

Elliot Treharne

From: Ralph Hardwick [REDACTED]
Sent: 10 September 2015 08:23
To: Mayor
Cc: mira.barhillel [REDACTED] Rachel Bishop; Simon Edge; Gudrun Lawyer
Subject: Freedom of Information Request - Enderby Wharf

Dear Sirs,

The GLA requested that AMEC conduct an independent review of the Royal Haskoning DHV report submitted by the Royal Borough of Greenwich in support of their planning application.

The GLA's press release dated 25th August 2015 states *'The Mayor's office also asked an independent air quality consultancy, AMEC, to study the impact of emissions'*.

This is confirmed in a letter written by Ed Lister; *'information was provided by the applicant and subsequently verified by AMEC in an updated second report which also independently reviewed the reports commissioned by the Royal Borough of Greenwich to assess the emissions from cruise ships hotelling at Enderby Wharf.'*

Please can you provide copies of all correspondence with AMEC in relation to the GLA's request for an independent review; specifically the 'updated second report' dated August 2015.

Thank you

Ralph Hardwick
[REDACTED]

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Elliot Treharne

From: Mchugh, Christine [REDACTED]
Sent: 14 August 2015 16:13
To: Elliot Treharne
Cc: Jonathan Finch
Subject: RE: Enderby Wharf - cruise terminal

Hi Elliot

Yes we can – I'll have an initial look over the w/e.

Regards
Christine

From: Elliot Treharne [REDACTED]
Sent: 14 August 2015 16:02
To: Mchugh, Christine [REDACTED]
Cc: Jonathan Finch [REDACTED]
Subject: Enderby Wharf - cruise terminal

Hi Christine

Can we ask for your help please.

Jonathan needs an air quality contribution to his stage 2 report which he needs to submit by next Friday. Apologies for the tight turnaround but can we get anything by Thursday lunchtime (and earlier if at all possible).

You'll be aware of the sensitivities around this case. I have copied Ralph Hardwick's email for information/context.

Given the legal risks (with exacerbating an existing exceedance, even minor impacts, potentially being grounds for a legal challenge) I would suggest that with an abundance of caution that we include ideas for mitigation in your report that we could request. The air quality impacts are so small that this should be relatively straightforward to agree with the developer. Obviously shore-side auxiliary power isn't technically feasible so shouldn't be included on the list of mitigations but other local measures are. Maybe some kind of mini air quality fund for the local area?

Jonathan will liaise with you direct on this.

Thanks as always for your help and have a good weekend.

Elliot

From: Jonathan Finch
Sent: 07 August 2015 16:38
To: Elliot Treharne; Barry O'Brien
Cc: Justin Carr
Subject: RE: Evening Standard: Boris Johnson told to block 'dirty' cruise ship terminal in east London

Thanks Elliot,

I am back in the office on Thursday so end of next week would be helpful.

I have attached the reports from RBG and the committee report.

Kind regards

Jonathan

From: Elliot Treharne
Sent: 07 August 2015 16:32
To: Jonathan Finch; Barry O'Brien
Cc: Justin Carr
Subject: RE: Evening Standard: Boris Johnson told to block 'dirty' cruise ship terminal in east London

Hi both

Barry is away until 24th August.

Shall we have a sit down next week just so we can run through where we are and we can discuss what further support you need.

Jonathan – thanks for the heads up on the environment spreadsheet. I will look at this next week. Please also send me the reports commissioned by RBG so I can share them with our consultants.

Thanks

Elliot

From: Jonathan Finch
Sent: 07 August 2015 14:30
To: Elliot Treharne; Barry O'Brien
Cc: Justin Carr
Subject: RE: Evening Standard: Boris Johnson told to block 'dirty' cruise ship terminal in east London

That would be very helpful.

Elliot, there is a response regarding AQ neutral calculations back on the environment spreadsheet for your attention and we have now also received the reports commissioned by RBG regarding emissions from cruise ships if you would like to view.

Kind regards

Jonathan

From: Justin Carr
Sent: 06 August 2015 13:12
To: Jonathan Finch; Elliot Treharne; Barry O'Brien
Subject: Re: Evening Standard: Boris Johnson told to block 'dirty' cruise ship terminal in east London

Elliot/Barry we really some help in dealing with this.

Justin Carr
Strategic Planning Manager (Development Decisions)
Greater London Authority
020 7983 4895
07920 807349

From: Glenn Pearson
Sent: Thursday, August 06, 2015 12:56 PM GMT Standard Time

To: Stewart Murray; Colin Wilson; Justin Carr; Jonathan Finch

Cc: Jonathan Weisgard

Subject: Evening Standard: Boris Johnson told to block 'dirty' cruise ship terminal in east London

Boris Johnson told to block 'dirty' cruise ship terminal in east London

MIRA BAR-HILLEL

Campaigners opposed to plans for London's first large cruise ship terminal in 34 years have asked Mayor Boris Johnson to overturn a decision to approve the "dirty" scheme.

