi-purpose hall, comprising a total of 1,876sqm. b) Removal of existing temporary buildings currently appended to the west side of the Chain and Buoy Store and the relocation of these facilities within the new scheme. c) A new five-storey work-space building of 980 sqm between the proposed school and the existing Container City 1. - Phase 3: Demolition of the existing Gatehouse, former Oil & Gas Works building and associated modern outbuildings, all currently occupied by the Faraday School, and the construction of two new buildings of 12 and 6 storeys to provide 2,825 sq. m. of work-space, including public access to the river bank, new riverside walkway and landscaping to create a new public square at the end of Orchard Place. 		
76	Travelodge London Docklands, Coriander Avenue, Poplar, London E14 0JY (LB Tower Hamlets)	PA/18/03088/A1	Outline application (with all matters reserved) for the demolition of existing Travelodge Hotel (Use Class C1) and erection of a data centre (Use Class B8). Maximum building height 65 metres. Minimum building height 60 metres (10 storeys).	Application pending Submitted on 30/11/2018 GLA Stage 2 report issued 8 July 2019 Approved 04/12/2019	
77	Chrisp Street Market, Chrisp Street, London (LB Tower Hamlets)	PA/16/01612/A1	Comprehensive redevelopment of the site (including existing car park) comprising the demolition of existing buildings with the exception of the Festival of Britain buildings, Clock Tower and Idea Store; erection of 19 new buildings ranging from 3 to 25 storeys (up to a maximum AOD height of 88m) providing 643 residential units (C3 Use Class) (including re-provision of 124 affordable residential units); existing market enhancement, including new canopy and service building; refurbishment of retained Festival of Britain buildings; reconfiguration and replacement of existing and provision	Approved 25/03/2019 PA/20/00395/NC approved 27/03/2020 PA/21/01340/NC approved 01/07/2022 PA/22/00086/NC approved 16/02/2022 PA/21/02187/S approved	

			of new commercial uses including new cinema (D2 use class); alterations and additions to existing Idea Store for community use and multi-function space (D1 Use Class); flexible affordable workspace/ community space (B1/D1 Use Class); office space (B1 use class); retail, financial and professional services and cafe/ restaurant floor space (A1 - A3 Use Class), including A1 food store; public house (A4 Use Class); hot food takeaway floor space (A5 Use Class); upgrade and provision of new public open space including child play space; new public realm, landscaping works and new lighting; cycle parking spaces (including new visitor cycle parking); and provision of disabled car parking spaces. (Reconsultation due to revised submission documents that take in to account Grade II Listed status of the clock tower and the Festival Inn pub. Also changes to housing mix and child play space. Additional documents uploaded since the last letter was sent.) The application is accompanied by an Environmental Impact Assessment.	13/01/2022 PA/22/00517/NC validated 15/03/2022	
78	160-166 Crisp Street	PA/15/00039	Demolition of existing buildings and redevelopment to provide three new buildings ranging from three to thirteen storeys in height comprising 273 residential units (comprising 95 x 1 bed; 118 x 2 bed; 55 x 3 bed& 5 x 4 bed), 20 car parking spaces and 358	Application approved 11/12/2015	Complete & Sold Construction completed during Q2 2019 The scheme sold out during Q3 2019.
79	116-118 Crisp Street, London, E14 6NL	PA/14/02928/A1	Demolish Public House (Class A.4) and Former Tyre and Exhaust Centre Building Class B.1/B.2), Erect Mixed-Use Development Comprising Part 5, Part 10, Part 13 Storey Block of 53 Flats (Class C.3) with Ground Floor Commercial Unit (Flexible Permission - Classes A1/A2/A3/A4), and Associated Cycle and Refuse Storage Facilities, Lay Out Amenity Areas and Electricity Sub-Station, Stop Up Existing Accesses, Form New Vehicular and Pedestrian Accesses onto Crisp Street, and Create 3 Accessible Parking Spaces on Crisp Street.	Application approved 20/08/2018	
80	Islay Wharf, Lochnagar Street, London, E14 0LA	PA/19/01760/A1	Demolition of existing warehouse building and redevelopment of the site for mixed use development comprising two blocks ranging in height between 12 storeys and 21 storeys, accommodating 351sqm of flexible uses classes (Class A1, A2, B1, D1, D2) on ground floor and mezzanine with associated public realm works and residential accommodation (Class C3) on the upper floors providing 133 residential units.	Approved 20/11/2020	

81	267-269 East India Dock Road, London, E14 OEG	PA/19/01838/A2	Proposed erection of a 163-bedroom hotel (C1 use class) comprising of a part-three (including mezzanine), part-seventeen storey building over basement, with associated roof top plant room, ground floor servicing, car and bike parking and landscaping.	Approved 05/11/2020	
82	Land at corner of Phoneix Works Broomfield Street and Upper North Street, London, E14 6BX	PA/15/00641	The proposed development comprises buildings that range in height from 3 to 16 storeys containing 162 units including 32 undercroft and surface car parking spaces and a central landscaped courtyard	Application approved 10/03/2016	
	Land at corner of Phoneix Works Broomfield Street and Upper North Street, London, E14 6BX	PA/16/01090	The erection of buildings that range from 3 to 12 storeys in height comprising of 143 residential units including 28 car parking spaces and a central landscaped courtyard.	Approved 28/04/2016	Complete and Sold The scheme sold out during Q2 2019, having completed during Q1 2019.
83	Leven Wharf (known as Glaucus Works), Leven Road, London, E14 0LP	PA/16/02140/A1	Demolition of existing buildings and redevelopment of site to provide a part 7, part 11 storey mixed use building with basement parking to provide 291sqm of commercial space (A1/A2/A3/A4, B1(a), D1 Use Classes) together with 160 residential units with associated landscaping, children's play facilities and public riverside walkway. (Alterations to the development approved under planning permission PA/13/03053 including a two-storey extension to Block A and a single-storey extension to Block B to provide 34 additional residential units and all associated works).	Approved 14/12/2017	Constructed
84	Ailsa Wharf Ailsa Street, London, E14 0LE	PA/16/02692	Demolition of existing structures/buildings and the redevelopment of the site for a mixed use scheme providing 785 residential units (C3) and 2,954 sqm GIA commercial floorspace (A1/A3/B1/D2) within a series of thirteen building blocks varying between 3 and 17 storeys (Maximum AOD height of 59.5m); the creation of a new access road and the realignment of Ailsa Street; the provision of safeguarded land for a bridge landing; the provision of cycle and car	Approved 02/10/2018	

			parking spaces; and associated site-wide landscaping and public realm works.		
		PA/18/03461/S	An application for a minor material amendment to planning permission PA/16/02692 dated 2nd October 2018 in respect of amendments to the internal layouts and external elevations of Blocks IJKL, EFGH and M and to the footprint and layout of all basements, together with amendments to the residential tenure mix by block and the detailed design of the landscaping and public realm.	Approved on 21/12/2018	
		PA/22/00210/A1	Redevelopment of the Site for a mixed-use scheme providing 952 residential units; 1,548 sqm GIA commercial floorspace (Use Class E) within a series of buildings up to 23 storeys; the creation of a new access road and the realignment of Ailsa Street; the provision of safeguarded land for a bridge landing; the provision of cycle and car parking spaces; and associated Site-wide landscaping and public realm works.	Registered 09/03/2022 Awaiting decision	
85	Poplar Gas Works, Leven Road, London	PA/18/02803/A1	A hybrid planning application (part outline/part full) comprising: 1.) In Outline, with all matters reserved apart from access, for a comprehensive mixed-use development comprising a maximum of 195,000 sqm (GEA) (excluding basement and secondary school) of floorspace for the following uses: Residential (Class C3); Business uses including office and flexible workspace (Class B1); Retail, financial and professional services, food and drink uses (Class A1, A2, A3 & A4); Community, education and cultural uses (Class D1); A secondary school (Class D1) (not included within the above sqm GEA figure); Assembly and leisure uses (Class D2); Public open space including riverside park and riverside walk; Storage, car and cycle parking; and Formation of new pedestrian and vehicular access and means of access and circulation within the site together new private and public open space. In Full, for 66,600 sq.m (GEA) of residential (Use Class C3) arranged in four blocks (A, B, C and D), ranging from 4 (up to 23m AOD) 5 (19.7m AOD), 6 (up to 26.9m AOD), 8 (up to 34.1m AOD), 9 (up to 36.3m AOD) 12 (up to 51.3m AOD) and 14 (57.6m AOD) storeys in height, up to 2700 sq.m GIA of office and flexible workspaces (Class B1), up to 500 sq.m GIA community and up to 2000 sq.m GIA leisure uses (Class D1 & D2), up to 2500 sq.m GIA of retail and food and drink uses (Class A1, A2, A3 and A4) together with access, car and cycle parking, energy centre,	Application pending Application submitted on 28/09/2018 Resolution to grant 09/05/2019 Approved 30/10/2019	31/03/2022: Under Construction There are four blocks in Phase 1, all of which are under construction with completions due to be phased from Q3 2023 through to Q3 2025: - Porter (Block A) is 176 private units, will be released in summer 2022, - Bowline (Block B) is 92 private units and the concierge, not yet released. - Calico (Block C) is 172 units, will complete Q3 2023 to Q2 2024, and 82 units have sold on top of 16 converted to shared ownership.

			associated landscaping and new public realm, and private open space. Further explanation (not forming part of the formal description of development set out above): Further details submitted with the application explain that the Proposed Development could deliver up to 2,800 new homes of which 577 new homes are included in the Full component of the Application (Phase 1), at least 1ha Public Park; and a maximum of 0.5 hectares of land secured for a secondary school. The application is accompanied by an Environmental Statement.		- Block D is 205 affordable units sold to Poplar HARCA.
86	Site At Orchard Place, Orchard Place, London	PA/15/02287/P2	Re-submission of reserved matters for Blocks A and M (as approved by planning ref: PA/14/02177) of Phase 2 of planning permission ref: PA/14/01655. Proposal comprises 417 residential units and 668 sq m GEA of commercial floorspace including minor amendments to the layout of the blocks and the omission of 1 duplex unit at GF/FF. A full description of the changes is provided within the attached design Access Statement. The outline planning application was an environmental impact assessment application.	Approved 08/10/2019	
87	Aberfeldy Estate, Abbott Road, London, E14	PA/15/00002/S	Minor Material amendment through variation of conditions No 3 (Approved Parameters Plans), 4 (Phasing Plan), 5 (Total Floor Space Areas) and 6 (Phase-by-phase Floor Space Areas), of Outline Planning Permission granted 20th June 2012 (Ref: PA/11/02716) "For the mixed-use redevelopment of the existing Aberfeldy estate comprising: Demolition of 297 existing residential units and 1,990 sq m of non-residential floorspace, including shops (use class A1), professional services (use class A2), food and drink (use class A3 and A5), residential institution (use class C2), storage (use class B8), community, education and cultural (use class D1); and Creation of 1,176 residential units (Use Class C3) in 15 new blocks between 2 and 10 storeys in height plus up to 1,743sqm retail space (Use Class A1), professional services (Use Class A2), food and drink (Use Classes A3 and A5) and 1,256sqm community and cultural uses (Use Class D1), health centre (Use Class D1), together with a temporary marketing suite (407sqm), energy centre, new and improved public open space and public realm, semi-basement, ground and on-street vehicular and cycle parking and temporary works or structures and associated utilities/services." (Further information submitted in connection with Supplementary Environmental Statement)	Approved 15/07/2015	14/10/2019: Phase 3 Under Construction At the end of Q3 2019 we are told the situation was: - Block F is 34 units, is complete and sold out. - Block H is 48 units, completed during Q3 2019, 42 have sold. - Blocks G and J are the remaining units, will complete overall during Q1 2022 and we are told 22 units have sold across the two blocks but we haven't been able to double check this.

