

CITY AIRPORT DEVELOPMENT PROGRAMME  
(CADP1) S73 APPLICATION

# ENVIRONMENTAL STATEMENT

VOLUME 2: APPENDICES

DECEMBER 2022



# Pell Frischmann

City Airport Development  
Programme (CADP1) S73  
Application

Volume 2: Appendices  
Appendix 13.3 Preliminary Ecological  
Appraisal

December 2022

# PRELIMINARY ECOLOGICAL APPRAISAL

LONDON CITY AIRPORT



ECO00940  
B  
November 2022

## PRELIMINARY ECOLOGICAL APPRAISAL

### Document status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
A	First Draft	HM	EW	DT	May 2022
B	Second Draft	HM/EW	EW	DT	May 2022
C	Final	EW	NB	DT	November 2022

### Approval for issue

© Copyright RPS Group Limited. All rights reserved.

The report has been prepared for the exclusive use of our client and unless otherwise agreed in writing by RPS Group Limited no other party may use, make use of or rely on the contents of this report.

The report has been compiled using the resources agreed with the client and in accordance with the scope of work agreed with the client. No liability is accepted by RPS Group Limited for any use of this report, other than the purpose for which it was prepared.

RPS Group Limited accepts no responsibility for any documents or information supplied to RPS Group Limited by others and no legal liability arising from the use by others of opinions or data contained in this report. It is expressly stated that no independent verification of any documents or information supplied by others has been made.

RPS Group Limited has used reasonable skill, care and diligence in compiling this report and no warranty is provided as to the report's accuracy.

No part of this report may be copied or reproduced, by any means, without the written permission of RPS Group Limited.

#### Prepared for:

**London City Airport**

## EXECUTIVE SUMMARY

- RPS was commissioned by London City Airport (LCY) to undertake an updated Preliminary Ecological Appraisal (PEA) to support a Section 73 'minor- material amendment' planning application.. The application seeks to vary planning conditions attached to the existing consent for the City Airport Development Programme (CADP1), which was approved by the Secretaries of State for Communities and Local Government and Transport in July 2016. The site is located within the Royal Docks of London Borough of Newham (LBN).
- The PEA comprised a desk study, Phase 1 habitat survey and an ecological scoping survey which assessed the potential of the site to support species of conservation concern or other species which could present a constraint to the development of the site.
- The application is seeking the following changes to CADP1:  
*'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'.*
- There will be no change to the number of aircraft currently allowed to fly from LCY each year (i.e., 111,000 aircraft movements per annum) and no increase in the number of aircraft stands (a total of 25 stands) or other physical infrastructure. The design and layout of the new terminal buildings and further enhancements to the airport campus, remain as approved in 2016 under the CADP1 permission (as varied thereafter by several non-material amendment applications). Previous surveys (RPS 2013, 2015, 2020) found the site to consist of largely hardstanding, amenity grassland, buildings and patches of introduced shrub, ruderal vegetation and scattered trees at the perimeter.
- The site is approximately 52 ha in size and comprises habitats similar to those previously described including hardstanding, amenity grassland, introduced shrub and some new buildings. The surrounding area is a mix of residential and commercial, with the DLR line running adjacent to the south of the site, and the north of the site is surrounded by the water of Royal Albert Dock.
- There are two statutory designated sites within 2km of the site, and seven Sites of Importance for Nature Conservation, the closest of these being the Royal Docks, which is adjacent to the airport.
- The proposed development has the potential to disturb bird species, previously recorded on site and in the surrounds including in the neighbouring designated site. However there is unlikely to be a significant impact as the bird species are considered to be of local/district value only and will already be tolerable to the regular aircraft movements and noise.
- There was a large amount of buddleia on site, which should be subject to a suitable management plan to ensure its eradication, thereby preventing its spread throughout the site and beyond.
- Throughout the site there are opportunities to enhance biodiversity, particularly with some of the ornamental planting areas near the main terminal. These could be better maintained and supplemented with native species.

## Contents

<b>EXECUTIVE SUMMARY .....</b>	<b>I</b>
<b>1 INTRODUCTION.....</b>	<b>1</b>
1.1 Purpose and scope of this report .....	1
1.2 Study area .....	1
1.3 Development proposals.....	2
1.4 Legislation and policy.....	2
<b>2 METHODS .....</b>	<b>4</b>
2.1 Desk Study.....	4
2.2 Ecological Appraisal.....	4
2.3 Impact Appraisal.....	4
2.4 Limitations.....	5
<b>3 RESULTS.....</b>	<b>6</b>
3.1 Designated Sites .....	6
3.2 Species.....	9
3.3 Phase 1 Habitat Survey.....	10
3.4 Wintering Bird Survey .....	12
3.5 Ecological Scoping Survey .....	15
<b>4 EVALUATION AND POTENTIAL IMPACTS .....</b>	<b>17</b>
4.1 Designated sites.....	17
4.2 Habitats .....	17
4.3 Species.....	17
<b>5 MITIGATION AND ENHANCEMENT .....</b>	<b>19</b>
5.1 Habitats .....	19
5.2 Enhancements .....	19
<b>REFERENCES .....</b>	<b>20</b>

## Tables

Table 3.1: Designated sites within 2 km of the study area .....	6
Table 3.2: Species records from the last 10 years within 2 km of the site .....	9
Table 4.1: Summary of potential habitat impacts.....	17

## Figures

Figure 3.1: Designated sites within 2 km .....	8
Figure 3.2: Phase 1 habitat map .....	13

## Appendices

**Appendix A** [Site Photographs](#)

**Appendix B** 2020 Breeding Bird Memo

# 1 INTRODUCTION

## 1.1 Purpose and scope of this report

- 1.1.1 RPS was commissioned by London City Airport (LCY) to undertake an updated Preliminary Ecological Appraisal (PEA) to support a Section 73 'minor- material amendment' planning application. The application seeks to vary planning conditions attached to the existing consent for the City Airport Development Programme (CADP1), which was approved by the Secretaries of State for Communities and Local Government and Transport in July 2016.
- 1.1.2 Previous Phase 1 Habitat Surveys were undertaken on site in 2013, 2015 and 2019 by RPS. A wintering bird survey was undertaken in 2019 and 2020. These surveys found the site to contain largely hardstanding and amenity grassland, and moderate potential to support breeding birds. A copy of the 2019 and 2020 Breeding Bird Survey Reports are provided in Appendix B.
- 1.1.3 To undertake an initial assessment of the potential ecological impact of the proposed development, a desk study, Phase 1 Habitat Survey, and a preliminary protected species assessment were carried out. This is termed as a Preliminary Ecological Appraisal Report (PEAR) in accordance with the Guidelines for Preliminary Ecological Assessment CIEEM (2017).
- 1.1.4 The PEA aims to:
- undertake a desk-based review of designated sites and records of protected species and other species that could present a constraint;
  - map and assess the habitats present on site;
  - assess the site for potential to support protected species or other species that could present a constraint, and make appropriate recommendations for further survey work if necessary;
  - provide outline options for mitigation measures as appropriate; and
  - make recommendations for appropriate biodiversity enhancements in line with national and local planning policy.
- 1.1.5 This report pertains to these results only; recommendations included within this report are the professional opinion of an experienced ecologist and therefore the view of RPS. The surveys and desk based assessments undertaken as part of this appraisal are prepared in accordance with the British Standard for Biodiversity Code of Practice for Planning and Development (BS42020:2013).