Residents' groups in Greenwich and Tower Hamlets say diesel generators will add to already high levels of pollution while ships are berthed at Enderby Wharf in Greenwich.

Last month councillors backed the project, which also includes 477 homes in blocks up to 32 storeys high. But Dan Hayes, chairman of the East Greenwich Residents Association, said in letters to Mr Johnson and Communities Secretary Greg Clark that "so far no public reassurance has been given about the additional pollution".

An average cruise ship can burn 700 litres of diesel an hour, equivalent to 400 idling lorries. Westcourt Real Estate, which is overseeing the development, said the council had decided the project "would have no material impact on air quality levels" in the area. Greenwich council said: "Nearly half a million pounds is being committed towards monitoring and improving air quality."

Enderby Wharf will be the first large cruise ship terminal in the capital since the Royal Docks closed in 1981.

Campaigners also criticise plans to build nearly 500 flats in three towers.

Glenn Pearson
Press Officer
Mayor of London's Press Office



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(2)

Jonathan Finch

From: Mchugh, Christine [REDACTED]
Sent: 14 August 2015 16:34
To: Jonathan Finch
Subject: RE: Enderby Wharf - cruise terminal

Hello Jonathan

Yes, will do.

Regards
Christine

From: Jonathan Finch [REDACTED]
Sent: 14 August 2015 16:25
To: Mchugh, Christine [REDACTED]
Subject: RE: Enderby Wharf - cruise terminal

Many thanks Christine.

The original report you produced to assist with our stage one report set out that the cruise liner building and skills academy floorspace were not included in the AQ neutral calculations and therefore we requested that the applicant resubmitted them. Can you please also look over their response which is pasted below but also attached in the section 10 (page 8) of the thematic response document.

Kind regards

Jonathan

Jonathan Finch BSc (hons) MSc
Senior Strategic Planner – Development & Projects

100 WATERLOO LONDON E1 6ON, City Hall, The Queen's Walk, London, SE1 2AA
[REDACTED]

From: Mchugh, Christine [REDACTED]
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letters to Mr Johnson and Communities Secretary Greg Clark that "so far no public reassurance has been given about the additional pollution".

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Glenn Pearson
Press Officer
Mayor of London's Press Office



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Elliot Treharne

From: Mchugh, Christine [REDACTED]
Sent: 20 August 2015 17:41
To: Jonathan Finch; Elliot Treharne
Subject: RE: SLP: Boris faces political opposition to green-light for cruise port
Attachments: 34431-39_Enderby Wharf Air Quality Assessment Review_issued.pdf

Report attached
Christine

From: Jonathan Finch [REDACTED]
Sent: 20 August 2015 16:33
To: Mchugh, Christine [REDACTED]; Elliot Treharne [REDACTED]
Subject: RE: SLP: Boris faces political opposition to green-light for cruise port

Hi Christine,

Sorry to chase but can you please provide an update.

Kind regards

Jonathan

From: Mchugh, Christine [REDACTED]
Sent: 20 August 2015 15:17
To: Elliot Treharne
Cc: Jonathan Finch
Subject: RE: SLP: Boris faces political opposition to green-light for cruise port

Ah, that's coming up, we're just finishing the report

From: Elliot Treharne [REDACTED]
Sent: 20 August 2015 15:16
To: Mchugh, Christine [REDACTED]
Cc: Jonathan Finch [REDACTED]
Subject: RE: SLP: Boris faces political opposition to green-light for cruise port

Thanks Christine, super helpful.

Just to confirm, taking into account the dispersion, is it still fair to say 'insignificant' in terms of air quality impacts of the development?

From: Mchugh, Christine [REDACTED]
Sent: 20 August 2015 14:05
To: Elliot Treharne
Cc: Jonathan Finch
Subject: RE: SLP: Boris faces political opposition to green-light for cruise port

Hi Elliot

Basically it is a fair comparison – in fact they could have said 688 HGVs.
The ship emissions are emitted at height not at ground level and as the emission is hot and fast they are dispersed better than emissions from car exhausts.

Regards
Christine

Concerns have been raised regarding emissions from the proposed the Enderby Wharf Cruise Ship Terminal. The following comparison has been mentioned several times in correspondence and media articles:

"The objections are overwhelmingly based on concerns about air pollution from the terminal amid claims that medium-sized cruise ships at berth emit similar levels of toxic pollutants to 400 permanently idling HGVs".