		PA/15/01826/P3	Submission of reserved matters pursuant to Condition 1 (details of siting, layout, scale, design and external appearance of the buildings, the means of access thereto and landscaping of the site), and partial approval of details pursuant to Condition 43 - (titled reserved matters further information) Sub-sections (a), (b) , (c), (d) (e), (f), (h) and (i) and partial discharge of Condition 25 (land contamination) Sub-Sections (a), (b), and (c) for the development of Phase 3 of the Aberfeldy New Village Outline Planning Permission (PA/15/00002) approved in June 2015 comprising demolition of Arapiles House, Athenia House, Jones House, Adams House, Sam March House, Theseus House and Trident House and creation of four residential blocks between 3 to 10 storeys, with a total of 344 new dwellings (21 x studio, 122 x 1 bed, 162 x 2 bed, 30 x 3 bed, 4 x 4 bed, 3 x 5 bed and 2 x 6 bed), a health centre facility, a pharmacy, a community/youth centre facility, retail spaces (618sq.m) and energy centre, public open space, car parks, cycle parking and new public open space, car parks, cycle parking and temporary works or structures and associated utilities/services required by the development	Approved on 13/11/2015	
	Aberfeldy Estate, Phase A, Land to the north of East India Dock Road (A13), east of the Blackwall Tunnel Northern Approach Road (A12) and to the south west of Abbot Road.	PA/21/02377/A1	<p>Hybrid application seeking detailed planning permission for Phase A and outline planning permission for future phases, comprising:</p> <p>Outline planning permission (all matters reserved) for the demolition of all existing structures and redevelopment to include a number of buildings (up to 100m AOD) and up to 141, 014sqm (GEA) of floorspace comprising the following mix of uses:</p> <ul style="list-style-type: none"> • Residential (Class C3); • Retail, workspace, food and drink uses (Class E); • Car and cycle parking; • Formation of new pedestrian route through the conversion and repurposing of the Abbot Road vehicular underpass for pedestrians and cyclists connecting to Jolly's Green; • Landscaping including open spaces and public realm; and • New means of access, associated infrastructure and highway works. <p>In Full, for residential (Class C3), retail, food and drink uses and a temporary marketing suite (Class E and Sui Generis), together with access, car and cycle parking, associated landscaping and new public</p>	Application Validated 10/12/2021 GLA Stage 1 Report Issued 07/03/2022	

			<p>realm, and open space.</p> <p>This application is accompanied by an Environmental Statement.</p> <p>Further Information not forming part of formal Description of Development:</p> <p>For the Outline phase:</p> <p>Up to a maximum of 133,971sqm (GEA) of Residential floorspace (Class C3) within a number of buildings ranging between maximum heights of 13.5m AOD and 100m AOD; and</p> <p>Up to 4,444sqm (GEA) of retail, workspace, food and drink uses (Class E);</p> <p>For the Detailed phase:</p> <p>30,133sqm sqm (GEA) of Residential floorspace (Class C3) within a number of buildings ranging between maximum heights of 25.17m (AOD) and 42.73m (AOD); and</p> <p>1658 sqm of retail, food and drink uses associated with a replacement Neighbourhood Centre and a temporary marketing suite (Class E and Sui Generis).</p> <p>Amended Application: The application has been amended as follows:</p> <p>Change to the application red line boundary to include Jolly's Green;</p> <p>Amendments to Phase A including change to Phase A boundary, relocation of cycle provision for Plot H1/H2;</p> <p>Relocation of Phase A temporary play provision;</p> <p>Landscape amendments; and</p> <p>Correction in details of number of homes to be demolished.</p>		
88	East India Dock – Mulberry House E14 2GB	PA/18/01977	GPDO Prior Approval: Change of use from Offices (Use Class B1a) to 135 x studio flats, 27 x 1 bedroom flats, 42 x 2 bedroom flats (Use Class C3).	Approved 27/09/2018	

99	Three Waters / Bromley Mills Wharf (Barratt Industrial Estate) 20 Gillender Street E14 6RH	PA/18/00528/A1	Demolition of the existing buildings, with the exception of 21-22 Gillender Street (Magnolia House), and redevelopment of the site to provide 307 residential units (Use Class C3), 1,815 sq m of commercial floorspace (Use Class B1) and 100 sq m of flexible commercial/retail floorspace (Use Class A1/A3/B1) within a part 8, part 16 and part 19 storey buildings with public and private amenity spaces, together with disabled car parking, cycle parking and associated landscaping.	Approved 06/11/2018 PA/19/00914/S approved 28/04/2020 PA/21/02771/NC registered 14/01/2022 PA/22/00331/NC registered 23/02/2022	08/10/2019: Under Construction commenced Q3 2019
90	Merchants walk / Lime Quarter (Bow Enterprise Park) E33QX	PA/15/02797	Application for non-material amendment of planning permission dated 28/09/2011, ref: PA/10/01734 to reduce the total number of units within Phases 2 & 3 from 160 to 154.	Approved 21/03/2016	26/09/2019: Phase 1 and 2 complete and Phase 3 Under Construction Complete & Sold - At the end of Q1 2021 the scheme is sold out, having completed during Q3 2020.
91	42-44 Thomas Road, London	PA/16/01041/A1	Demolition of existing buildings and redevelopment of the site to provide new buildings ranging from five to nine storeys comprising 184 residential units (Use Class C3) and 140sqm of flexible commercial space (Use Class A1, A2, A3 or D1), together with associated car parking, landscaping and infrastructure works.	Approved 28/07/2017 PA/18/00702/NC approved 29/03/2019	03/10/2019: Under Construction Construction is progressing and completions will be phased from January through to July 2020.
92	North Quay, Aspen Way, E14 5LQ	PA/17/01193	Partial demolition works and clearance of the site to provide a mixed-use development comprising 4 buildings ranging from 30 to 67 storeys in height (up to 227.58m AOD), which together with podium and basement accommodation will provide up to 339,243m ² of floorspace (GIA), comprising offices (Use Class B1, up to 158,586m ²), residential (Use Class C3, up to 1,423 units), serviced apartments (Use Class C1, up to 216 units), retail/restaurant (Use Class A1-A5, up to 25,213m ²), cultural/leisure (Use Class D1/D2, up to 2,391m ²), parking and servicing areas, hard and soft landscaping (including new routes and spaces along North Dock, works to Aspen Way, Upper Bank Street and Hertsmere Road and between Poplar High Street to the Poplar DLR station), works to Aspen Way Footbridge, works to the edge of North Dock, works underneath	Withdrawn 22/12/2017	

			Delta Junction and the provision of links to the Crossrail Station, creation of new vehicular accesses and other associated works.		
		PA/20/01421	<p>Application for outline planning permission (all matters reserved) for the redevelopment of the North Quay site for mixed use comprising:</p> <p>Demolition of existing buildings and structures;</p> <p>Erection of buildings and construction of basements;</p> <p>The following uses:</p> <ul style="list-style-type: none"> - Business floorspace (B1) - Hotel/Serviced Apartments (C1) - Residential (C3) - Co-Living (C4/Sui Generis) - Student Housing (Sui Generis) - Retail (A1-A5) - Community and Leisure (D1 and D2) - Other Sui Generis Uses - Associated infrastructure, including a new deck over part of the existing dock; - Creation of streets, open spaces, hard and soft landscaping and public realm; - Creation of new vehicular accesses and associated works to Aspen Way, Upper Bank Street, Hertsmere Road and underneath Delta Junction; - Connections to the Aspen Way Footbridge and Crossrail Place (Canary Wharf Crossrail Station); - Car, motorcycle, bicycle parking spaces, servicing; - Utilities including energy centres and electricity substation(s); and - Other minor works incidental to the proposed development. 	Approved 02/03/2022	
93	Orchard Wharf, Orchard Place, London	PA/20/02488/A1	<p>Phased Hybrid Planning Application</p> <p>Part A - Full planning application for redevelopment of site following demolition of all existing buildings and enabling works to provide a mixed-use development consisting of the erection of five buildings between 15 and 30 storeys (56.6 m AOD and 103.75 m AOD) above</p>	<p>Application Registered 07/12/2020</p> <p>GLA Stage 1 Report Issued 22/02/2021</p>	

			<p>a raised safeguarded wharf box (15.5m AOD) and one standalone 20 storey building (68.9 m AOD) which would deliver: (i) a total of up to 826 dwellings (Class C3) and ancillary accommodation; (ii) up to 8,212 m2 gross internal area (GIA) of General Industrial / Storage or Distribution floorspace (Class B2/B8) including ancillary office accommodation; and (iii) 135 m2 (GIA) of flexible commercial floorspace (Class E). Associated works include hard and soft landscaping; private amenity space; vehicular access and servicing facilities; car parking and cycle parking; and other works incidental to the proposals including works to the River Wall; and</p> <p>Part B - Outline planning application for external waterborne freight infrastructure and all other related works (including marine works) for which all matters are reserved.</p> <p>This application is accompanied by an Environmental Statement.</p>		
94	Land at Blackwall Yard, Blackwall Way, London, E14 2EH	PA/20/02509/A1	<p>Phased redevelopment of the site and construction of 5 buildings (with maximum heights of between 9 and 39 storeys) comprising residential dwellings of mixed tenure, primary school & nursery, commercial, business & service floorspace, communal floorspace, public house, realignment of & environmental improvements to Blackwall Way, associated car & cycle parking, landscaping & public realm works (including alterations to the existing graving dock), installation of plant and associated works. External repairs and alterations to Grade II listed graving dock.</p> <p>This application is accompanied by an Environmental Statement.</p>	Approved 06/04/2022	
95	Bow Common Gas Works, Bow Common Lane, London	PA/19/02379/A1	<p>In Outline, with all matters reserved, for a comprehensive phased mixed-use development comprising demolition of existing buildings and structures, for the following uses: Residential (Class C3); Business uses including office and flexible workspace (Class B1); Retail, financial and professional services, food and drink uses (Class A1, A2, A3 & A4); Community, education and cultural uses (Class D1); A sixth form centre (Class D1); Assembly and leisure uses (Class D2); Public open space including Bow Common and public realm; Storage, car and cycle parking; Formation of new pedestrian and vehicular access and means of access and circulation within the site together with new private and public open space and site preparation works; and Sustainable energy measures. In Full, for a comprehensive phased development comprising demolition of existing buildings and structures, and residential (Use Class C3)</p>	Approved 04/04/2022	

			flexible residential facilities and commercial uses (Use Classes A1, A2, A3, A4, B1, C3, D1 and D2) together with public open space; public realm works and landscaping; car and cycle parking; servicing arrangements; sustainable energy measures; formation of new pedestrian and vehicular access and means of access and circulation within the site; and site preparation works. The application is accompanied by an Environmental Statement.		
96	Mile End East Estate, Mile End, London E3	PA/17/02373/A1	Construction of 2-storey roof extensions to Buttermere House, Coniston House, Derwent House, Windermere House and Loweswater House; residential conversion of ground level garages to Windermere House and Wentworth Mews; infill units to Levels 1-4 of Windermere House to provide a total of 142 new dwellings; access and servicing including car parking spaces for disabled motorists; cycle parking spaces and incidental works.	Approved 14/01/2020 PA/21/00068/NC registered 08/01/2021 PA/22/00052/S registered 1201/2022	01/05/2022: Under Construction East End Homes commenced construction during Q1 2022. The scheme is 142 units, including 86 permitted as private, most of which are being constructed on the top of existing housing blocks. Completions will run from Q4 2022 to Q4 2024.
97	Two Sites: SITE 1 Land at 3 Millharbour and SITE 2 land at 6, 7 and 8 South Quay Square, South Quay Square	PA/14/03195	The demolition and redevelopment of sites at 3 Millharbour and 6, 7 and 8 South Quay with four high density residential towers: Buildings G1-G4. The development of the 2.6 hectare site provides new homes in a mix of units and tenures (private, social/affordable and intermediate); a new primary school with nursery facilities; further education uses (Class D1, with a fall-back that part of this floorspace could also be used as D1 or D2 leisure floorspace, if necessary); flexible commercial floorspace (B1/D1/D2/A1/A2/A3 and/or A4); two new public parks including play facilities, a new north south pedestrian link and landscaping including works to conjoin the plots into the existing surrounding urban fabric; car parking spaces (for residential occupiers, blue badge holders and for a car club); cycle parking; management offices; service road and associated highway works; and other associated infrastructure including the diversion of the Marsh Wall sewer	Approved 30/09/2016 PA/18/02913/NC approved 07/11/2018 PA/18/03543/NC approved 27/02/2019 PA/19/00935/NC approved 05/08/2019 PA/19/00938/NC approved 05/08/2019 PA/19/00383/NC approved 25/04/2019 PA/19/01844/S approved 14/02/2020 PA/19/02807/NC approved 17/02/2020 PA/20/00184/NC approved	