## 1.2 Study area

- 1.2.1 The site is located within the Royal Docks area of the London Borough of Newham (LBN). The site is approximately 52 ha in size. The National Grid coordinates for the centre of the site are TQ 427 803.
- 1.2.2 The site comprises largely hardstanding and amenity grassland and associated airport buildings, with some areas of introduced shrub both landside and airside. The airport is surrounded by the Royal Albert Dock and the King George V Dock.
- 1.2.3 Aerial imaging available via Google Earth Pro was also reviewed to assess the site in relation to its context in the wider landscape. The wider environs are highly urban comprising a mix of residential and commercial properties and the DLR overground trainline runs adjacent to the south of the site. The aerial view of the existing site is presented in Figure 1.1.



Figure 1.1: Aerial View of Existing Airport Site

## 1.3 Development proposals

- 1.3.1 LCY is seeking permission for minor material amendments, pursuant to Section 73 (S73) of the Town and Country Planning Act 1990 (as amended), to vary planning conditions attached to the City Airport Development Programme (CADP1) planning permission (Ref: 13/01228/FUL). CADP1 was granted consent by the Secretaries of State for Communities and Local Government and Transport in July 2016 following an appeal and public inquiry.
- 1.3.2 An Environmental Impact Assessment (EIA) has been undertaken and an Environmental Statement (ES) prepared to support the S73 application.
- 1.3.3 The application is seeking the following changes to CADP1:
- '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'.*
- 1.3.4 There will be no change to the number of aircraft currently allowed to fly from LCY each year (i.e., 111,000 aircraft movements per annum) and no increase in the number of aircraft stands (a total of 25 stands) or other physical infrastructure. The design and layout of the new terminal buildings and further enhancements to the airport campus, remain as approved in 2016 under the CADP1 permission (as varied thereafter by several non-material amendment applications).

## 1.4 Legislation and policy

- 1.4.1 Relevant legislation, policy guidance and both Local and National Biodiversity Action Plans (BAPs) are referred to throughout this report where appropriate. Their context and application is explained in the relevant sections of this report.
- 1.4.2 The relevant articles of legislation are:

- The National Planning Policy Framework (NPPF, 2021);
- ODPM Circular 06/2005 (retained as Technical Guidance on NPPF 2021);
- Local planning policies (The London Plan 2021, Newham Local Plan 2018);
- The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019;
- The Wildlife and Countryside Act 1981 (as amended);
- The Protection of Badgers Act 1992;
- The Countryside and Rights of Way Act 2000;
- The Hedgerow Regulations 1997;
- The Natural Environment and Rural Communities Act 2006;
- London Biodiversity Action Plan.

1.4.3 A summary of legislation relevant to birds, which are identified as potential constraints in this report is provided below.

1.4.4 All birds, their nests and eggs are afforded protection under the Wildlife and Countryside Act 1981, as updated by the Countryside and Rights of Way Act 2000. It is an offence to:

- intentionally kill, injure or take any wild bird;
- intentionally take, damage or destroy the nest of any wild bird while it is in use or being built; and
- intentionally take or destroy the egg of any wild bird.

1.4.5 Schedule 1 birds cannot be intentionally or recklessly disturbed when nesting and there are increased penalties for doing so. Licences can be issued to visit the nests of such birds for conservation, scientific or photographic purposes but not to allow disturbance during a development even in circumstances where that development is fully authorised by consents such as a valid planning permission.

## 2 METHODS

### 2.1 Desk Study

- 2.1.1 Ecological records within a 1 km radius of the site were requested from Greenspace Information for Greater London (GiGL). Data requests were limited to records for protected species recorded within the last ten years and sites of nature conservation interest within 1 km of the site. This included a review of existing statutory sites of nature conservation interest, such as Sites of Special Scientific Interest (SSSIs), Special Protection Areas (SPAs), Special Area of Conservation (SACs) and National Nature Reserves (NNRs), and non-statutory sites, such as Sites of Importance for Nature Conservation (SINCs) and Local Wildlife Sites (LWSs).
- 2.1.2 Locations of statutory designated sites within 2km of the site were accessed via the government 'MAGIC' website (MagicMap, 2016).
- 2.1.3 A 1:25,000 OS map was used to identify nearby features such as ponds or green corridors that could provide habitat or connectivity to other areas.

### 2.2 Ecological Appraisal

- 2.2.1 The ecological appraisal consisted of two components: a Phase 1 Habitat survey; and a scoping survey for protected species and other species of conservation concern which could present a constraint to development.
- 2.2.2 The walkover survey was undertaken on the 9<sup>th</sup> April 2022 by RPS Assistant Ecologist Harriet Miles BSc, who is experienced in undertaking Phase 1 Habitat Surveys.
- 2.2.3 The Phase 1 Habitat survey followed the standard methodology within the Joint Nature Conservation Committee (JNCC) Handbook for Phase 1 Habitat survey (JNCC, 2010), and as described in the Guidelines for Preliminary Ecological Assessment (IEEM, 2012). In summary, this comprised walking over the survey area and recording the habitat types and boundary features present.
- 2.2.4 A protected species scoping survey was carried out in conjunction with the Phase 1 Habitat survey. The site was assessed for its suitability to support protected species, in particular Great Crested Newts *Triturus cristatus*, reptiles, birds, Badgers *Meles meles*, bats, and other species of conservation importance.
- 2.2.5 The surveyor looked for evidence of use of the site by protected species, including signs such as burrows, droppings, footprints, paths, hairs, refugia and particular habitat types known to be used by certain groups such as ponds. Any mammal paths were also noted down and where possible followed. Fence boundaries were walked to establish any entry points or animal signs such as latrines. Areas of bare earth were inspected for mammal prints. Areas of habitat considered suitable for protected species or those of conservation interest were recorded.

### 2.3 Impact Appraisal

- 2.3.1 The overall ecological appraisal is based on the standard best practice methodology provided by the Guidelines for Preliminary Ecological Appraisal (CIEEM, 2017). The assessment identifies sites, habitats, species and other ecological features that are of value based on factors such as legal protection, statutory or local site designations such as SSSIs or LWSs or inclusion on Red Data Book Lists or BAPs.
- 2.3.2 The assessment also refers to planning policy guidance (e.g., NPPF) where relevant to relate the value of the site and potential impacts of development to the planning process, identifying constraints and opportunities for ecological enhancement in line with both national and local policy.

