

CITY AIRPORT DEVELOPMENT PROGRAMME
(CADP1) S73 APPLICATION

ENVIRONMENTAL STATEMENT

VOLUME 2: APPENDICES

DECEMBER 2022



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City Airport Development
Programme (CADP1) S73
Application

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Appendix 9.5 Air Quality Positive
Statement

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Appendix 9.5 Air Quality Positive Statement

This Air Quality Positive Statement (AQPS) has been prepared following the Consultation Draft guidance issued by GLA in November 2021¹. The structure of the AQPS is as follows:

- Introduction
- Constraints and Opportunities
- Measures adopted
- Implementation and monitoring

Introduction

The Air Quality Positive approach is founded on four key themes:

- Better design and reducing exposure
- Building emissions
- Transport emissions
- Innovation and futureproofing

A full description of the Proposed Amendments is set out in Chapter 2 of this Environmental Statement. The Proposed Amendments are 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.

The number of flights will remain limited to 111,000 air transport movements (ATMs) per annum as approved under the CADP1 permission. 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. Minor changes to the existing apron may be sought, including the layout and marking of aircraft stands, but no new significant infrastructure will be necessary.

Taking the above into account it has not been appropriate to incorporate the Air Quality Positive approach into the “Better design and reducing exposure” theme. Regular meetings and discussions were held with the LCY Planning Team, Steer (Transport Consultants) and Atkins (Energy Consultants) to identify Air Quality Positive measures related to Building emissions, Transport emissions and Innovation and futureproofing, as described in subsequent sections of this Statement

Constraints and opportunities

The constraints and opportunities information can be found in the documents provided to support this planning application as summarised in the table below.

Constraints and opportunities	Documents in support of the planning application
Relevant designations (AQMAs, Focus Areas)	Chapter 9: Air Quality of the ES
Major off-site sources of pollution	
Overview of off-site sensitive receptors	
Proximity to energy networks	Energy Strategy
Transport infrastructure opportunities	

¹ London Plan Guidance – Air Quality Positive. Consultation draft November 2021. Mayor of London.

Site permeability and access	Design and Access Statement (DAS) and Chapter 10: Surface Access of the ES
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Measures Adopted

The Air Quality Matrix below provides details of the Air Quality Positive measures that have been adopted, the rational for adoption, and how they will be implemented. The measures are segregated into the three key themes of building emissions, transport emissions ,and innovation & future-proofing. As discussed above, it was not appropriate to include measures for better design and reducing exposure as the Proposed Amendments do not include any changes to design, infrastructure or layout.

Measure	Summary of Measure	Reason for Measure	Expected Benefits	Assessment and Reporting			How will Measure be secured?
				Methods	Quantitative	Qualitative	
Building Emissions							
Energy Strategy	The revised Energy Strategy for the Eastern Energy Centre will utilise on-site heat pumps and photovoltaics or will connect to a District Heating Heat Pump option	The Energy Strategy sets out the rationale for the revisions to meet the minimum GLA requirements and the on-site regulated energy 'Net Zero' aspiration	The 2015 UES in support of the CADP1 application calculated NOx emissions from the Eastern Energy Centre to be 1,130 kg/annum based on CHP/gas boilers. This will now be reduced to zero.	Energy Strategy	Y	N	By planning condition or S61 approval.
Transport Emissions							
No increase to on-site car parking	No further car parking is proposed above that already consented under CADP1	Discourage the use of private car trips to the Airport in favour of more sustainable options	Reduced emissions associated with private vehicle trips	Transport Assessment	N	Y	As consented under CADP1.
Encourage use of sustainable transport options	A target has been set to achieve 80% of staff and passenger and staff journeys by sustainable modes (as defined in the NPPF) by 2030	To reduce the impact of private car journeys and decrease carbon and pollution emissions.	Reduced emissions associated with private vehicle trips	Surface Access Strategy and Travel Plan	N	Y	S106
Encourage use of public transport	Additional uptake of public transport will be encouraged through further enhancements to bus services, enhancements to bus stops and enhanced wayfinding	To reduce the impact of private car journeys and decrease carbon and pollution emissions.	Reduced emissions associated with private vehicle trips	Transport Assessment and Travel Plan	N	Y	S106
Innovation and future-proofing							
Airside vehicle emissions	As airside vehicles reach the end of their natural life, they are	The principal reason for the measure is to reduce on-site carbon emissions, but there	Reduced emissions associated with airside vehicles	Annual Performance Report (APR)	Y	N	Review of APR

	replaced, wherever possible, by zero carbon versions, with the aim of a zero carbon fleet by 2030	will also be benefits in reducing emissions of NOx and Particulate Matter					
Encourage uptake of SAFs	Working with partners to adapt the infrastructure and operating environment to facilitate the use of Sustainable Aviation Fuels (SAFs)	In the medium term, the use of SAFs offers great potential to reduce aircraft carbon emissions. However, studies have shown that the use of SAFs also reduces emissions of Particulate Matter and Ultrafine Particles from aircraft engines	Reduced emissions from aircraft operations	Development of revised Fuel Strategy. Sustainability Steering Group which reports to the CEO and Board. Annual updates on progress will be made publicly available	N	Y	Review of annual updates
Encourage use of zero emission aircraft	Continuing to work with partners to deliver greater scalability in the medium term on the short and medium-haul flights of relatively smaller aircraft that London City Airport specialises in	In order to deliver the longer-term goal of zero emissions from aircraft, the use of alternative fuels (such as hydrogen or electricity) is required.	Reduced emissions from aircraft	Sustainability Steering Group which reports to the CEO and Board. Annual updates on progress will be made publicly available	N	Y	Review of annual updates