				02/06/2020 PA/19/00682/S Approved 07/08/2020 PA/20/02758/NC registered 24/12/2020	
98	4 & 5 Harbour Exchange Square, London, E14 9TQ	PA/22/00731/A1	Demolition of existing building and erection of a mixed-use residential led building containing 457 residential units (Class C3) and new podium level to accommodate flexible retail, community, creative, and a... (contact planning for further information)	Awaiting decision Registered 16/05/2022	
999	Innovation Centre, 225 Marsh Wall, London, E14 9FW	PA/21/00900	Erection of a ground plus 55-storey residential building (Use Class C3), ground floor flexible commercial space (Use Class E), basement cycle storage, resident amenities, public realm improvements and other associated works	Awaiting decision Registered 03/05/2021	
100	225 Marsh Wall, London, E14 9FW	PA/16/02808/A1	Full planning application for the demolition of all existing structures and the redevelopment of the site to provide a building of ground plus 48 storey (maximum AOD height 163.08m) comprising 332 residential units (Use Class C3); 810 square metres of community floorspace (use class D1); 79 square metres of flexible retail/restaurant/community (Use Class A1/A3/D1), basement cycle parking; resident amenities; public realm improvements; and other associated works	Appeal allowed 10/10/2018 PA/20/01918/NC approved 29/09/2020 PA/20/00948/NC approved 10/12/2020 PA/22/00243/NC approved 22/05/2022	
101	56 - 58 Marsh Wall, London E14 9TP	PA/22/00591/A1	Demolition of existing buildings and construction of building up to 46 storeys (151.905 m AOD) comprising up to 795 co-living units in sui generis use together with communal facilities, non-residential floor space (class E use) and public realm improvements including landscaping, access and highways works; together with other associated works in respect of the development.	Awaiting decision Registered 28/03/2022	
102	15-27 Byng Street (odd), 29 Byng Street (Flats 1-6 Dowlen Court) and 1-12 Bellamy Close, London, E14	PA/20/01065/A1	Demolition of the existing buildings and structures and construction of a mixed use development comprising residential dwellings (Use Class C3) and non residential uses (Sui Generis), a basement, public realm works, landscaping, access, servicing, parking and associated works.	Committee resolved to grant planning permission on 21/04/2021	
		PA/21/02776/A1	Demolition of the existing buildings and structures and construction of residential dwellings (Use Class C3), public realm works,	Awaiting decision Registered 23/12/2021	

			landscaping, access, servicing, parking and associated works.		
103	Cuba Street Site, Land At North East Junction Of Manilla Street And Tobago Street, Tobago Street, London	PA/15/02528/R	Redevelopment to provide a residential-led mixed use development comprising two buildings of up to 41 storeys (136m AOD) and 26 storeys (87m AOD) respectively to provision up to 434 residential units, 38 m2 flexible retail/ community uses and ancillary spaces together with public open space and public realm improvements.	Refused 11/10/2017	
		20/02128/A1	Erection of single tower block accommodating a high density residential led development (Use Class C3) with ancillary amenity and play space, along with the provision of a flexible retail space at ground floor (Use Class E), the provision of a new publicly accessible park and alterations to the public highway.	Awaiting decision Registered 09/10/2020	
104	30 Marsh Wall, London, E14 9TP	20/02588/A1	Demolition of existing building and erection of a 48 storey building (plus basement and lift pit) to provide 1,068 student accommodation bedrooms and ancillary amenity spaces (Sui Generis Use) along with 184.6sqm of flexible retail / commercial floorspace (Use Class E), alterations to the public highway and public realm improvements, including the creation of a new north-south pedestrian route and replacement public stairs	Awaiting decision Registered 10/12/2020	
105	1 Park Place, London, E14 4BE	21/02292/A1	Demolition of any existing structures and redevelopment of the site to provide: (i) building up to 205.6m AOD comprising residential accommodation within Use Class C3 (including associated guest suites) and uses within Use Classes E and F1 at the lower levels of the building; (ii) building up to 28.20m AOD comprising uses within Use Classes E and F1; (iii) below ground associated infrastructure including basement for each building; and (iv) public realm improvements including landscaping and pedestrian routes, access and highways works; together with other associated works in respect of the development.	Awaiting decision Registered 15/10/2021	
106	2 Trafalgar Way, London, E14 5SP	PA/20/01402/A2	Redevelopment of the site to provide a new mixed use building including student accommodation units and associated uses (Sui Generis), residential units (Class C3), office (Class B1), shops/cafes (Class A1/A3) and a restaurant/takeaway (Class A3/A5) arranged over a 4 storey podium with three taller elements of 46, 36 and 28 storeys (with roof-top plant and basements), alongside parking, landscaping, public realm and other associated works.	Awaiting decision Registered 02/07/2020	
107	Land Under The Dlr Bounded By	PA/22/00455/A1	Erection of a part-30, part-20 and part-10 storey building to provide	Awaiting decision	

	Scouler Street And Aspen Way And Prestage Way, Aspen Way, London		up to 181 residential units, eight workspace units, new bus loop/stand, new youth play area, and public realm works.	Registered 17/03/2022	
108	Former Poplar Bus Depot, Leven Road, London, E14 OLN	PA/19/02148/A1	Part retention and part demolition of the existing boundary walls and the former tram shed depot arches, and retention of the three storey office building. Demolition of the remainder of the existing warehouse and the redevelopment of the site to provide 530 residential units (Class C3), 2644sqm (GIA) of workspace (Classes B1a, B1b, or B1c), 508sqm (GIA) of flexible retail; professional services; and restaurant/bar uses (Classes A1, A2, A3, A4), within buildings ranging from 3 storeys (20.2m AOD) to 20 storeys (72.7m AOD), with associated parking, landscaping, public realm and all associated works.	Approved 14/10/2020 PA/22/00255/NC approved 31/05/2022	
109	Poplar Gas Holder Site, Leven Road, London	PA/22/00732	Request for an Environmental Impact Assessment (EIA) Scoping Opinion under Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended), in respect of a Section 73 (minor material amendment) application. The Section 73 application will seek hybrid planning permission (part full / part outline permission). The Proposed Development comprises a residential led mixed use development comprising of residential (C3 use class) and a range of other uses including; retail space (A1 to A3 use class), commercial (B1 use class), a six-form entry secondary school (D1 use class), associated open space and landscaping (including a new river-side park and riverside walk), vehicle parking and cycling storage; pedestrian, cycle and vehicular accesses, associated highway works; and associated infrastructure. The Proposed Development will comprise of circa 2,800 residential homes (of a range of unit sizes and tenures) and just over 12,000 m2 of commercial, retail and community use (A1 to A3, B1 and D1 use class).	Registered 14/04/2022 Scoping opinion not yet issued	
110	Teviot Estate, London, E14 6QU	PA/22/00930	Request for an Environmental Impact Assessment (EIA) Scoping Opinion under Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended), in respect of a hybrid planning application for the demolition of existing buildings and the redevelopment of the Application Site, comprising new buildings up to 94m Above Ordnance Datum (AOD) in height, which will provide a total of approximately 1,840	Registered 17/05/2022 Scoping opinion not yet issued	

			residential units, and 6,000sqm of non-residential uses. The redevelopment also comprises new and improved access arrangements, associated servicing, plant space, landscaping and public open space. Full planning permission will be sought for up to 375 residential units and 1,200sqm of commercial space.		
111	767 -785 Commercial Road, London, E14 7HG	PA/16/03657/A2	Demolition of 785 Commercial Road (behind retained facade) and 767 Commercial Road. Mixed-use redevelopment of site to accommodate 2,549sqm of Class B1(a) office space within restored Sailmaker's Warehouse, 134-room sui generis communal living accommodation and associated facilities on east and west sites, and 272sqm of Class B1(a) office space and 9 no. self-contained Class C3 residential flats on the corner site at 767 Commercial Road.	Approved 29/03/2019 PA/20/00702/NC approved 24/03/2021 PA/22/00072/S registered 14/01/2022 PA/22/00528/NC registered 16/03/2022	
112	St Clements Hospital, 2 Bow Road, London, E3	PA/13/01532/A1	Planning permission for the redevelopment of the Grade II listed former St Clement's hospital site comprising the part demolition (and infill of associated basements), part refurbishment and change of use of the existing hospital buildings and the construction of eight new buildings between two and nine storeys high to accommodate 252 residential units, 306 sqm (GIA) community floorspace (D1 Use Class), 174 sq m (GIA) commercial floorspace (B1/A2 Use Class), 69sqm (GIA) café/restaurant (A3/A4 Use Class,) 32 parking spaces, cycle parking, refuse storage, plant equipment, private and communal amenity space and associated works.	Approved 20/06/2014	
113	Site At Bromley by Bow North, Hancock Road, London	PA/11/02423/P1	Hybrid planning application for residential-led mixed-use redevelopment of the site comprising: Outline Application ? All matters reserved (except for access) Demolition of all existing buildings; Development of 522 residential units (Use Class C3) (3 ? 9 storeys ? Blocks S1, S2, S3, S4, S5, S6, S7, S8, R5, R6, R7, and R9); 2,490.6 m ² (GIA) Flexible Business Space (Use Class B1) (Ground and mezzanine levels in Blocks R5, S3 and S4); 6,299.2 m ² (GIA) Car Dealership (Sui Generis) (4 ? 8 storeys); 471 m ² (GIA) Flexible Restaurant (Use Class A3) or Public House (Use	Approved 12/07/2012	Partially complete?

			<p>Class A4) (2 storeys within Block S7)</p> <p>Associated highway infrastructure including creation of new access/egress arrangements along Hancock Road, access to Free Wharf;</p> <p>133 residential car parking spaces (including 10 disabled car parking spaces); 16 commercial car parking spaces (including 3 disabled car parking spaces); together with 13 motorcycle spaces, 23 mobility scooter spaces, and 511 bicycle parking spaces;</p> <p>Public open space; and</p> <p>Landscaping and associated upgrade works to the River Lea towpath.</p> <p>Full details</p> <p>Demolition of all existing buildings;</p> <p>Development of 219 residential units (Use Class C3) (3 ? 9 storeys ? Blocks R1, R2, R3 and R4);</p> <p>1,021 m² (GIA) Flexible Business Space (Use Class B1) (Ground and mezzanine levels in Block R4);</p> <p>Associated highway infrastructure including creation of new access/egress arrangement along Hancock Road, and temporary road for delivery and servicing to Block R4;</p> <p>59 residential car parking spaces (including 4 disabled car parking spaces); together with 3 motorcycle, 3 mobility scooter spaces, and 291 bicycle parking spaces;</p> <p>Communal amenity space and temporary public open space; and</p> <p>Landscaping and associated upgrade works to the River Lea towpath.</p>		
114	Site at Stroudley Walk, London, E3 3EW	PA/20/01696/A1	Demolition of existing buildings and structures and redevelopment to provide four buildings, including a tall building of up to 25 storeys, comprising residential units and flexible commercial space (A1/A2/A3/B1) at ground floor level and alterations to façade of retained building, together with associated ancillary floorspace, cycle and car parking, landscaping and highway works (Site Area 0.87 ha).	Approved 22/12/2021	

115	The Royal Foundation Of St Katharine, 2 Butcher Row, London, E14 8DS	PA/21/02188/A2	Erection of part 3, part 5, part 7, part 9 storey building, in mixed use, comprising residential (Class C3), visitor accommodation (Class C1), office (Class E(g)), flexible community uses comprising affordable workspace, community cafe & community hall (Class E(b), E(g), F2(b)) on ground and mezzanine floors, and including: new public realm, blue badge car parking, landscaping and associated works.	Awaiting decision Registered 23/03/2022	
116	Mulberry Place Town Hall, 5 Clove Crescent, And Lighterman House, 3 Clove Crescent, London, E14 2BG	PA/15/01005/R	Outline application (all matters reserved) for demolition of all existing buildings and structures on site and comprehensive mixed use development of East India Dock, comprising a maximum of 78,871 sq/m GIA (excluding basement) of floorspace for the following uses: Residential (Class C3) Business use including office and flexible workspace (Class B1) Leisure uses (Class D2) Retail (Class A1/A2/A4/A4) Streets, open spaces, landscaping and public realm Utilities including electricity substation(s) and Other works incidental to the proposed development. Full planning permission for the demolition of the existing building and redevelopment of the site to provide 41,709 (GIA) of floorspace (excluding basement) and comprising residential (Class C3), retail, food and drink uses (Class A1/A2/A3/A4), business uses (Class B1) and leisure (Class D2) in buildings ranging from 10 to 27 storeys (plus 2 storey plant enclosure) in height, together with car and cycle parking, associated landscaping and new public realm.	Approved 21/03/2016	
		PA/21/02182	A hybrid planning application for: Detailed planning application for works to include: Demolition of existing buildings and structures and the phased erection of buildings, comprising: Residential Build to Rent Homes (Use Class C3); Student Accommodation and ancillary facilities (Sui Generis); Flexible Commercial Floorspace (Use Class E); Alterations to the Listed Dock Wall and Dock Gardens to provide new pedestrian connections and improved access; Alterations to the existing access road; Associated improvements to streets, open spaces, landscaping and public realm; and Provision of	Awaiting decision Registered 30/09/2021	