## 2.4 Limitations

### Desk Based Assessment

- 2.4.1 The desk study data obtained from GiGL and MAGIC is third party controlled data, purchased for the purposes of this report only. RPS cannot vouch for its accuracy and cannot be held liable for any error(s) in these data.
- 2.4.2 The ecological data search report is compiled using data held by GiGL at the time of the request. The amount of data revealed from the data search is dependent on information that has been submitted to the local Biological Records Centre. Although it can often reveal current and historical evidence of protected species occurring within or near to a site, and give an indication of the likelihood of a species occurring at a site, the records should not be considered as comprehensive. Even where data is held, a lack of records for a species in a defined geographical area does not necessarily mean that the species does not occur there.

### Survey

- 2.4.3 It should be noted that whilst every effort has been made to provide a comprehensive description of the site, no investigation can ensure the complete characterisation and prediction of the natural environment.
- 2.4.4 The protected/notable species assessment provides a preliminary view of the likelihood of these species occurring on the site, based on the suitability of the habitat, known distribution of the species in the local area provided in response to our enquiries and any direct evidence on the site. It should not be taken as providing a full and definitive survey of any protected/notable species group.

### Accurate Lifespan of Ecological Data

- 2.4.5 The majority of ecological data remain valid for only short periods due to the inherently transient nature of the subject. The survey results contained in this report are considered accurate for two years, assuming no significant considerable changes to the site conditions.

### 3 RESULTS

#### 3.1 Designated Sites

- 3.1.1 There are two statutory designated sites for nature conservation value within 2 km of the site.
- 3.1.2 Seven non-statutory sites are located within the 1 km search radius of the site. The closest of these is Royal Docks SINC, located adjacent to the site.
- 3.1.3 A summary of these sites is provided in Table 3.1 below and the location of each site is detailed in Figure 3.1.

**Table 3.1: Statutory and Non-Statutory Designated sites within 2km and 1km respectively of the study area**

Site name	Type	Approx. area (ha)	Interest Features	Distance from site (m)
Statutory Sites				
Gilberts Pit	SSSI	5.2	These sites provides one of the most complete sections through the lower tertiary beds in the Greater London area. It forms a key tertiary site for stratigraphic studies and is particularly important for a palaeogeographic reconstruction of the Woolwich and Reading Beds. The site covers a disused pit cut into a sequence of lower tertiary sediments dating from approximately 55 million years ago. Faces are present on the eastern and southern sides and rise to over 20 metres above the pit floor. A narrow causeway separates the eastern exposures from an abutting face of a second pit at Maryon Park. Some of the beds are highly fossiliferous yielding plant, sponge, mollusc, fish and reptile remains. The Woolwich Beds, in particular, are noted for an abundant but very low-diversity brackish water molluscan fauna	1400
Maryon	LNR	17.52		1400
Wilson Park and Gilbert's Pit				
Non-statutory Sites				
Royal Docks	SINC	92.24	The Royal Docks are huge areas of open water of considerable value for birds. Several pairs of common terns nest on rafts on Pontoon Dock, the southern extension of the Royal Victoria Dock, while other breeding species include mute swan, great crested grebe and tufted duck. Numbers of waterfowl increase in winter, especially in very hard weather when the brackish water of the docks makes them among the last water bodies to freeze. Peregrine falcons have nested on a nearby building, and regularly hunt over the docks.	0
Royal Victoria Gardens	SINC	4.39	NS	74
River Thames and tidal tributaries	SINC	2313.02	The River Thames and the tidal sections of creeks and rivers which flow into it comprise a number of valuable habitats not found elsewhere in London. The mud-flats, shingle beach, inter-tidal vegetation, islands and river channel itself support many species from freshwater, estuarine and marine communities which are rare in London. The site is of particular importance for wildfowl and wading birds. The river walls, particularly in south and east London, also provide important feeding areas for the nationally rare and specially-protected black redstart. The Thames is extremely important for fish, with over 100 species now present. Many of the tidal creeks are important fish nurseries, including for several nationally uncommon species such as smelt. Barking Creek supports extensive reed beds. Further downstream are small areas of saltmarsh, a very rare habitat in London, where there is a small population of the nationally scarce marsh sow-thistle ( <i>Sonchus palustris</i> ). Wetlands beside the river in Kew support the only London population of the nationally rare and	177