Dispersion modelling of the emissions from the cruise ship at berth has been undertaken by Royal Haskoning DHV in the "Enderby Wharf, Greenwich Air Quality Assessment" (July 2015). The stated oxides of nitrogen (NO_x) emission rate is 8.65 g/s, which equates to 31,140 g/hr. The stated Particulate Matter (PM₁₀) emission rate is 0.11 g/s, which equates to 396 g/hr.

There are several sources of information on emissions from HGVs. The Euro 2009 dataset in the CERC Atmospheric Emissions Inventory Toolkit (EMIT), based on data released by the Department for Transport in 2009 shows that, for example, a rigid 3-axle HGV in 2015 would release 45 g/hr of NO_x and 0.66 g/hr of PM₁₀ whilst idling. It would therefore take 688 HGVs to emit the same amount of NO_x over an hour as the ship and 604 HGVs to emit the same amount of PM₁₀.

Another source of information on idling HGVs (https://www.dieselnet.com/tech/emissions_idle.php) suggests that HGVs emit around 71 g/hr of NO_x and 2.5 g/hr of PM₁₀ whilst idling, but these are (US) Class 8 tractor trailers (larger than UK HGVs). It would therefore take 439 HGVs to emit the same amount of NO_x over an hour as the ship and 158 HGVs to emit the same amount of PM₁₀.

These sources indicate that the assertion that *"medium-sized cruise ships at berth emit similar levels of toxic pollutants to 400 permanently idling HGVs"* is a reasonable approximation of the relative emissions of cruise ships and HGVs.

End

From: Elliot Treharne [REDACTED]
Sent: 17 August 2015 17:00
To: Mchugh, Christine [REDACTED]
Cc: Jonathan Finch [REDACTED]
Subject: FW: SLP: Boris faces political opposition to green-light for cruise port

Hi Christine

Can you do me a favour and fact check the claims about comparative emissions with cruise ships?

Thanks

Elliot

From: Jonathan Finch
Sent: 17 August 2015 16:33
To: Elliot Treharne
Subject: FW: SLP: Boris faces political opposition to green-light for cruise port

FYI – this is the latest article...the HGV comparison that seems to be cropping up consistently in correspondence.

"The objections are overwhelmingly based on concerns about air pollution from the terminal amid claims that medium-sized cruise ships at berth emit similar levels of toxic pollutants to 400 permanently idling HGVs"

Also another similar reference, but slight contradiction...

"If I drive a small truck weighing more than 3.5 tons that does not meet the Euro 4 emission level into London's low emission zone I would receive a penalty charge of £1000. Given that a cruise ship generates the same amount of pollution as 40 HGV's that do not meet a similar emission constraint, will the GLA be charging the cruise operator £40000 when they arrive at Greenwich?"