			<p>car and bicycle parking spaces and servicing spaces and other works incidental to the proposed development.</p> <p>For the purposes of consultation - The Detailed Phase of the application will include buildings of 30 storeys (102.3 AOD) and 36 storeys (113.7 AOD) delivering 169 Homes and 716 Student Bedrooms.</p> <p>Outline planning application (all matters reserved) for the balance of the site for:</p> <p>Demolition of existing buildings and structures; The phased erection of buildings for use as a Data Centre (Use Class B8), Flexible Creative Workspace (Use Class E(g)), Community Space (Class F2), and/or a Swimming Pool (Class F2); and associated infrastructure; streets, open spaces, landscaping and public realm; car and bicycle parking spaces and servicing spaces; Utilities including electricity substations; and other works incidental to the proposed development.</p>		
117	Ensign House, 17 Admirals Way, Isle of Dogs, London, E14 9XQ	PA/21/00952/A1	Demolition of the existing building (Use Class E) and the comprehensive redevelopment of the site to provide a single tall building (205m AOD to the top of the building and 230m AOD to the top of the spire) providing residential accommodation (Use Class C3) along with a mix of flexible commercial uses (Use Class E) at ground floor level with associated hard and soft landscaping including the delivery of a new pocket park providing general public realm improvements.	Awaiting decision Registered 13/05/2021	
118	Land Under The Dir Bounded By Scouler Street And Aspen Way And Prestage Way, Aspen Way, London	PA/19/02292/A1	342-room, part-24 part-17 storey, apart-hotel (C1 Use Class), eight workspace units (B1 Use Class), new bus loop/stand, new youth play area, and public realm works	Approved 05/02/2021	

119	The Highway Business Park and The Highway Trading Centre, Heckford Street, London E1W 3HR	PA/16/00417/A1	Demolition of the existing structures and the construction of a new mixed-use development consisting of buildings ranging from 3 to 11 storeys in height and comprising; 4,351 sq.m GIA of office floorspace (Use Class B1a); and 4,862 sq.m of industrial floorspace (Use Class B1c and B8) over basement, ground, first and second floor level including a publicly accessible ground floor cafe; 264 residential units (Use Class C3) with on-site affordable housing from ground to tenth floor level; basement servicing areas; landscaped open space; and new pedestrian and service routes linking Schoolhouse Lane and Cranford Street and Cranford Street and The Highway.	Approved 18/03/2021	
120	Quay House, Admirals Way, London, E14 9XG	PA/19/01462/A1	Demolition of the existing building and redevelopment to provide a mixed use development comprising a hotel (Class C1) and serviced apartments (Class C1) with ancillary gym, retail, parking, landscaping and public realm works.	Approved 01/06/2020 PA/20/02649 approved 06/08/2021 PA/22/00927/NC registered 19/05/2022	
121	Queen Mary University London, Site at Hatton House, Westfield Way, London, E1	PA/19/01422/A1	Demolition of the existing Hatton House (Student Accommodation Use Class C2) and No.357 Mile End Road (Use Class D1 Non-Residential Institution) and the construction of a new building for teaching and educational purposes (Use Class D1) along with associated access, public realm works, landscaping and cycle parking	Approved 13/12/2019	
122	82 West India Dock Road, London, E14	PA/16/01920	Erection of a part 18, part 37 storey building comprising 20,079 sqm (GIA) of residential floorspace (Class C3) (consisting of a total of 202 C3 residential units comprising 69 x 1 bed units, 100 x 2 bed units, 27 x 3 bed and 6 x 4 bed units), 11,597sqm (GIA) of hotel floorspace (Class C1) (consisting of 320 hotel rooms) including ancillary bar and restaurant area, 89 sqm (GIA) of flexible retail and community floorspace (Class A1, A2, A3, D1 and D2), 1,729 sqm (GIA) of ancillary floorspace comprising associated plant, servicing areas, cycle parking and refuse stores, demolition and replacement of the existing Westferry DLR staircase, creation of a new 'left turn only' vehicular access from West India Dock Road extensive hard and soft landscape improvements to the adjacent areas of highway and public realm and all other associated works.	Appeal withdrawn 21/12/2018	
		PA/18/01203/A1	Erection of a part 7-storey, part 28-storey and part 30-storey building comprising 15,639 sq.m (GIA) hotel (Use Class C1) floorspace (consisting of 400 bedrooms), 8,537 sq.m (GIA)	Approved 27/03/2019	

			residential (Use Class C3) floorspace (consisting of a total of 66 homes; comprising 30 x 1 bed, 28 x 2 bed and 8 x 3 bed homes) and 71 sq.m (GIA) flexible retail and community floorspace (Use Class A1/D1), creation of a new 'left turn only' vehicular access from West India Dock Road, hard and soft landscape improvements to the adjacent areas of highway and public realm and other associated works.		
123	54 Marsh Wall, London, E14 9TP	PA/16/01637/A1	Demolition of the existing building and construction of two new linked buildings of 41 and 16 storeys (over double basement) comprising 216 residential units; two ground floor commercial units (Use Classes A1-A3, B1) totalling 174 sq. m GIA fronting on to Marsh Wall; basement car parking and servicing; and landscaped open space including a new pedestrian route linking Marsh Wall and Byng Street.	Approved 15/11/2018 PA/21/01214/NC approved 10/06/2021 PA/21/01215/NC approved 14/06/2021 PA/21/01314/NC approved 30/06/2021 PA/21/01927/NC approved 03/09/2021 PA/21/01939/S approved 24/11/2021	
124	Skylines Village, Limeharbour	PA/17/01597/A1	Demolition of all existing structures and construction of a new mixed use development consisting of five buildings ranging from ground plus 3 to ground plus 48 storeys in height comprising 579 residential units (Class C3); a two-form entry primary school with nursery facilities (Class D1); a 10,272 sq. m GIA small and medium enterprise (SME) Business Centre (Class B1); 2,228 sq. m GIA of flexible commercial floorspace (A1/A2/A3/B1/D1 and D2); single level basement car parking and servicing; and landscaped open space including a new public piazza with future pedestrian connection to Chipka Street and ground and podium level communal amenity space	Registered 26/06/2017	
125	Jemstock 2, South Quay Square, 1 Marsh Wall, London, E14	PA/15/02104/A1	Erection of building facades to existing structure on site to create a mixed use development comprising 206 serviced apartments (Class C1), 1,844 sqm of office floorspace (Class B1) and 218sqm of cafe floorspace (Class A3).	Approved 15/07/2016	Not yet constructed?
126	50 Marsh Wall, 63-69 And 68-	PA/15/02671/A1	Application for demolition of all buildings on site at 50 Marsh Wall, 63-69 and 68-70 Manilla Street to enable redevelopment to provide	Approved 27/03/2017 PA/18/00390/NC approved	Not yet constructed?

	70 Manilla Street London, E14 9TP		three buildings of 65 (217.5m AOD), 20 (79.63m AOD) and 34 (124.15m AOD) storeys above ground comprising 634 residential units (Class C3), 231 hotel rooms (Class C1), provision of ancillary amenity space, a new health centre (Class D1), a new school (Class D1), ground floor retail uses (Class A3), provision of a new landscaped piazza, public open space and vehicular access, car parking, cycle storage and plant. Retention of 74 Manilla Street as North Pole public house (Class A4).	<p>16/03/2018</p> <p>PA/18/02809/S approved 05/11/2018</p> <p>PA/19/00169/NC approved 13/05/2019</p> <p>PA/19/02373/NC approved 12/11/2019</p> <p>PA/19/01855/NC approved 10/01/2020</p> <p>PA/19/01721/NC approved 06/03/2020</p> <p>PA/19/02825/NC approved 11/03/2020</p> <p>PA/20/00598/NC approved 17/03/2020</p> <p>PA/20/00667/NC approved 30/03/2020</p> <p>PA/20/01687/NC approved 11/09/2020</p> <p>PA/20/01677/NC approved 01/09/2020</p> <p>PA/21/00291/NC approved 29/03/2021</p> <p>PA/21/01330/NC approved 08/07/2021</p> <p>PA/21/01395/NC approved 28/07/2021</p> <p>PA/21/01518/NC approved 06/08/2021</p> <p>PA/22/00698/S approved 11/05/2022</p>	
127	Hertsmere House, 2	PA/15/02675/B1	Demolition of remaining buildings and structures and erection of a 67 storey building (240.545m AOD) with two basement levels,	Approved 24/03/2016	Works on project still paused.

	Hertsmere Road, London		comprising 861 residential units (Use Class C3), 942sqm (GIA) flexible commercial floorspace (Use Class A1-A3 and D2), ancillary circulation space and plant, as well as associated infrastructure, public realm and parking. Accompanied by an Environmental Impact Statement.		
		PA/21/02786/S	Application to modify the planning obligations contained in the section 106 agreement dated 24 March 2016 associated with planning permission PA/15/02675	Registered 23/12/2021	
RB Greenwich					
128	Tripcock Point (RB Greenwich)	03/2618/O	Outline planning permission for mixed use development including 2000 residential dwellings. RB Greenwich confirmed total housing capacity for the site as 1,894 units.	Approved 25/11/2006 Reserved matters 06/2225/R refused 21/11/2006	Planning withdrawn. 15/02/2019: Lendlease announced as Preferred Bidder for the scheme - 11,500 homes are envisaged.
129	The O2, Greenwich Peninsula, Greenwich, SE10 0DX	02/2903/O <u>2004 Masterplan</u>	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, cycleways, helipad, retention of dome for mixed use, and associated works	Approved 23/02/2004 14/3627/R Approved 23/04/2015 <ul style="list-style-type: none">16/1405/NM approved 12/05/201617/1611/NM approved 14/07/201719/0278/NM approved 21/02/201921/0312/NM approved 08/03/2021 16/1934/R Approved 08/09/2016	
		15/0716/O <u>2015 Masterplan</u>	Outline planning permission with all matters reserved for the demolition of buildings and mixed use redevelopment comprising Class C3 (dwellings) use up to 12,678 residential dwellings (or up to 1,171,909 sqm) and up to 220 serviced apartments (or up to 20,306 sqm) ; Class A1-A5 use (food and non-food retail, restaurants, bars and cafes) up to 23,475sqm ; Class B1(a)(b)(c) (business) up to 59,744sqm ; Class C1 (hotel) up to 35,999sqm for up to 500 rooms ; Class D1 (education facilities) up to 37,900sqm ; Class D1 (health care facilities) up to 1,462sqm ; Class D1/D2 (visitor attraction) up	Approved 08/12/2015 Reserved Matters 16/1556/R approved 17/05/2016 Reserved Matters 16/1776/R registered 08/07/2016 (242 residential units) Reserved Matters 16/1786/R approved 13/01/2017 (281	