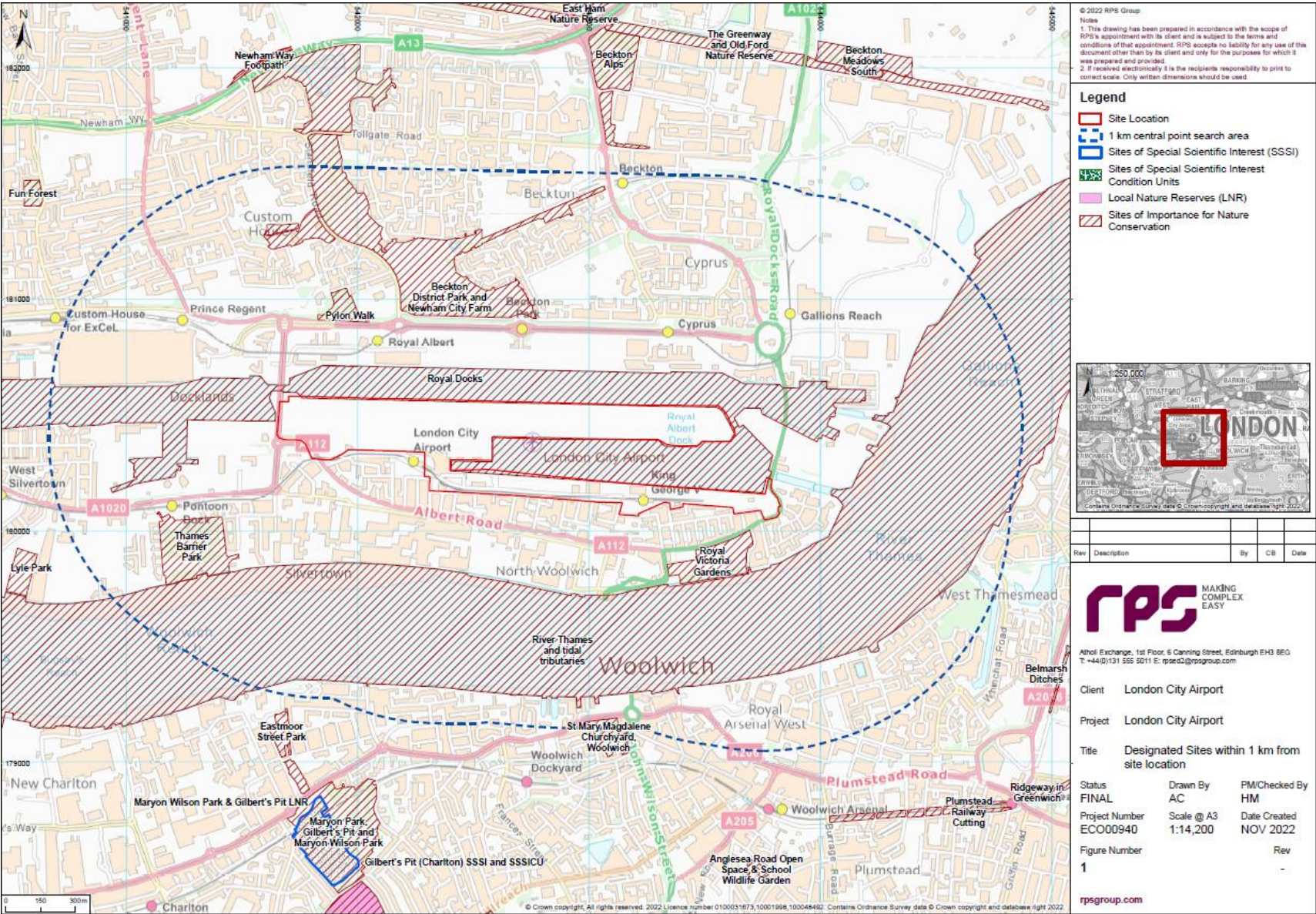
## PRELIMINARY ECOLOGICAL APPRAISAL

specialty-protected cut-grass (*Leersia oryzoides*). The numerous small islands in the upper reaches support important invertebrate communities, including several nationally rare snails, as well as a number of heronries. Chiswick Eyot, one of the islands, is a Local Nature Reserve. The towpath in the upper reaches is included in the site, and in places supports a diverse flora with numerous London rarities, both native and exotic. Ninety per cent of the banks of the tidal Thames and its creeks are owned by the Port of London Authority, whereas the riparian owners are responsible for the non tidal (upriver) banks. The water is not owned by anybody. The River Thames upriver of the Thames Barrier is followed by the Thames Path National Trail.

Pylon Walk	SINC	1.59	This is an attractively landscaped walkway on the northern side of Royal Albert Way, opposite the Royal Docks. Dense plantings of native trees and shrubs, interspersed with rough grassland and tall herbs, provide useful habitats for common birds and invertebrates. The landscaping gives a pleasantly rural aspect beside a busy main road.	188
Beckton District Park and Newham City Farm	SINC	36.49	A sizeable park landscaped in the early 1980s, with a good range of created habitats, including a lake, a smaller pond and extensive areas of scrub and woodland. The lake supports common breeding waterfowl, including mute swan and possibly tufted duck. A smaller pond in the south-east of the park contains good marginal vegetation and supports amphibians and dragonflies. Several broad belts of scrub and young woodland, composed of a wide variety of native trees and shrubs, provide valuable habitat for birds. There is free public access, and an education centre beside the lake is a valuable amenity.	215
Thames Barrier Park	SINC	N/A	NS	462
St Mary Magdalene Churchyard, Woolwich	SINC	N/A	A churchyard which overlooks the River Thames, the grassland here contains a large variety of wildflowers, and the site contains numerous mature trees	866

Abbreviations used in Table 3.1: SINC: Site of Importance for Nature Conservation; NS: Not supplied; ha: hectare.

Figure 3.1: Designated sites within the Study Area



## 3.2 Species

3.2.1 Records of protected species were obtained from the GiGL. A number of species of conservation importance or otherwise notable were recorded within the 1 km search radius of the site. A summary of these records is provided in Table 3.2.

3.2.2 In order to simplify the results, only records of species from the last 10 years are shown. In addition, only data with a 6-figure grid reference resolution or higher are provided, since locations given at a lower resolution do not allow accurate calculation of distance to the site boundary.

**Table 3.2: Species records from the last 10 years within 1 km of the site**

Common name	Scientific name	Nearest distance from site (km)	Year of most recent record	Conservation Status
<b>Birds</b>				
Skylark	<i>Alauda arvensis</i>	0.10	2015	NERC Act Section 41; LPS; Local Spp of Cons Conc; Bird-Red
Swift	<i>Apus apus</i>	0.41	2014	LPS
House Martin	<i>Delichon urbicum</i>	0.98	2017	LPS
Little Gull	<i>Hydrocoloeus minutus</i>	0.90	2013	Birds Dir Anx 1; W&CA Sch1 Part 1
Baltic Hull	<i>Larus fuscus fuscus</i>	0.98	2017	LPS
Black-tailed Godwit	<i>Limosa limosa</i>	0.59	2012	W&CA Sch1 Part 1; LPS; Local Spp of Cons Conc; Bird-Red
Linnet	<i>Linaria cannabina</i>	0.41	2012	LPS; Local Spp of Cons Conc; Bird-Red
Curlew	<i>Numenius arquata</i>	0.10	2012	NERC Act Section 41; Local Spp of Cons Conc: Bird-Red
House Sparrow	<i>Passer domesticus</i>	0.92	2017	NERC Act Section 41; LPS; Local Spp of Cons Conc; Bird-Red
Common Tern	<i>Sterna hirundo</i>	0.41	2017	Birds Dir Anx 1
Little Tern	<i>Sternula albifrons</i>	0.41	2012	Birds Dir Anx 1; W&CA Sch1 Part 1
Starling	<i>Sturnus vulgaris</i>	0.67	2017	LPS; Local Spp of Cons Conc: Bird-Red
Sandwich Tern	<i>Thalasseus sandvicensis</i>	0.62	2017	Birds Dir Anx 1
Song Thrush	<i>Turdus philomelos</i>	0.41	2014	LPS; Local Spp of Cons Conc; Bird-Red
Fieldfare	<i>Turdus pilaris</i>	0.41	2017	W&CA Act Sch1 Part 1; Bird-Red
Lapwing	<i>Vanellus</i>	0.10	2012	NERC Act Section 41; LPS; Local Spp of Cons Conc; Bird-Red
<b>Mammals</b>				
West European Hedgehog	<i>Erinaceus europaeus</i>	0.70	2012	NERC Act Section 41; LPS; Local Spp of Cons Conc; RedList_GB-VU
Common Pipistrelle	<i>Pipistrellus pipistrellus</i>	0.63	2014	Hab&Spp Dir Anx 4; Cons Regs 2010 Sch2; W&CA Sch5 Sec 9.4b; W&CA Sch5 Sec 9.4c; Local Spp of Cons Conc

Abbreviations used in Table 3.2: W&CA Sch1 Part 1: Wildlife & Countryside Act Schedule 1, part 1; W&CA Sch 5: Wildlife & Countryside Act Schedule 5; NERC Act Section 41: Natural Environment & Rural Communities Act Species of Principal Importance; Hab&Spp Dir Anx 4: Habitats Directive Annex 4; Local Spp of Cons Conc: Local Species of Conservation Concern; LPS: Locally Protected Species; Cons Regs 2010 Sch2: Habitats Regulations 2017 (Schedule 2); Birds Dir Anx 1: Annex 1 of the Birds Directive; RedList GB VU: IUCN Red List Vulnerable; Birds-Red: Bird Population Status: red.