Thanks

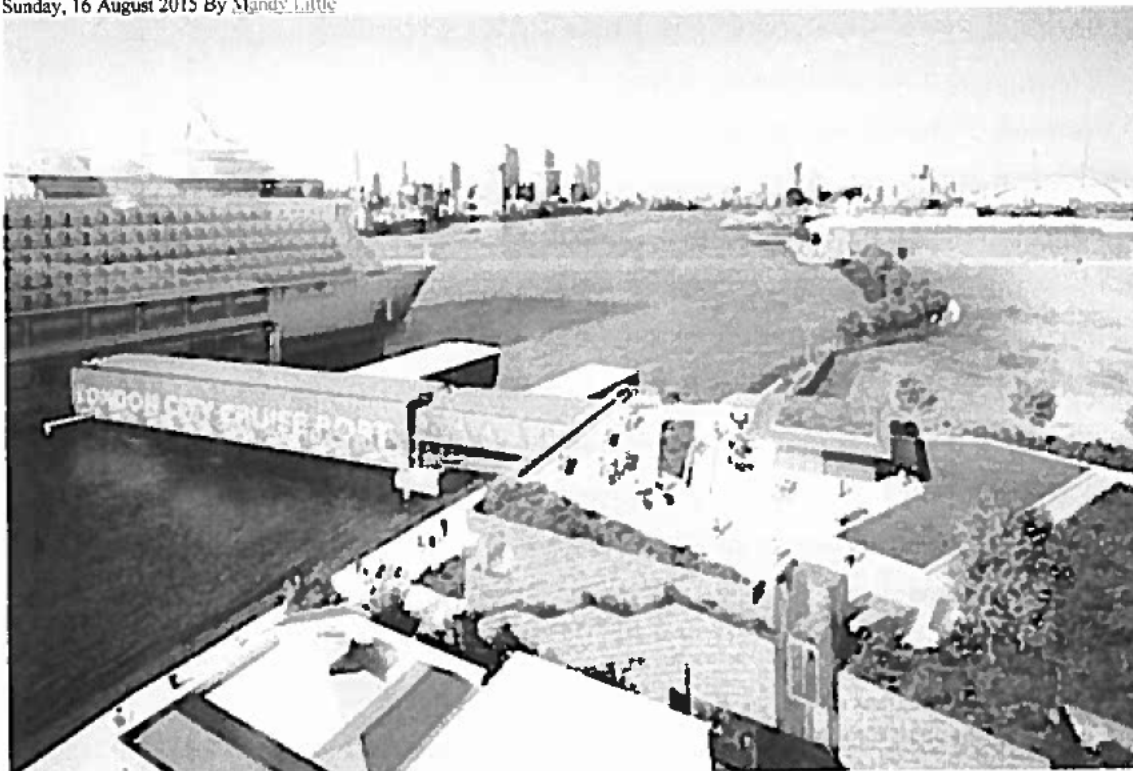
J

From: Glenn Pearson
Sent: 17 August 2015 10:30
To: Jonathan Finch; Justin Carr
Cc: Stewart Murray; Colin Wilson; Rachelle Laurence
Subject: SLP: Boris faces political opposition to green-light for cruise port

Hi all,
Further media from the South London Press on the Greenwich cruise terminal.
Thanks,
Glenn

Boris faces political opposition to green-light for cruise port

Sunday, 16 August 2015 By Mandy Little



An artist's

impression of the cruise liner development - m2701/C

CALLS are growing for Boris Johnson to reverse the planning permission for Greenwich's cruise liner terminal due to concerns over pollution.

East Greenwich Residents' Association (EGRA), Greenwich Society, Greenwich Green Party and three London Assembly Members party leaders are all appealing to the London Mayor to call in the London City Cruise Port which received the green light from Greenwich council last month. Assembly members Liberal Democrat Caroline Pidgeon, Conservative Andrew Boff and the Green Party's Jenny Jones are expressing concerns over the Enderby Wharf development in East Greenwich.

The key is that individual ship's diesel generators will add to the already high levels of pollution in the area and will produce similar levels of toxic pollutants, including nitrogen dioxide as 400 idling HGVs.

Calls have been made for "clean shore-based power" to be provided as in other ports.

The scheme, which also includes 477 homes won planning permission on Tuesday, July 21 despite 117 letters expressing opposition.

Members of EGRA say that residents remain unconvinced by the council's reassurances about the impact on air quality, despite answers given to many questions on the matter being submitted to July's full council meeting Ian Blore from EGRA said: "The fight goes on. We are asking the Mayor to call in the application. The main concern is over air quality as we want this to be considered more fully than we feel the council has done.

"We did ask Greenwich's planning board to defer the application to consider the implications more. We are not entirely against the cruise liner terminal it could be wonderful but there must be a balance between private gain and the health of residents."

He said members of EGRA were not reassured by leader Councillor Denise Hyland's response to their concerns which she said that in the event of the cruise station exceeding safe pollution levels, officers would investigate it as "a statutory nuisance"

Simon Edge from Greenwich Greens told the Mayor in a letter: "The objections are overwhelmingly based on concerns about air pollution from the terminal amid claims that medium-sized cruise ships at berth emit similar levels of toxic pollutants to 400 permanently idling HGVs" He said that "nitrogen dioxide" from the ships, which recent research has found is responsible for thousands of Londoners deaths, is a key concern.

In her letter to the Mayor, Jenny Jones, said: "Greenwich has bent over backwards to accommodate old polluting ships. In examining the potential for "cold ironing" - requiring ships to use shore-side electrical power and so potentially mitigating the toxic pollutant - they concluded that it would be prohibitively expensive for some operators to retrofit this technology."

Caroline Pidgeon echoed concerns over nitrogen dioxide emissions on residents in her letter sent last week urging the Mayor to exercise his call in powers.

She said: "I would ask you to reassess the feasibility of using shore power to supply vessels with electrical power at Enderby Wharf in order to reduce emissions at source."

Richard Baglin from the Greenwich Society, told the Mercury: "We hope the Mayor and assembly members take the air pollution worries more seriously than Greenwich council does."

A spokesman for Mr Johnson, said: "When the application is referred back to the Mayor, he will consider and assess all of the planning issues that have been raised before making a decision in due course."

Glenn Pearson
Press Officer
Mayor of London's Press Office



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