			<p>to 19,526sqm; sui generis use for Film and media studios up to 38,693sqm; residential and non-residential car parking as well as up to 2000 AEG parking spaces (for the O2); cycle parking; associated 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 Cycle Path; and, associated ancillary works Proposals to revise part of the site of the 2004 approved Greenwich Peninsula Masterplan.</p>	<p>residential units</p> <p>Reserved Matters 16/1787/R approved 24/03/2017</p> <p>Reserved Matters 16/1796/R approved 06/02/2017</p> <p>16/3698/NM approved 20/12/2016</p> <p>Reserved Matters 16/4183/R registered 30/01/2017 (relating to running track)</p> <p>Reserved Matters 17/2261/R approved 10/11/2017</p> <p>Minor Material Amendment 20/1440/MA approved 21/10/2020 (relating to amendments to building B3)</p> <p>Reserved Matters 21/2077/R awaiting decision</p> <p>Reserved Matters 21/1327/R awaiting decision</p>	
130	Greenwich Peninsula Masterplan and Plots 18.02 & 18.03, London, SE10 ONR	19/2733/O <u>Part revision to the 2015 Masterplan</u>	<p>Outline planning permission with all matters reserved, for the demolition of buildings and mixed-use redevelopment up to a maximum of 737,100sqm comprising: up to 533,900sqm of residential development which could include: i up to 5,813 residential dwellings ii up to 25,000sqm student accommodation (up to 500 rooms) and/or co-living units up to 19,600sqm Class A1-A5 use (food and non-food retail, restaurants, bars and cafes); up to 68,700sqm Class B1 (a) (b) (c) (business); up to 24,200sqm Class C1 (hotel) for up to 350 rooms; up to 13,200 sqm Class D comprising D2 (Sport and Recreation), Class D1 (health care facilities/nursery/creche) up to 8,000sqm Theatre (Class D2); residential and non-residential car parking, as well as a minimum of 2000 AEG parking spaces (for the O2), cycle parking; associated community facilities; public realm and open space; hard and soft landscaping; a new transport hub and associated facilities; realignment of the cultural route traversing the site (The Tide);</p>	<p>Members resolved to grant conditional outline planning permission on 28/07/2021</p> <p>GLA Stage 1 report 14/08/2020 (application does not comply with the London Plan)</p> <p>GLA Stage 2 decision 07/02/2022 - allow the local planning authority to determine the case itself (26/01/2022 local planning authority is minded to grant planning permission)</p>	

			highway and transport works and associated ancillary works (proposals to revise part of the approved Greenwich Peninsula 2015 Masterplan (15/0716/O). Uplift of 1,757 residential dwellings from the 2015 Masterplan). And detailed planning permission, for a residential development comprising 476 residential units, up to 100sqm (GEA) A1/A2/A3/B1/D1/D2 floorspace plus ancillary car parking, access, landscaping and public realm works and associated infrastructure works. This application is an EIA development and is accompanied by an Environmental Statement.		
131	Plots MO104 & M0102, Land West of the Coal Jetty, Greenwich Peninsula, SE10 OAX	13/2865/F	Residential development comprising 268 units on Plot MO104 and 251 units on Plot MO121 , 394 sqm of A1/A2/A3 use, 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, a 915 sqm two/part three storey mixed use pavilion building to provide facilities and infrastructure for vessels (sui generis) and associated visitor centre, retail use, cafes/restaurant, exhibition/education and performing arts space (falling within class A1/A3/D1/D2 use) and associated open space and pedestrian access	Approved 31/03/2014 15/2104/MA Approved 08/12/2015 15/0342/NM approved 20/05/2015 (Non-material amendment proposing 1 additional residential dwelling)	Under construction – Stalled Part Built 17/09/2019: The basement was sheet piled at the same time as The Waterman early in 2015 (see separate entry) and the planning permission has since been amended to increase the number of private units from 201 to 209. However, we understand that work here is on hold for the foreseeable future as attention is focused on Riverside Number 1-5 (see separate entry).
132	Plots N0205, N0206 & N0207, Greenwich Peninsula, Greenwich, SE10 0YW	14/1799/F	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, 2,194 sqm of non-residential floor space (A1/A2/A3/A4/D1/D2 uses) , 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.	Approved 25/02/2015	

		16/0186/MA	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, 2,039 sq.m of non-residential floor space (A1/A2/A3/A4/D1/D2 uses), 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.	Approved 08/06/2017	Under Construction At the end of Q3 2019 the situation was: - No.1 and No. 2 Riverside, total 324 units completed during Q1 2019 and 25 units remain unsold. - No. 3 is 125 units, will complete during Q4 2019 and 75 have sold. - No. 4 is 191 units, will now complete in Q1 2020, has not yet been launched. - No. 5 is 162 units, will now complete during Q2 2020, has not yet been launched. 04/04/2022: Construction completed – 191 units in Riverside 4 were delivered to rent, and just under 50 units remained to be sold in blocks 1, 2, 3 and 5 at the end of Q1 2022.
133	Plot N0201, Peninsula Square, London SE10 0DX (RB Greenwich)	15/3552/F	Construction of a 36 storey tower (120 metres AOD) comprising of 262 residential units, 2,213 sqm (GEA) of retail floorspace (Use Classes A1 to A5) and 189 sqm flexible floorspace (Use classes A1 to A5, ancillary C3, or D2 for a commercial gym) and associated landscaping, plant, servicing and parking (Revised submission).	Approved 17/08/2018	
134	Land West of the O2 (Plot N0301), Greenwich Peninsula, SE10	10/0140/F	Development of a 21 storey, 452 bed hotel (maximum height of 78 metres) with ancillary accommodation including health spa, ballroom, special events space and meeting facilities plus a 23 storey building (maximum height of 92.7 metres) with 100 serviced residential apartments, together with associated undercroft parking, servicing and landscaping	Approved 30/03/2012 13/0923/MA Approved 22/08/2013 15/2126/MA Approved 03/10/2016	

135	The O2, Greenwich Peninsula, Greenwich, SE10 ODX	11/3033/O <u>2011 Retail Outlet Village Outline Planning Application</u>	Development of 13,500m ² additional retail (Use Class A1) floorspace within existing structure of The O2 for use in connection with a Retail Outlet Village.	Approved 01/08/2013 14/1486/O Approved 10/12/2014 <ul style="list-style-type: none"> 14/3629/R Approved 23/04/2015 16/1406/NM approved 12/05/2016 16/3947/NM Approved 28/11/2017 14/3628/R Approved 23/04/2015 <ul style="list-style-type: none"> 16/1407/NM approved 12/05/2016 	
136	Woolwich Polytechnic School for Girls, Birchdene Drive, Thamesmead, London SE28 8RL (RB Greenwich)	17/3907/F	Construction of an 8-form entry secondary school with associated landscaping, access and car parking.	Approved 01/05/2018	
137	Inert Waste Recycling and Storage Facility Licensed Facility No. 3, Tripcock Point, Thamesmead, London SE28 OLN (RB Greenwich)	18/0406/MA	An application submitted under Section 73 of the Town & Country Planning Act 1990 for a minor material amendment in connection with the planning permission 92/1268/F, dated 15 March 1996 (& varied by planning permission 17/2490/NM, dated 24 October 2017) for the Licensed tipping facility for the disposal of contaminated arisings from the Thamesmead development to allow: The variation of Condition 9 to provide for the completion of landfill engineering works through the re contouring of the permitted landform without further importation of waste material	Withdrawn on 23/08/2018	
		18/0018/MA	An application submitted under Section 73 of the Town & Country Planning Act 1990 for a minor material amendment in connection with the planning permission 13/0477/V dated 07/03/2008 for the "variation of condition 2 (Period for Use) of planning permission dated 7th March 2008 (Ref: 07/2602/F) to allow limited period for use between 6th March 2013 and 5th March 2018" to allow limited	Approved 05/09/2018	

			period for a further 5 years until 5th March 2023.		
138	Intercontinental Hotel, The 02, 1 Waterview Drive, Greenwich SE10 OTW, The 02, 1 Waterview Drive, Greenwich SE10 OTW	18/0184/F	Construction of a two storey front extension to the western elevation of the existing hotel to provide 2,121sqm of additional floor space to the ballroom building.	Application pending Submitted 16/01/2018	
139	Land at Meridian Quays off Tunnel Avenue, Greenwich, SE10	18/1285/F	Construction of a temporary (10 Years) two storey multi-purpose event centre (Class D2) with associated landscaping and car and cycle parking.	Approved 24/07/2018	
		18/2585/MA	A Section 73 application in connection with the planning permission 18/1285/F, dated 24/07/2018 for the variation of condition 3 (Limited Events) to be amended to "The multi-purpose event centre hereby approved shall host conferences, award ceremonies, corporate parties, brand events, music concerts, exhibitions and associated events up to a maximum of 200 days per calendar year".	Approved 26/10/2018	
140	Felixstowe Road, Abbey Wood, SE2 9SG	16/2878/F	Erection of two buildings comprising 245 residential units (Use Class C3), 882 sq m of flexible commercial space (Use Classes A1-A5/B1/D1), associated works including access, parking, landscaping and public realm.	Approved 27/09/2018	01/05/2022: Under Construction Hub commenced construction during Q1 2021. The scheme is due to complete during Q3 2023. The scheme is being forward funded by the CBRE UK Affordable Housing Fund and 176 units will be delivered as affordable - 152 private units have switched tenure to DMR. The remaining 69 units will be retained to rent.
141	1A and 1C Eynsham Drive,	17/4080/F	Demolition of existing car wash and pet hospital and any associated structures and the re-development of the site for construction of a	Approved 21/05/2020	

	Abbey Wood, London, SE2 9RQ		residential-led mixed use development, including 4 buildings ranging from 3, 8, 14 and 17-storeys, comprising 272 new homes , a ground level pet hospital (D1) floorspace, flexible A1/A2/A3/A4/B1/D1/D2 commercial floorspace, 59 car parking spaces, 450 cycle parking spaces, new hard and soft landscaping measures including playspace provision and refuse and recycling facilities.	Non-Material Amendment (Ref. 22/0811/NM) Approved 20/04/22	
142	Flint Glass Wharf, 3 Herringham Road, Charlton, London SE7 8NJ	18/0732/F	Hybrid Application: i) Detailed Planning Permission for the demolition of existing buildings & structures on site and redevelopment of the eastern area (Phase 1) for the erection of 2 buildings between 7 & 9 storeys to provide 146 homes (8xStudio, 82x1-bed, 34x2-bed & 22x3-bed) & 482 sqm GEA of non-residential floor space Classes A1-A4 & Class B1 (Energy Centre 240 sqm) & new public open space & public realm, delivery & servicing space, 35 car parking spaces and 217 Cycle Spaces ii) Outline planning permission (landscaping, scale & appearance reserved) to provide up to 45,000 sqm floorspace GEA, comprising up to 354 residential units and up to 1,300 sqm of non-residential floor space within Classes A1-A4, Class B1, Class D1 & D2 use	Registered 27/07/2018 GLA Stage 1 Report 04/10/2021 (application does not yet comply with London Plan)	
143	Morden Wharf, Located off Tunnel Avenue, Greenwich, London, SE10 0NU	18/3510/EIA	Scoping Opinion under Regulation 15 of the Town and Country Planning (EIA) Regulations 2017 for the demolition of Thames Bank House, conversion and alterations to Southern Warehouse for industrial use and the construction of a mixed-use development comprising 13 new buildings up to 36 storeys, 1550 residential units, 25000 sqm of Industrial and employment floorspace (Class B1a, B1c, B2 and B8), 4500 sqm of retails, leisure and community spaces (Class A1-A4, D1, D2), car parking spaces, access arrangements, and associated landscaping.		
		20/1730/O	Hybrid planning application comprising outline planning permission with all matters reserved (43,475 sqm site area) and full planning permission (12,992 sqm site area). Outline permission is for the demolition of existing on-site buildings and structures (except the Southern Warehouse) and phased mixed-use redevelopment comprising: up to 1,500 residential dwellings ; up to 17,311 (sqm GIA) of commercial floorspace (Class A1/A2/A3/A4/B1/B1c/B2/B8/D1/D2); and associated car and cycle parking, public realm and open space, hard and soft landscaping, highway and transport works, and associated ancillary works. Full planning permission is for the change of use of part of the Southern Warehouse from Class	Awaiting Decision Application Received 02/08/2019 GLA Stage 1 report issued on 11/12/2020 (application does not yet comply with London Plan) GLA Stage 2 report issued on 28/02/2022 – Local planning authority granted permission to determine application (17/02/2022 local planning)	

			B1c/B2/B8 to B1c/B2/B8/A3/A4; refurbishment (including mezzanines) and external alterations to part of the Southern Warehouse; change of use of the Jetty to public realm and installation on the Jetty of Gloriana Boathouse (use class D1/D2); access; landscaping and public realm works including new river wall and upgraded Thames Path.	authority is minded to grant planning permission)	
144	Greenwich Millennium Village (Phases 3, 4 & 5), Peartree Way, Greenwich, SE10	12/0022/O	A mixed use development comprising: up to a total of 1,746 Class C3 residential units; up to a total of 1,190 sq.m (GEA) Flexible Class A1 (shops) and/or A2 (financial and professional services) and/or A3 (restaurants and cafes) and/or A4 (drinking establishments); up to a total of 4,462 sq.m (GEA) business space for B1(a) (offices) and/or B1(b) (research and development) and/or B1(c) (light industry); up to 500 sq.m (GEA) Class D1 for a children's nursery; up to a total of 750 sq.m (GEA) Class D2 for community space and a management facility; up to a total of 992 sq.m (GEA) for two energy centres; associated open space, hard and soft landscaping, car parking and servicing, highways and transport works and ancillary works; with all matters reserved for future approval except for access (Outline Application). In addition to the matters set out above, full details (access, appearance, landscaping, layout, scale) in relation to the first sub-phase, being Parcel 1, located to the north and east of the site for: 459 residential units; a 365 sq.m energy centre; associated open space, hard and soft landscaping, car parking and servicing, highways and transport works and ancillary works.	<p>Approved 30/03/2012</p> <p>14/1633/MA S.73 approved 23/12/2014</p> <p>17/0576/R approved 01/06/2017</p> <p>17/1631/R approved 21/11/2017</p> <p>18/1318/R approved 05/09/2018</p> <p>18/0825/R approved 14/11/2018</p> <p>19/1636/NM approved 11/06/2019</p> <p>19/1384/NM approved 14/10/2019</p> <p>19/2055/R approved 11/11/2019</p> <p>19/1545/MA approved 14/11/2019</p> <p>19/2055/R approved 11/11/2019</p> <p>19/3379/NM approved 15/06/2020</p> <p>20/1393/NM approved 10/09/2021</p>	<p>29/03/2022: Under construction</p> <p>16 units sold during Q1 2022 taking the sales total to 104 and leaving 11 to go. Help to Buy has been the main driver here - 1-beds have sold rapidly, 2-beds are priced over £600,000 and require a bit of incentivisation.</p> <p>39 units are complete, and the rest will follow in tranches to Q3 2022.</p>