### 3.3 Phase 1 Habitat Survey

- 3.3.1 The survey results are presented in the form of a map with the habitat types and boundary features marked (Figure 3.2). Photographs can be found in Appendix A.
- 3.3.2 Descriptions of the habitat types and boundary features observed on site are detailed below. Habitat descriptions are defined by broad habitat types in line with the Handbook for Phase 1 Habitat survey (JNCC, 2010).

#### Hardstanding

- 3.3.3 The majority of the site was comprised of hardstanding including the car parks, passenger walkways, the runway, taxiway and aircraft stands.
- 3.3.4 The airport does not comprise an urban 'Open Mosaic Habitat' as listed in the draft national Open Mosaic Habitat (OMH) inventory published by Natural England.

#### Amenity grassland

- 3.3.5 Amenity grassland was present across the site, primarily surrounding the runway. The dominant species was perennial rye grass *Lolium perenne*, with other species occurring less frequently including creeping fescue *Festuca rubra*, dock *Rumex obtusifolius*, dandelion *Taraxacum sp.*, Italian melilot *Melilotus sp.*, hawkweed *Heracium sp.*, spear thistle *Cirsium vulgare*, plantain *Plantago sp.* The sward height was regular approximately 10cm. The grassland is frequently mown and receives regular applications of herbicide for weed control.

#### Species-poor hedgerow

- 3.3.6 A previously managed hedgerow borders the southern boundary of the site. Species present include cherry laurel *Prunus laurocerasus* and privet *Ligustrum vulgare*.

#### Introduced shrub

- 3.3.7 Areas of ornamental planting are located landside, contained to lined beds with bark scattered throughout, or in large, raised planters lining the car park exit. These were dominated by lavender *Lavandula sp.* and palm *Arecaceae sp.*
- 3.3.8 Additional areas of ornamental planting beds are located airside (in Ledger Village) which contained additional species including poppy *Papaver orientale*, fern grass *Catapodium rigidum* and cape honeysuckle *Tecoma capensis*
- 3.3.9 One of the landside areas of introduced shrub ran adjacent to the car park and was dominated by buddleia *Buddleja davidii* and cotoneaster *sp.*

#### Ruderal vegetation

- 3.3.10 There were several areas of ruderal vegetation present on site which comprised of largely bramble. Other species present included spear thistle *Cirsium vulgare*, ribwort plantain *Plantago lanceolata*, dogweed *Cornus sp.*, herb Robert *Geranium robertianum*, sow thistle *Sonchus sp.*, dandelion, nettles *Urtica dioica*, barberry *Berberis sp.*, dock, ragwort *Jacobaea vulgaris* and willowherb *Chamerion sp.* In many areas of the ruderal vegetation on site there was also buddleia present.
- 3.3.11 There were several areas of the young common ivy *Hedera helix* on site associated with boundary structures and under the DLR trainline.

## Ephemeral

- 3.3.12 The landside ephemeral vegetation was in sparse patches along the roadsides and next to the older buildings. Species present included eastern rocket *Sisymbrium orientale*, hawkweed and ox tongue *Helminthotheca echinoides*.
- 3.3.13 The ephemeral vegetation airside ran along the north of the runway adjacent to the docks and in the corner near the Jet Centre (B5) on rocky ground. Species present here included dock, mustard *Sinapis arvensis* and chickweed *Stellaria media*.

## Scattered trees

- 3.3.14 There approximately 40 semi mature scattered trees across the site which include cherry *Prunus sp.*

## Artificial grass

- 3.3.15 Areas of artificial grass are located predominantly along the south side of the runway, between the runway and parallel taxiway and aircraft stands. Additional isolated small patches of artificial grass are also located to the north of the runway.

## Buildings

- 3.3.16 There are 18 buildings on site, six airside and 11 landside. All were assessed for their potential to support roosting bats. All the buildings were well maintained and were considered to have negligible potential to support roosting bats. These findings are consistent with the previous Phase 1 Habitat surveys undertaken between 2013 to 2019. Building descriptions are provided in Table 3.3.

**Table 3.3: Description of buildings**

Building Number	Description	Potential for Supporting Roosting Bats / Further Action
B1	The older part of the main airport terminal, two storeys of a metal construction and flat roofed. No eaves, soffit boards, or loft spaces were present.	Negligible
B2	In use as a fire station, a one-storey building of an identical construction to B1. There were not loft spaces, soft boards, or suitable crevasses to support roosting bats.	Negligible
B3, B4, B5	All porta-cabins, a mixture of one and two storey, they were constructed of metal, with flat roofs. The buildings were well sealed and had no loft space.	Negligible
B6	Large, one-storey warehouse building, the walls were constructed of corrugated metal, as was the sloping roof. The building, although disused was well sealed. There was no evidence of a loft space.	Negligible
B7, B8	Two adjacent disused warehouses of a similar corrugated metal construction to B6.	Negligible
B11	Two-storey building of metal construction, with a flat roof called 'King George V Building'. The building was well-sealed, no gaps or soffit boards present. Since the previous survey an extension of similar construction had been added to the north side.	Negligible

Building Number	Description	Potential for Supporting Roosting Bats / Further Action
B12	Brick building with corrugated metal sloping roof. One potential access point, but no loft space. The buildings were slightly degraded	Negligible
B13, B14, B15	All porta cabins with a mixture of one and two storeys. They were constructed of metal with flat roofs. The buildings were well sealed and had no loft space. Currently in use as a car washing facility.	Negligible
B16	A four-storey building of similar metal construction to B11 called 'City Aviation House'. It had a flat roof; no gaps were observed around the building and there was no loft space to accommodate roosting bats.	Negligible
B17	The new area of the main terminal, similar construction to B1. Two storeys, metal cladding and glass front, all well maintained.	Negligible
B18	Outbuilding under the railway track. Single storey and metal clad.	Negligible
B19	The new signalling tower, one storey tall internally with large tower out of the top. Metal clad.	Negligible
B20	A cluster of portacabins known as Ledger Village. They were relatively new and all single storey, metal clad, flat roofed units.	Negligible

### 3.4 Wintering Bird Survey

- 3.4.1 Wintering bird surveys were undertaken on site between December 2019 and February 2020. These surveys were undertaken when the airport was closed at the weekend, when there were no flights. Full details of the survey are provided in Appendix B.
- 3.4.2 The species recorded within and immediately adjacent to the site boundary included the following Red List species (Birds of Conservation Concern, Eaton et al., 2015: house sparrow; starling; grey wagtail; and herring gull, ) and the following Amber List species: black-headed gull; Mediterranean gull; common gull; lesser black-backed gull; and meadow pipit. Both meadow pipit and starling have been recorded feeding in the airside grassland.
- 3.4.3 House sparrow have been recorded in the scrub vegetation in the south of the site. Additionally, 35 redwing, a Red List species, were recorded flying over the site in November.
- 3.4.4 During the site visit in January, a peregrine was observed soaring over the airfield after operations had ceased for the day. Anecdotal evidence suggested that a purpose-built nest box is present on a residential building to the east of the site and peregrine are seen fairly regularly.
- 3.4.5 The airfield operations team also mentioned that they regularly see grey wagtail, kestrel, tern, lapwing and skylark on the airfield in the spring/summer, as well as large flocks of corvids (over 200).