145	Gallions View Nursing Home, 20 Pier Way, Thamesmead, SE28 0FH	21/2040/F	Demolition of existing care home to facilitate the comprehensive redevelopment of the site to provide 333 residential dwellings (Use Class C3) in buildings ranging from 2-12 storeys, together with the provision of ancillary parking, open spaces and other associated works. This development may impact on the setting of the Grade II listed building - Lock and Swing Bridge. (Reconsultation for updated description and drawings).	Approved 24/02/2022	
146	9, 40-45 Herringham Road, 55 New Lydenberg Street, Units 1-32 New Lydenburg Commercial Estate, London, SE7	19/3456/F	Part 1: Detailed planning application with works to include: The proposed demolition of existing buildings and structures, the erection of buildings comprising: residential units (Class C3), flexible employment (Use Classes E(g) retail (Use Classes E(a), (b), (c); community and leisure (Use Classes E(d), (e), (f), F1 (b), (c), (d), (e) and F2 (b) floorspace, and associated infrastructure; new streets, open spaces, landscaping and public realm, car, motorcycle and bicycle parking spaces and servicing spaces; the construction of new flood defence wall and delivery of ecological habitat adjacent to the River Thames, and other works incidental to the proposed development. Part 2: Outline planning application (appearance, landscaping, layout and scale reserved) for the balance of the site for the proposed demolition of buildings and structures, the erection of buildings comprising residential units (Class C3), flexible employment (Use Classes E (g), flexible retail (Use Classes E(a), (b), (c), community and leisure (Use Classes E(d), (e), (f), F1 (b), (c), (d), (e) and F2 (b); and associated infrastructure; new streets, open spaces, landscaping and public realm; car, motorcycle and bicycle parking spaces and servicing and other works incidental to the proposed development. Explanatory notes not forming part of the description of development: The proposal includes the provision of up 1,212 residential units and up to 6,863.4 Sq. m (GEA) of flexible employment (Use Class E(g); retail floorspace (Use Classes E(a), (b), (c); community and leisure (Classes E(d), (e), (f), F1 (b), (c), (d), (e) and F2 (b) floorspace. Part 1 includes buildings of 4 - 10 storeys in height (plus basement and lower ground floor to Plot A) to provide 718 residential units (Class C3), 3,541.5 Sq. m (GEA) of flexible commercial, employment and community floorspace (Use Classes E(g), E(a), (b), (c), (d), (e), (f), F1 (b), (c), (d), (e) and F2 (b)). Part 2 includes buildings of 4 - 10 storeys in height to provide up to 494 residential units, up to 3,321.9 Sq. m (GEA) of flexible commercial, employment and community floorspace (Use Classes E(g), E(a), (b), (c), (d), (e), (f), F1 (b), (c), (d), (e) and F2 (b)). Re-consultation in	Committee resolved to grant planning permission on 08/03/2022	

			respect of amended proposals and description of development and additional / revised information in relation to the Environmental Statement. The proposed development may impact on the setting of the Charlton Riverside and Thames Barrier & Bowater Road Conservation Areas and the setting of the Grade II listed building at 37 Bowater Road. This application is an EIA development and is accompanied by an Environmental Statement		
147	1 BOORD STREET, GREENWICH, LONDON, SE10 OPU	19/0939/F	Construction of a building of up to 18-storeys (plus basement level and rooftop plan enclosure), to provide a 300 bed hotel with ancillary A1/A2/A3/B1/D2 provision, associated access, car and cycle parking, servicing and delivery areas, following the demolition of existing buildings.	Approved 21/01/2021	
148	VIP Trading Estate and the VIP Industrial Estate, Anchor and Hope Lane, Charlton, London, SE7 7SS	16/4008/F	Demolition of existing buildings and erection of 11 buildings ranging from 2 to 10 storeys in height for Class C3 residential use (771 units), with flexible uses comprising Class B1 (Business), Class A1- A3 Retail / Restaurant), Class D1 (Community) and Class D2 (Leisure) at ground floor and first floor level, alterations to existing vehicular access and creation of new pedestrian access from Anchor and Hope Lane and the riverside, creation of new areas of open space and landscaping together with the provision of associated car parking, cycle spaces, refuse and recycling storage, plant and all other associated works.	Appeal dismissed on 03/06/2020	
London Borough of Bexley					
149	Land Part Of Borax Works Norman Road Belvedere Kent	15/02926/OUTM	Outline application for the construction of a data centre (Use Class B8), sub-stations, formation of new access, car parking and landscaping.	Approved 11/07/2016 15/02926/OUTM02 approved 16/06/2020	
150	Harrow Manor Way, Binsey Walk. SE2 9UG	16/01287/OUTM	Outline application for demolition of existing buildings and hard standing, residential development of up to 329 units and up to 1,050 sq metres of commercial floorspace (with flexible uses across classes A1 - A4 (retail, financial and professional services, café and restaurants) and B1a (office) and D1 (community uses), with all matters reserved, and associated works including, informal and formal open space, internal road network; landscaping; car and cycle parking; waste storage.	Approved 22/12/2016	

151	Land At Southmere Village, Binsey Walk, Tavy Bridge, Southmere Drive And Mere Road Adjacent To Harrow Manorway And Yarnton Way, London.	16/01251/FULM	Demolition of existing buildings/hard standing, residential development of 525 units and 3691 sqm (GIA) of commercial floorspace with flexible uses across classes A1-A3 (retail, financial/professional services, café/restaurants), B1a (office), D1 (Non-residential institutions) and D2 (Assembly and leisure) and associated works including, informal and formal open space, internal road network; landscaping; car & cycle parking; waste storage.	Approved 22/12/2016 16/01251/FULMMIN approved 18/10/2017 16/01251/FULMMIN01 approved 11/03/2019 16/01251/FULMMIN02 approved 21/03/2019 16/01251/FULMMIN03 approved 27/11/2019 16/01251/FULMMIN04 approved 29/09/2020 16/01251/FULMMIN05 approved 12/10/2021	29/03/2022: Under Construction There are two residential phases here: - Phase 1A is 130 affordable units, which completed during Q2 2021. - Phase 1B is 404 units, including 290 permitted as private. - Swift Court is 47 units - sold and complete. - Starling is 88 units - 81 sold and will complete in Q2 2022. - Crane Court is 107 units - 72 units had sold by the end of Q1 2022. Help to Buy has accounted for the majority of the 108 sales here during Q1 2022, aided by the confirmed arrival of Crossrail in the first half of 2022. - 88 further units have yet to be released but will complete by the end of 2022.
152	Lesnes Estate Site Redevelopment Thamesmead Land Bound by Harrow Manorway, Yarnton Way,	20/00733/SCOPE	Request for a scoping opinion submitted under Regulation 15(1) of the EIA Regulations 2017 for the demolition of the existing buildings and construction of a series of new building at a range of heights up to a maximum of 55 m above ground level, providing up to 1,950 residential units (comprising a mix of private and affordable ownerships) and up to 3,100 sq.m (GIA) of commercial floorspace. The use classes under consideration for the commercial units include A1-A4, D1, D2, and B1a. The proposals also include access	Scoping opinion issued 15/06/2020	

	Lensbury Way, and Maran Way London		improvement works, car and cycle parking, public realm improvements and provision of new outdoor amenity space, and proposed enhancements to the Abbey Way public open space in the east of the site, including planting and pedestrian access improvements.		
		20/01732/SCOPE	Request for a scoping opinion submitted under Regulation 15(1) of the EIA Regulations 2017 for the demolition of the existing buildings and construction of a series of new building at a range of heights up to a maximum of 55 m above ground level, providing up to 1,950 residential units (comprising a mix of private and affordable ownerships) and up to 3,100 sq.m (GIA) of commercial floorspace. The use classes under consideration for the commercial units include A1-A4, D1, D2, and B1a. The proposals also include access improvement works, car and cycle parking, public realm improvements and provision of new outdoor amenity space, and proposed enhancements to the Abbey Way public open space in the east of the site, including planting and pedestrian access improvements. (Revisions to previous scoping opinion 20/00733/SCOPE being minor revisions to microclimate assessments)	Scoping report issued 20/08/2020	
		21/01948/OUTEA	Outline application (all matters reserved) for the demolition of existing structures and the phased redevelopment to provide; up to 1,950 residential units (Use Class C3), up to 3,225 sqm (GIA) of commercial floorspace (Use Class E and sui generis public house), enhancements to the Abbey Way public open space and provision of associated car and cycle parking; public realm, open space, hard and soft landscape, highways, and all other associated ancillary works.	Awaiting Decision Application Received 11/06/2021	
London Legacy Development Corporation					
153	Imperial 2, Land at Clockhouse and Access House, Imperial Street, Bromley-by-Bow, London, E3 3AE	17/00364/FUL	Full planning application for the demolition of the existing buildings on site and the construction of a residential-led mixed use scheme comprising a series of buildings ranging from one to 27 storeys in height to provide 3,570 sq m of flexible community, commercial and retail floorspace (Use Classes A1, A2, A3, A4, B1 and/or D1) at ground and mezzanine floor level, 491 residential units (Use Class C3) on the upper floors, parking/refuse/servicing at basement and ground floor, energy centre, communal amenity areas, and all associated	Approved 05/09/2018 PA/19/00069/NC approved 29/01/2019 PA/22/00740/NC approved 20/05/2022	

			landscaped public open space.		
154	Land at Imperial Street, Bromley by Bow, London, E3 3ED	19/00554/FUL	Full Planning Application for the construction of a residential-led mixed use development comprising a series of buildings ranging from three to 14 storeys in height to provide 321 residential units (Use Class C3), approx. 306 sqm of flexible commercial and retail floorspace (Use Classes A1-A4 and/or B1), and all associated infrastructure, access, and hard and soft landscaping (including the replacement of the adjacent river wall).	Approved 20/01/2022	
155	Land at the east of Hancock Road and west of the River Lea Navigation, Hancock Road, Bromley-by-Bow, London, E3 3DA	19/00225/SCOES	Formal Request for an Environmental Impact Assessment (EIA) Scoping Opinion under Regulation 15 of the Town and County Planning (Environmental Impact Assessment) Regulations 2017 (as amended) in respect of a full planning application for proposed redevelopment of the site.	Scoping Opinion Issued 09/12/2019	-
		19/00477/FUL	Full Planning Permission for the demolition of all existing structures and redevelopment of the site to provide 435 dwellings, comprising a mix of 1,2,3 bedrooms and associated amenity space, up to 2,750 sqm (GIA) of flexible commercial space (Use Class B1), up to 901 sqm (GIA) flexible commercial/community floorspace (Use Class B1, D1) and up to 106 sqm (GIA) flexible retail, within buildings ranging up to 26 storeys (99m AOD) together with ancillary management and residents facilities, plant and refuse storage areas, car and cycle parking, public realm and other associated works	Appeal dismissed 16/05/2022	
156	Land at Imperial Street, Bromley by Bow, London, E3 3ED	17/00344/FUL	Application for full planning permission for the demolition of existing buildings and the development of a mixed-use scheme to include five buildings, ranging between 3 and 14 storeys in height, which would comprise 407 residential units (Use Class C3), 339 sqm of employment space (Use Class B1), 274 sqm of flexible retail space (Class A1/A3/A4), together with the provision of basement cycle parking, street level car parking, public realm, vehicular access and the replacement of the adjacent river wall.	Approved 20/06/2018	
157	415, Wick Lane, London, E3 2JG	16/00685/FUL	Demolition of 1,187.5sqm GIA of existing buildings and yard space comprising 278.2sqm Class B1, 220.4sqm Class B2 and 688.9sqm Sui Generis. Redevelopment of a mixed use scheme totalling 18,329sqm GIA floorspace comprising 175 residential units (14,848sqm) (Class C3), 2,503sqm employment space comprising 1,648sqm Class B1, 221sqm Class B2, and 345sqm commercial use (Class A1/A3) plus 289sqm of ancillary spaces, 660sqm on plot lower ground floor	Approved 13/09/2017	

			parking alongside 3,951sqm public realm, open space and associated vehicular access.		
158	Land at Legacy Wharf (Phase 2), Barbers Road, Pudding Mill, London, E15 2PW	21/00395/FUL	Demolition of existing buildings and structures and redevelopment of the site to provide buildings ranging from 6 to 9 storeys in height, comprising of 196 residential units including affordable housing (Use Class C3), 2,258sqm GIA floorspace to accommodate commercial, business and service (Use Class E), together with associated car parking, open space, hard and soft landscaping and infrastructure works.	Awaiting Decision (Approved at Committee 24/05/2022)	
159	Land at Legacy Wharf (Phase 3), Barbers Road, Pudding Mill, London, E15 2PW	21/00460/FUL	Hybrid planning application for comprehensive regeneration comprising: Outline planning permission (all matters reserved) for the demolition of existing buildings and erection of 6-buildings ranging between eight (8) to 23-storeys in height to provide: residential units, including affordable housing (Use Class C3), and flexible commercial floorspace (Use Class E), together with associated blue badge car and cycle parking, public open spaces, landscaping and infrastructure works; and full planning permission for the erection of one building, extending to nine (9) storeys in height, to provide affordable units (Use Class C3) and flexible commercial floorspace (Use Class E), together with associated car and cycle parking, public open space, landscaping, public realm improvements and infrastructure works.	Validated 02/11/2021 Awaiting Decision	
160	Land at Cooks Road, Pudding Mill Lane, Stratford, London, E15 2PW	15/00392/FUL	Application for full planning permission for comprehensive mixed use redevelopment comprising: demolition of existing buildings and erection of two blocks ranging from five (5) to eight (8) storeys above ground level with a maximum parapet height of 33m AOD comprising:194 residential units including affordable housing (Use Class C3), 2,136sqm of commercial floorspace (Use Classes A1-A3 / B1 / D1 / D2), together with podium level, car parking including blue badge parking, cycle parking, refuse areas, plant room, servicing, open space, landscaping and infrastructure works.	Approved 12/08/2016	
161	Vulcan Wharf, Cooks Road, Stratford, London, E15 2PW	20/00307/FUL	Application for full planning permission for the demolition of the existing buildings and redevelopment of the site to provide buildings between two and 14 storeys in height to include 457 residential units (Use Class C3), 5,594sqm (GEA) of storage and distribution floorspace (Use Class B8), 3,494sqm (GEA) of light industrial floorspace (Use Class B1c) and 180sqm (GEA) of retail floorspace (Use Classes A1/A2/A3), with car and cycle parking and associated	Approved 31/12/2021	

			hard and soft landscaping. This application is accompanied by an Environmental Statement (ES) submitted pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations (2017).		
162	Land to the east of Hancock Road and west of the River Lea Navigation, Bromley by Bow, E3	13/00176/VAR	Section 73 application to vary planning conditions B2 (Detailed Design), B3 (Landscape Management Plan), B4 (Access Statement), B5 (Security Management Scheme), B8 (Travel Plan), B13 (Verification Report), B19 (Acoustic Report) and B20 (Acoustic Report - Electrical Mechanical Plant) of planning permission ref: PA/11/02423/LBTH dated 27 September 2012.	Approved 24/06/2013	
		15/00476/REM	Application for the Approval of Reserved Matters for the demolition of existing buildings and the construction of a development block comprising 112 residential units, basement car park, landscaping and associated works submitted pursuant to conditions A3 (Time Limits) and C1 (Reserved Matters – Layout, Scale, Appearance and Landscaping), and the submission of details pursuant to conditions C7 (Daylight and Sunlight), C9 (Highway Design) and C31 (Surface Water Drainage) of planning permission reference PA/11/02423/LBTH dated 27th September 2012 as varied by planning permission reference 13/00176/VAR dated 24 June 2013.	Approved 18/07/2016	
163	Land at Hancock Road, Bromley by Bow, London, E3	17/00525/SCOES	Request for an Environmental Impact Assessment (EIA) Scoping Opinion in relation to two outline planning applications as outlined below: Application 1 seeks outline planning permission for a mixed use development, including the construction of four buildings ranging in height from +29.95 AOD to +125.05 AOD and comprising a maximum overall floorspace of up to 66,200 sqm (GEA) to include: - Demolition of all existing buildings and structures; - Up to 537 mixed tenure new homes (Use Class C3); - Up to 2,922 sqm (GIA) commercial floorspace (Use Class B1); - Up to 4,593 sqm (GIA) of flexible retail (Use Class A1/A2/A3/A4); - Up to 3,100 sqm (GEA) of education school (two form entry primary school) (Use Class D1); - Plant and storage accommodation, including cycle parking, circulation and servicing; - Construction of new roads and changes to the existing road network and street level parking; - Creation of a new riverside park, towpath and other open spaces and associated hard and soft landscaping works; and - Other associated works. Application 1 includes full details for access, appearance, landscaping, layout and scale of Riverside (North and South) and	Screening Opinion issued 16/03/2018	

			West buildings, internal layouts of the buildings reserved; and all matters reserved (apart from the strategic point of access) in respect of the 2FE school. Application 2 seeks outline planning permission (all matters reserved other than strategic access) to demolish all existing buildings and structures and the erection of a new ground plus 6/8/12 storey building comprising a maximum overall floorspace of up to 18,710 sqm (GEA). The development proposed under Application 2 would comprise up to 13,575sqm (GIA) of residential (equating to a maximum of 133 residential units), up to 2,540 sqm (GIA) of commercial (Use Class B1) and up to 1,154 sqm (GIA) of retail uses (Class A1/A2/A3/A4), plant storage, circulation, servicing and plant areas and all other associated works.		
164	Iceland Wharf, Iceland Road, London, E3 2JP	18/00095/FUL	Application for full planning permission for demolition of the existing buildings, with the exception of the former Ammonia Works Warehouse, and the erection of seven new buildings ranging from 1 to 8 storeys in height to provide 3,820sqm of commercial floorspace (Use Class B1 and B2) and 120 residential units (Use Class C3), together with the provision of landscaped public open space, refuse stores, secure cycle stores and disabled car parking.	Approved 04/06/2019	
165	Land comprised within the Development of Pudding Mill Lane, Queen Elizabeth Park, London	21/00574/OUT	Outline application for the development at Pudding Mill Lane within Queen Elizabeth Olympic Park with all matters reserved for future determination comprising residential use (Use Class C3) including private amenity spaces; commercial, business and service uses (Use Class E); and local community use (Use Class F2); means of access; additional areas to provide associated plant, storage, circulation, servicing, car parking and cycle parking; landscaping including laying out of open space with provision for natural habitats and play space and all other supporting infrastructure works, structures and facilities	Validated 17/12/2021 Awaiting Decision	
166	Legacy Communities Scheme PDZ8 Land Within The Olympic	11/90621/OUTODA	Comprehensive, phased, mixed use development within the future Queen Elizabeth Olympic Park, as set out in the Revised Development Specification & Framework (LCS-GLB-APP-DSF-002). The development comprises up to 641,817 sqm of residential (C3) uses, including up to 4,000 sqm of Sheltered Accommodation (C3); up to 14,500sqm of hotel (C1) accommodation; up to 30,369 sqm (B1a) and up to 15,770 sqm (B1b/B1c) business and employment uses; up to 25,987 sqm (A1-A5) shopping, food and drink and financial and professional services; up to 3,606 sqm (D2) leisure	Approved 28/09/2012 14/00036/VAR approved August 2014 17/00236/VA approved May 2018 18/00471/VAR approved July 2019	Planning Delivery Zone (PDZ) 8, which the application site forms part of, has outline consent under the LCS for up to 18,290 sqm of residential (Class C3) floorspace, 2,345 sqm of retail (Class A1-A5) floorspace, 23,791 sqm of

	Park And Land At Pudding Mill Lane, Land At Bridgewater Road And Land At Rick Roberts Way		space and up to 31,451sqm (D1) community, health, cultural, assembly and education facilities, including two primary schools and one secondary school; new streets and other means of access and circulation, construction of open and covered car parking; landscaping including laying out of open space with provision for natural habitats and play space; new and replacement bridge crossings, re-profiling of site levels, demolition and breaking out of roads and hardstanding, utilities diversions and connections; and other supporting infrastructure works and facilities.		office (Class B1a) floorspace, 12,158 sqm light industrial (Class B1b / B1c) floorspace, 169 sqm leisure (Class D1) and 1,482 sqm community (Class D2) floorspace, in buildings of up to 39 metres AOD (approximately 11 / 12 storeys in height) in the parcels closest to the application site and up to 53 metres (AOD) (approximately 17 storeys in height) adjacent to Pudding Mill Lane Station. The approved phasing for PDZ 8 is for construction in 2022 and 2031.
		19/00592/FUL	Time limited planning permission for the construction of a temporary theatre building and supporting containers/structures providing theatre, box office, security, backstage and storage (Sui Generis); retail, food stalls and bars (A1/A3/A4); a covered concourse area; and associated plant, infrastructure, cycle parking, servicing, management, hard landscaping and public realm improvements including pavement widening and resurfacing, a raised crossing, boundary treatment, planters, benches, lighting, signage and an art sculpture comprising four internally illuminated individual letters	Approved 10/09/2020 20/00473/NMA approved 06/04/2021 21/00389/NMA approved 06/12/2021	

No.	Scheme	Application No	Application Description	Status
ExCEL Centre – Approved proposals				
A	WE5B, Western Gateway, Canning Town (LB Newham)	16/00819/FUL	Redevelopment of the site to deliver a 20 storey mixed use building comprising 105 residential units (13 x studios, 45 x 1 beds, 31 x 2 beds and 16 x 3 beds), 172 sq. m. (GEA) of flexible non-residential floorspace (Use Classes A1-A4 and B1) together with	Approved 24/02/2017

No.	Scheme	Application No	Application Description	Status
	See Appendix 1, Map 1		<p>associated car and cycle parking and landscaping and associated works.</p> <p>Key Components:</p> <ul style="list-style-type: none"> – 20 storey building – 105 residential units – 172. sqm flexible commercial space. <p>Other notes:</p> <ul style="list-style-type: none"> – Application supported by ExCel and considered not to prejudice future development of site to the north – Application submitted alongside two other applications – see 2 and 3 below. 	
B	<p>Land Adjacent to Westgate Apartments Western Gateway London E16 1BN (LB Newham)</p> <p>See Appendix 1, Map 2</p>	16/00820/FUL	<p>Re-landscaping of part of the existing Westgate Apartments amenity space and other associated works.</p> <p>Submitted alongside WE5B.</p>	Approved 26/07/2016
C	<p>Western Gateway London E16 1BN</p> <p>LB Newham</p> <p>See Appendix 1, Map 3</p>	16/00821/FUL	<p>Alterations to Western Gateway to widen the pavement</p> <p>Submitted alongside WE5B proposal.</p>	Approved 26/07/2016
D	<p>Temporary Exhibition Centre, ExCel, 1 Western Gateway, Canning Town, London E16 1XL</p> <p>(LB Newham)</p>	18/02926/FUL	<p>Time-limited 18 month Planning Permission for the erection of a temporary Interactive Exhibition Centre (Class D2) with associated signage and infrastructure.</p>	Approved 14/11/2018
E	<p>Western Gateway Sites 2 & 3, Western Gateway, London E16 1XL</p> <p>(LB Newham)</p>	18/01257/FUL	<p>Reconsultation following receipt of revised/updated drawings and documentation.</p> <p>Demolition of existing buildings and redevelopment of the site to comprise the delivery of 796 residential dwellings and set within buildings up to ground plus 22 storeys in height, with associated car and cycle parking, landscaping, amenity spaces and other associated works. This application affects the setting of the following listed buildings and monuments: Warehouse K (Grade II), Warehouse W (Grade II), Stothert and Pitt</p>	Approved 25/09/2019

No.	Scheme	Application No	Application Description	Status
			Cranes (Grade II), Church of St Luke (Grade II), Chapel of St George and Helena (Grade II), Silo D (Grade II), Trinity House Chain Locker and Lighthouse Block (Grade II) and Trinity House Buoy Wharf Quay and Orchard Dry Dock (Grade II).	
ExCEL Centre – Emerging proposals				
F	WE4A, Western Gateway, Canning Town (LB Newham)	N/A	Anticipated to cumulatively provide 839 homes with the development of plot WE4B	Application not yet submitted (15/08/2017)
G	WE4B, Western Gateway, Canning Town (LB Newham)	N/A	Anticipated to cumulatively provide 839 homes with the development of plot WE4A	Application not yet submitted (15/08/2017)
H	West End Car Park, Western Gateway, Canning Town, London E16 1XL (LB Newham)	17/03859/SCOPE	Request for formal EIA Scoping Opinion - Proposed mixed-use development comprising residential (C3 use class) and retail space (A1-A5 use class) that is consistent with the uses within the surrounding area. The proposed development will comprise a total of circa 70,000 sqm GEA floor space and up to 900 residential units (of a range of unit sizes and tenures).	Scoping response issued 05/02/2018 18/01257/FUL approved 25/09/2019 for 22 storey tower with 796 residential units.