Figure 3.2: Phase 1 habitat map (West half of Site)

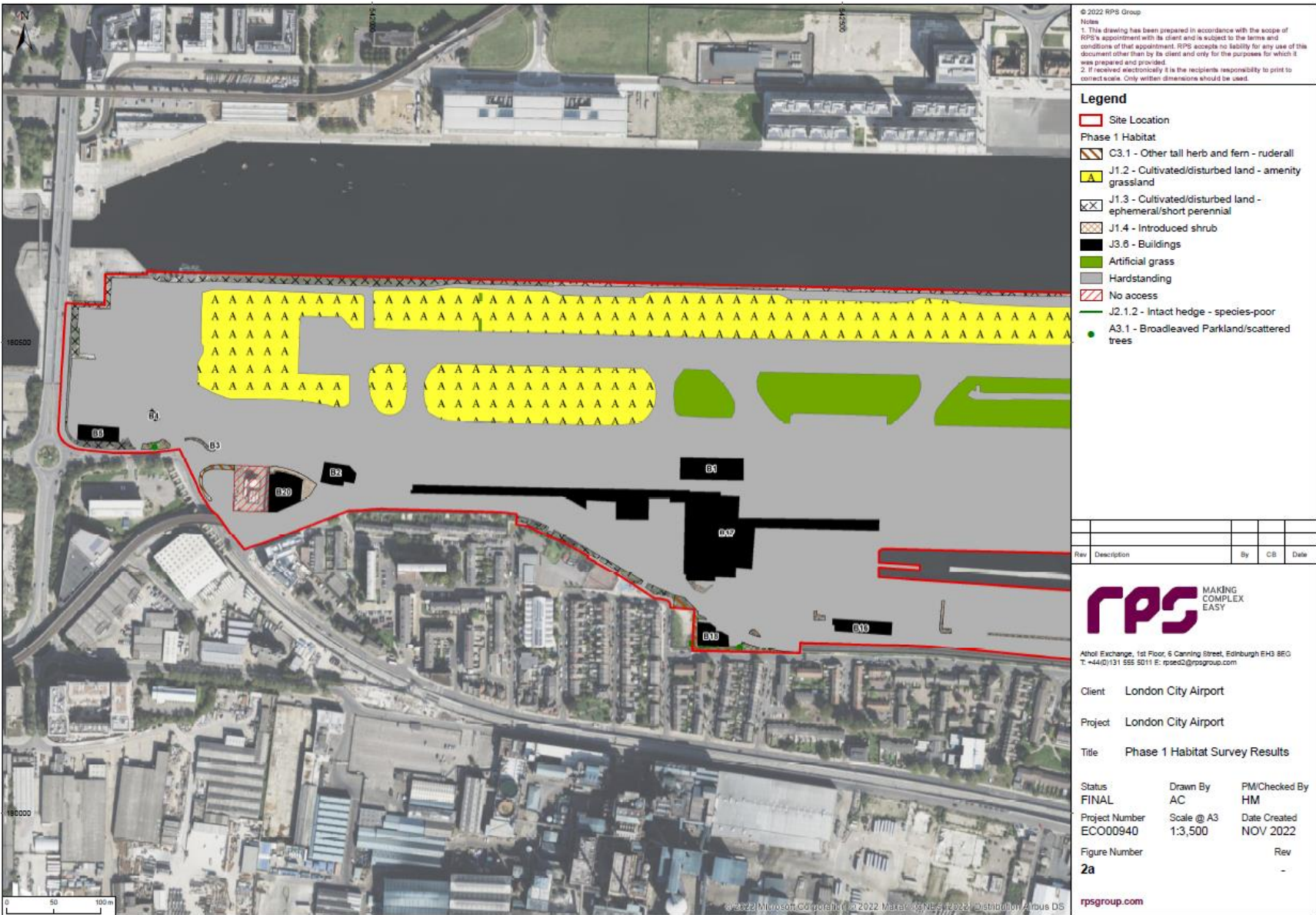
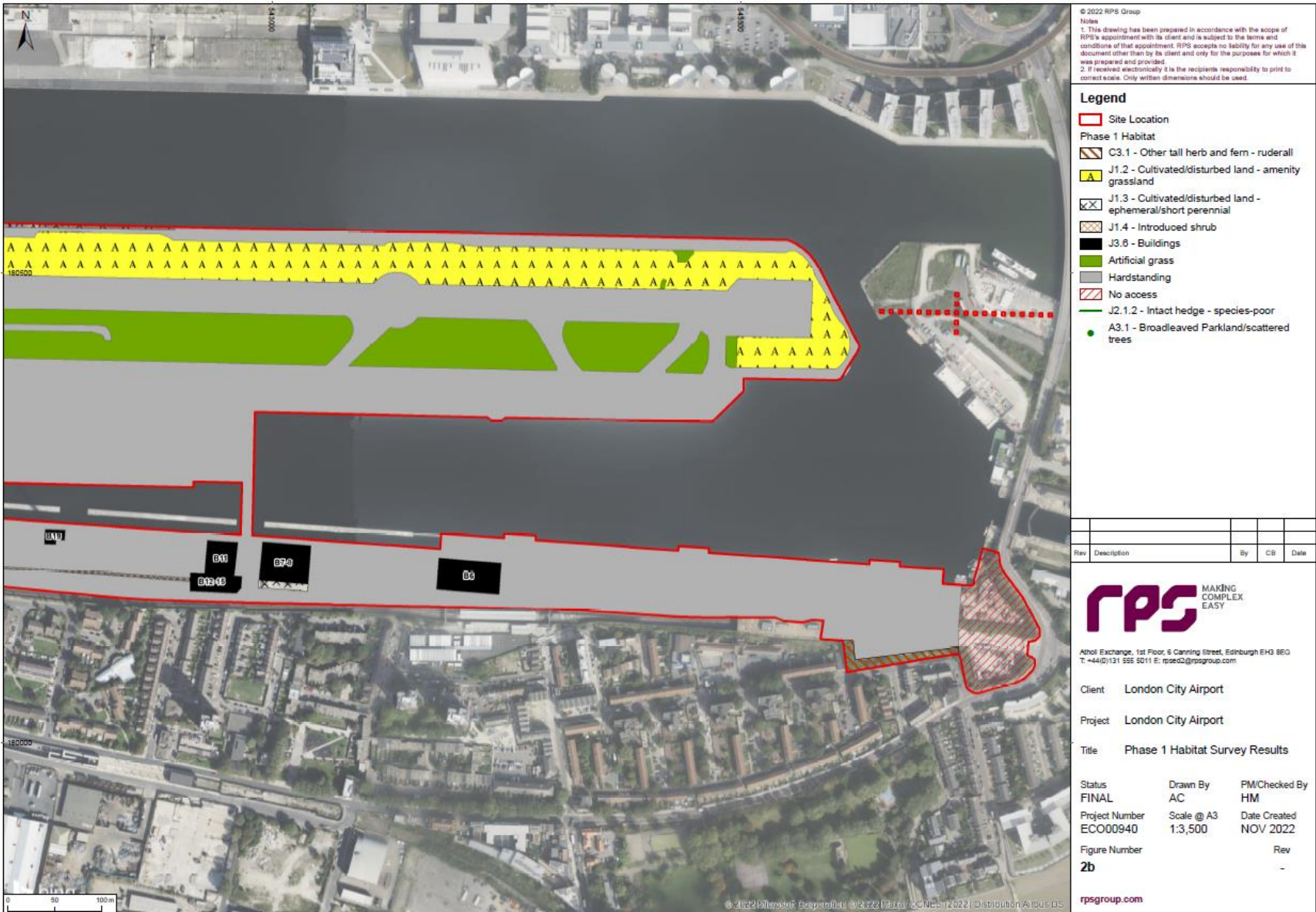