Site Allocations

Site/Scheme Name	Location	Site Allocation Reference	Land Use Requirements	Application Reference / Status
Tower Hamlets Local Plan (Adopted January 2020)				
Bow Common Lane	Bow Common Lane	2.1	<ul style="list-style-type: none"> - Housing - Employment - Strategic open space - Secondary school 	Section 4, page 228
Chrip Street Town Centre	Chrip Street / East India Dock Road / Kerbey Street	2.2	<ul style="list-style-type: none"> - Retail and other compatible commercial uses including leisure uses such as a cinema - Housing - Deliver a regenerated town centre for Poplar with a range of unit sizes 	Section 4, page 230

Site/Scheme Name	Location	Site Allocation Reference	Land Use Requirements	Application Reference / Status
Ailsa Street	Ailsa Street	3.1	<ul style="list-style-type: none"> - Housing - Employment: Provision of employment numbers through a range of floor space sizes which support small-to-medium enterprises, creative industries and retail. - Retention of the safeguarded waste site 	Section 4, page 240
Leven Road Gas Works	Leven Road	3.2	<ul style="list-style-type: none"> - Housing - Employment: Provision of new employment floorspace through a range of floor space sizes which support small-to-medium enterprises, creative industries and retail. 	Section 4, page 244 Document Reference: 79 PA/18/02803/A1 Up to 2800 new homes
Aspen Way	Aspen Way	4.1	<ul style="list-style-type: none"> - Housing - Employment: a range of floorspace sizes, including small-to-medium enterprises 	Section 4, page 254
Billingsgate Market	Trafalgar Way	4.2	<ul style="list-style-type: none"> - Employment: Preferred Office Location (secondary) with ancillary supporting uses such as gyms, hotels, restaurants and retail. - Housing - Secondary school 	Section 4, page 256
Limeharbour	Limeharbour	4.4	<ul style="list-style-type: none"> - Housing - Employment: a range of floorspace sizes, including small-to-medium enterprises - Strategic open space (minimum of 1 hectare) - Primary school 	Section 4, page 260
Marsh Wall East	Marsh Wall East	4.5	<ul style="list-style-type: none"> - Housing - Employment: a range of floorspace sizes, including small-to-medium enterprises - Small open space (minimum of 0.4 hectares) - Primary school - Health facility 	Section 4, page 262
Marsh Wall West	Marsh Wall West	4.6	<ul style="list-style-type: none"> - Housing - Employment: a range of floorspace sizes, including small-to-medium enterprises - Small open space (minimum of 0.4 hectares) 	Section 4, page 264

Site/Scheme Name	Location	Site Allocation Reference	Land Use Requirements	Application Reference / Status
			<ul style="list-style-type: none"> - Primary school - Health facility 	
Millharbour	Marshwall, Millharbour	4.8	<ul style="list-style-type: none"> - Housing - Employment: a range of floorspace sizes, including small-to-medium enterprises - Small open space (minimum of 0.4 hectares) - Primary school - Health facility - Re-provision of existing alternative provision - secondary school 	Section 4, page 268
North Quay	Upper Bank Street	4.9 (part)	<ul style="list-style-type: none"> - Employment: Preferred office location (secondary) with ancillary supporting uses such as gyms, hotels, restaurants and retail. - Housing 	<p>Document Reference: 86 PA/17/01993 withdrawn</p> <p>PA/20/01421 Approved 02/03/2022</p> <p>Section 4, page 270</p>
Reuters Ltd	Paul Julius Close	4.10	<ul style="list-style-type: none"> - Housing - Employment: re-provision of existing employment by way of intensifying employment job numbers 	<p>PA/03/01515 approved 15/07/2015</p> <p>Redevelopment to provide six buildings of 11 to 29 storeys comprising 708 residential units (C3) and leisure (D2), non-residential institution (D1), business (B1a) and retail (A1,A2,A3) uses, new open space, access arrangements and car parking.</p> <p>Section 4, page 272</p>
Riverside South	Westferry Circus	4.11	<ul style="list-style-type: none"> - Employment: Preferred office location (secondary) with ancillary supporting uses such as gyms, hotels, restaurants and retail - Housing 	Section 4, page 278
Wood Wharf	Preston's Road	4.13 (part)	<ul style="list-style-type: none"> - Housing - Employment: comprehensive mixed-use development within the preferred office location (secondary) to provide town centre uses including small-to-medium enterprises and large floorplate offices 	<p>Document Reference: 59</p> <p>18/09/2019: RM01 Blocks A1,A4,B3, D1. RM03 Blocks E1, E2, E3, E4 and RM05 Blocks A2, A3 are under construction. Completion in Q4 2020.</p>

Site/Scheme Name	Location	Site Allocation Reference	Land Use Requirements	Application Reference / Status
			<ul style="list-style-type: none"> - Strategic open space (minimum of 1 hectares) - Primary school - Idea store - Health facility 	Section 4, page 278
Royal Greenwich Local Plan: Core Strategy 2014 – Site Allocations				
Greenwich Peninsula		Greenwich Peninsula	10,010 residential units Outline permission, February 2004 Completion expected 2024	Document Reference: 88, 89, 97, 99, 101 Under Construction
Greenwich Peninsula, various plots		Greenwich Peninsula	1,291 residential units Reserved Matters Approval / Full permission Completion expected 2020	Document Reference: 88, 89, 97, 99, 101 Under Construction
Thamesis Point	Thamesmead	Thamesis Point	2,000 residential units	application lapsed 03/2618 15 Feb 2019 – Lendlease announced as developer 11,500 home envisaged.
Greenwich site allocations preferred approach August 2019 – Draft				
Thamesmead Waterfront	-	SD5 T3	Residential-led mixed-use development including a site for an all through school (primary and secondary). Area currently designated as MOL to be made publicly accessible as a District Park.	application lapsed 03/2618 15 Feb 2019 – Lendlease announced as developer 11,500 home envisaged.
Thamesmead Town Centre	-	SD5 T4	Town centre uses with significant residential development.	N/A
Thamesmere Civic Site	-	SD5 T5	Mixed-use development to include community provision (expansion/reconfiguration of leisure centre and library) with residential above.	N/A
Knight Dragon	-	SD1 GP4	Residential-led mixed use development including retail, commercial, office, community, health, education, hotel, leisure, sports, public open space and new transport interchange.	Document Reference: 92
Newham Local Plan 2018				

Site/Scheme Name	Location	Site Allocation Reference	Land Use Requirements	Application Reference / Status
Silvertown Quays	Royal Docks	S21	Residential-led mixed-use with potential for leisure and hospitality, green industries, and research and development, building on the visitor attraction cluster at the western end of the docks	Document Reference: 1
Minoco Wharf	Royal Docks	S22	Pedestrian and cycle access to the river. Indicative building heights of 10 to 12 storeys and up to 18 storeys at key locations	Document Reference: 6 Phase 1 and 2b complete Phase 3 under construction to be complete 2021.
Silvertown Landing	Royal Docks	S09	Mixed use Employment uses	Document Reference: 37
Central Thameside West	Royal Docks	S07	Employment and wharf development.	Document Reference: 7 Withdrawn 26/02/2018 L&Q purchased site 06/07/2018
Lyle Park West	Royal Docks	S20	Mixed-use redevelopment	Document Reference: 42
Connaught Riverside	Royal Docks	S23	Mixed-use redevelopment	Document Reference: 36 Under Construction, to be completed 2021
Albert Basin	Beckton	S19	Residential.	Document Reference: 19, 20 Phase 1 under construction to be completed mid 2020.
Royal Albert North	Beckton	S31	Business and education uses, building on the strengths of the University of East London and UTC.	Document Reference: 2 Phase 1 completed. Phase 2 estimated to be complete by 2020.
Thames Wharf	Custom House and Canning Town	S08	Opportunity to develop a new neighbourhood, comprising new residential and community uses including a school, and employment and leisure/ tourism grouped around a new DLR station and Local Centre, well connected by pedestrian and cycle links.	N/A
Silvertown Way East	Custom House and Canning Town	S16	Mixed-use comprising residential and business use fronting Caxton Street North opposite existing units, and public open space within the urban	N/A

Site/Scheme Name	Location	Site Allocation Reference	Land Use Requirements	Application Reference / Status
			structure.	
Silvertown Way West (part)	Custom House and Canning Town	S17	Mixed-use comprising residential, and business, with commercial units and higher density residential facing the street within the town centre boundary, and business uses extending to face units under arches in Peto Street North.	Document Reference: 30 Under Construction due to complete in 2022. Phase 3 to come forward.
Canning Town Central	Custom House and Canning Town	S14	Potential for 20 storeys plus	Document Reference: 54 Phase 1 and 2 Complete.
Limmo (part)	Custom House and Canning Town	S18	Potential for 20 storeys plus.	N/A
Royal Victoria West	Custom House and Canning Town	S30	New residential, leisure and cultural uses will be supported at this gateway site to the Royal Docks, high quality public realm and existing water/waterside recreation uses, along with improved walking and cycling links.	Document Reference: 31 18/00298/FUL withdrawn 18/01/2019
Custom House/Freemasons	Custom House and Canning Town	S28	Intensified residential, community, commercial/ business space, making use of Crossrail.	N/A
Coolfin North	Custom House and Canning Town	S06	Residential led mixed-use to include a new, [potentially all through] or expanded school with flexible community space, together with a key component of the 'Activity Street'.	N/A
LLDC				
Bromley By Bow	Site bounded by the Blackwall Tunnel northern approach, River Lea and District Line railway	SA4.1	<ul style="list-style-type: none"> - New and reprovided retail floorspace that is capable of functioning alongside a mix of uses, as a new District Centre - A primary school - A new 1.2 hectare park - Riverside walk - Community facility (e.g. library) - New homes with a significant element of family housing - New employment-generating business space in a range of sizes and formats. 	

Site/Scheme Name	Location	Site Allocation Reference	Land Use Requirements	Application Reference / Status
Pudding Mill	Land to the south of Queen Elizabeth Olympic Park, bounded by the River Lea to the west, City Mill River to the east, Bow Back Creek to the south and the DLR line to the north.	SA4.3	A new medium-density, mixed-use area, including a significant and diverse element of new and replacement business floorspace, including spaces suitable for small- and medium-sized businesses; a new Local Centre adjacent to Pudding Mill Lane DLR Station and Pudding Mill Lane; new homes including a significant element of family housing; new Local Open Space, playspace and public realm	-
Bow Goods Yards (Bow East and West)	Bow Goods Yards East and West	SA5.5	development of rail freight, transport and associated industrial uses.	
London Plan 2017 Opportunity Areas				
Poplar Riverside OA	Thames Estuary	N/A	Potential for up to: 9,000 new homes; and 3,000 new jobs	N/A
Royal Docks and Breckton Riverside OA	Thames Estuary	N/A	Potential for up to: 30,000 new homes; and 41,500 new jobs	N/A
Greenwich Peninsula OA	Thames Estuary	N/A	Potential for up to: 17,000 new homes; and 15,000 new jobs	N/A
Woolwich OA	Thames Estuary	N/A	Potential for up to: 5,000 new homes; and	N/A

Site/Scheme Name	Location	Site Allocation Reference	Land Use Requirements	Application Reference / Status
			2,500 new jobs	
Charlton Riverside	Thames Estuary	N/A	Potential for up to: 8,000 new homes; and 1,000 new jobs	N/A
Isle of Dogs	Central London	N/A	Potential for up to: 29,000 new homes; and 110,000 new jobs	N/A
Olympic Legacy	Elizabeth Line East	N/A	Potential for up to: 39,000 new homes; and 65,000 new jobs	N/A

Greenwich preferred Site Allocations August 2019:

https://consultations.royalgreenwich.gov.uk/KMS/dmart.aspx?strTab=PublicDMartCurrent&PageContext=PublicDMart&PageType=item&DMartId=1036&breadcrumb_pc=PublicDMartCurrent&breadcrumb_pg=search&breadcrumb_pn=dmart.aspx&filter_Status=1