Figure 3.3: Phase 1 habitat map (East half of Site)



## 3.5 Ecological Scoping Survey

### Plants

- 3.5.1 The site predominantly comprises hardstanding, amenity grassland, introduced shrub and buildings. The overall diversity of the flora recorded during the survey was low and it is considered unlikely that the site would support any protected or notable plant species.
- 3.5.2 Buddleia is present in multiple areas on site. This is not listed under Schedule 9 of the Wildlife and Countryside Act, however it is listed as a species of concern on the London Invasive Species Initiative.

### Invertebrates

- 3.5.3 There is limited suitable habitat on-site which has the potential to support invertebrates. Due to minimal connectivity to the wider surroundings it is unlikely that these habitats and the site overall support a significant invertebrate population. Invertebrates are therefore not considered further in this assessment.

### Amphibians and Reptiles

- 3.5.4 There is no suitable habitat on site to support amphibians or reptiles. No records of amphibians or reptiles were provided from the data search. Amphibians and reptiles are therefore not considered further in this assessment.

### Birds

- 3.5.5 The ruderal vegetation, trees and shrubs have the potential to support breeding birds. The wintering bird surveys undertaken in 2019 and 2020 identified a number of protected and notable bird species within and immediately adjacent to the site boundary.
- 3.5.6 The data search returned records for 16 species of birds within 1 km, the most recent records being in 2017, and the closest being lapwing and skylark, both recorded just 100 m from the site in 2012 and 2015 respectively.

### Bats

- 3.5.7 There are no trees or buildings identified within or immediately adjacent to the site boundary suitable for roosting bats.
- 3.5.8 Due to the regular maintenance of the buildings associated with the airport, they were all classed as having negligible potential for supporting roosting bats.
- 3.5.9 The ornamental planting, shrubs and hedgerow provide some suitable habitat for foraging and commuting bats, however due to the urban nature of the surroundings it is unlikely that bats are using the site for foraging or commuting.
- 3.5.10 The data search returned one bat species record for common pipistrelle in 2014.
- 3.5.11 Bats are therefore not considered further in this assessment.

### Badgers

- 3.5.12 There is no suitable badger habitat within the site boundary and no badger records were returned in the desk study search. Badgers are therefore not considered further in this assessment.

### **Water Voles and Otters**

- 3.5.13 Both the Royal Albert Docks and the King George V Docks are unsuitable water bodies for water voles and otters, and there is no record of them in the surrounding area within the last 10 years. Water voles and otters are therefore not considered further in this assessment.

### **Dormice**

- 3.5.14 There is no suitable dormouse habitat within the site boundary and no recorded for dormice were returned in the desk study search. Dormice are therefore not considered further in this assessment..

## 4 EVALUATION AND POTENTIAL IMPACTS

### 4.1 Designated sites

- 4.1.1 The Royal Docks SINC is adjacent to the site, it is a huge area of open water that has considerable value for breeding birds.
- 4.1.2 The S73 application does not propose any new or changes to the approved buildings or infrastructure proposed by CADP1. Accordingly, there would be no direct impacts to the SINC.
- 4.1.3 The S73 application does have the potential to disturb breeding birds utilising the SINC, due to proposed increase in operational hours at the airport. However, given the airport is currently operational Mondays to Fridays (from 6:30 to 10:30) and on Saturday mornings and Sunday afternoons, breeding birds in the SINC are already likely to be accustomed to regular aircraft movements and associated air and ground noise. Accordingly, the proposed additional flights in the Saturday pm period and early mornings (6:30 to 7:00) are highly unlikely to result in a significant impact on bird species within the SINC.
- 4.1.4 In addition, bird deterrents are currently in use at the airport to mitigate the risk of bird strike hazard in accordance with Civil Aviation Authority (CAA) safety requirements. These measures include the use of pyrotechnics, acoustic bird dispersal scaring devices and handheld 'Aerolasers' and dissuade the use of the site and surrounding water bodies for many species of bird. The increase in operation hours may result in an increase in bird deterrent use.

### 4.2 Habitats

- 4.2.1 All the habitats on site are considered to have negligible or low ecological value and are generally common within the wider landscape.
- 4.2.2 Table 4.1 below summarises the habitat types within the site and outlines the potential impacts of the proposed development to each of these habitats.

**Table 4.1: Summary of potential habitat impacts**

JNCC Code	Habitat Type	Area (ha)	% of site	Ecological Importance	Potential impact
J4	Hardstanding	37.8	71.9	Negligible	N/A
J2.6	Buildings	1.9	3.6	Negligible	N/A
J1.2	Amenity grassland	10.3	19.6	Low	N/A
J2.1.2	Species-poor hedgerow	N/A	N/A	Low	None.
J1.4	Introduced shrub	0.2	0.4	Low	None
J1.3	Ephemeral	1.0	1.9	Negligible	N/A
C3.1	Ruderal vegetation	0.2	0.3	Low	None
A3.1	Scattered trees	N/A	N/A	Low	None

### 4.3 Species

#### Plants

- 4.3.1 Buddleia was present in multiple areas across the site. Whilst this species is not a Schedule 9 Non-native Invasive Species, it is considered invasive due to its quick spreading nature. Control is therefore recommended as it is likely to spread further throughout the site, into the ornamental

planters, and outside of the site boundary, which would have a detrimental effect on surrounding wildlife.

### **Birds**

- 4.3.2 Historical bird survey data indicates that the number and species of birds utilising the suitable habitat on site would be of local/district value only.
- 4.3.3 The proposed development has the potential to disturb the bird species previously recorded using the suitable foraging and loafing habitat on site and in the surrounds during the time that the airport is closed. However, the airport is currently operational 7 days a week (Mondays to Fridays (from 6:30 to 10:30), Saturday mornings and Sunday afternoons), therefore birds on site and in the surrounding area will already be tolerable to regular aircraft movements and noise.
- 4.3.4 As discussed above, bird deterrents are also currently in use at the airport to mitigate the risk of bird strike hazard in accordance with CAA safety requirements.
- 4.3.5 In light of the above, no significant impacts on birds are considered likely.

## 5 MITIGATION AND ENHANCEMENT

### 5.1 Habitats

- 5.1.1 To ensure that buddleia is not spread to any of the designated sites in the local area (or throughout the site) a suitable eradication / management plan should be implemented involving the complete removal of any of the plant present.

### 5.2 Enhancements

- 5.2.1 Despite the current planning application only seeking to increase operational hours, and no structural alterations, there is opportunity for the site to be enhanced for its biodiversity throughout, however this will be limited due to the site being an airport.
- 5.2.2 Enhancements could include increasing the areas of ornamental planting into areas of the site not currently in use, and planting trees at some of the boundaries. Using native shrubs and a suitable substrate for the ground level planters would increase opportunities for pollinators.

## REFERENCES

- CIEEM (2016). Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater and Coastal. Chartered Institute of Ecology and Environmental Management, Winchester.
- CIEEM (2017). Guidelines for Preliminary Ecological Assessment. Chartered Institute of Ecology and Environmental Management, Winchester.
- Collins J. (ed.) (2016). Bat surveys for Professional Ecologists: Good practice guidelines (3rd Edition). Bat Conservation Trust, London.
- Eaton M. A., Aebischer, N., Brown A., Hearn R., Lock L., Musgrove A., Noble D., Stroud D. & Gregory R. D. (2015). Birds of Conservation Concern 4: The population status of birds in the United Kingdom, Channel Islands and Isle of Man. British Birds 108, 708-746.
- IEEM (2012). Guidelines for Preliminary Ecological Assessment. Chartered Institute of Ecology and Environmental Management, Winchester.
- JNCC (2010). Handbook for Phase 1 Habitat survey: a technique for environmental audit (revised reprint). Joint Nature Conservation Committee, Peterborough.
- RPS (2013, 2015). *Environmental Statement: Appendix 13.1 Phase 1 Habitat Survey & Preliminary Ecological Appraisal*. Unpublished report.

## APPENDICES

## Appendix A

### Site Photographs



**Plate 1:** Building B17.



**Plate 2:** Building B18 and ruderal vegetation.



**Plate 3:** Ruderal vegetation surrounding bare ground.



**Plate 4:** Species poor hedgerow.



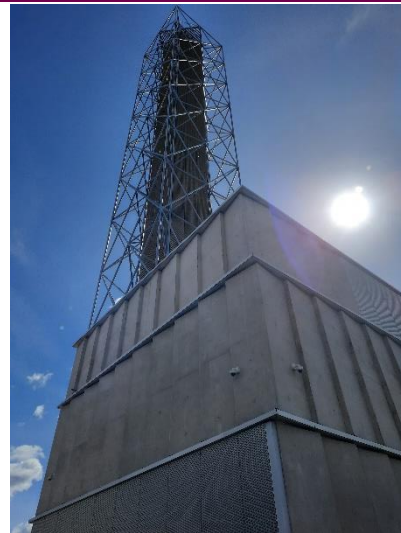
**Plate 5:** Introduced shrub.



**Plate 6:** Ornamental raised planters.



**Plate 7:** Building B16.



**Plate 8:** Building B19.



**Plate 9:** Introduced shrub in landside car park.



**Plate 10:** Building B11 and extension.



**Plate 11:** Ephemeral vegetation.



**Plate 12:** Edge of runway and Royal Docks.



**Plate 13:** Amenity grassland strip on runway.



**Plate 14:** Hardstanding and shrub at west of site.

## Appendix B

### 2020 Memo

## MEMO

Date: 13 March 2020  
To: David Thomson  
From: Katy Thomas  
Pages: 2 inc. this page  
Regarding: ECO00940 London City Airport

### **London City Airport Phase 1 Habitat Survey and Wintering Bird Survey Summary**

A combined Phase 1 Habitat Survey and wintering bird survey were undertaken on 23<sup>rd</sup> November 2019 by Katy Thomas GradCIEEM and Alex Powell GradCIEEM. Subsequent wintering bird surveys have been undertaken on 14<sup>th</sup> December 2019 and on 18<sup>th</sup> January and 29<sup>th</sup> February 2020 by Katy Thomas.

The Phase 1 Habitat Survey followed the standard methodology (JNCC, 2010) and as described in the Guidelines for Preliminary Ecological Assessment (IEEM, 2012). In summary, this comprised walking over the survey area and recording the habitat types and boundary features present. The survey areas included those within the airport (airside and landside) and habitats immediately to the north and south of the site boundary, including the Gallions Point Marina.

The main habitat types present within the site boundary comprised amenity grassland, located between the runway and crossover points (previously mapped as semi-improved grassland (RPS, 2015)), hardstanding and buildings. The surrounding land around the site boundary was all highly urbanised and an extensive amount of hardstanding was identified. A number of buildings were identified across the site, which had not changed since the previous PEA survey (RPS, 2015).

Other habitats present included ornamental planting, scattered trees, scrub and standing water (Gallions Point Marina). Buddleja was also identified in large stands and as smaller individual plants across the site. Buddleja falls within Category 3 of the species of concern within the London Invasive Species Initiative (LISI) and therefore a control plan should be put in for Buddleja to stop the further spread around the site.

The wintering bird surveys were based on a transect survey methodology as detailed in Bibby et al. (2000) and Gilbert et al. (1998). The transect route was selected to include all the site boundaries and visit all areas of the site within 200m, where possible. This included the marina immediately adjacent to the airport. All bird species were recorded and mapped across the survey areas, where accessible.

To date, two surveys have been undertaken in sub-optimal conditions and two surveys in optimal conditions. The species recorded within and immediately adjacent to the site boundary include house sparrow, starling, grey wagtail and herring gull, all Red List species (Birds of Conservation Concern, Eaton *et al.*, 2015) and black-headed gull, Mediterranean gull, common gull, lesser black-backed gull and meadow pipit, which are Amber List species. Both meadow pipit and starling have been recorded feeding in the airside grassland.

# MEMO

Date: 28 January 2020  
Regarding: ECO00940 London City Airport


House sparrow have been recorded in the scrub vegetation in the south of the site boundary. Additionally, 35 redwing, a Red List species, were recorded flying over the site in November.

During the site visit in January, a peregrine was observed soaring over the airfield after operations had ceased for the day. Anecdotal evidence suggested that a purpose-built nest box is present on a residential building to the east of the site and peregrine are seen fairly regularly.

The airfield operations team also mentioned that they regularly see grey wagtail, kestrel, tern, lapwing and skylark on the airfield in the spring/summer, as well as large flocks of corvids (over 200).

## **Recommendations**

It is recommended that spring/summer surveys for breeding birds are undertaken to determine the species (mainly protected and notable species) and number of species using the site.



**Katy Thomas**  
Consultant Ecologist  
katy.thomas@rpsgroup.com  
+44 1235 432171