

CITY AIRPORT DEVELOPMENT PROGRAMME
(CADP1) S73 APPLICATION

ENVIRONMENTAL STATEMENT

VOLUME 1: MAIN ES
DECEMBER 2022



Pell Frischmann

City Airport Development
Programme (CADP1) S73
Application

Volume 1: Environmental Statement
Chapter 1: Introduction

December 2022

1 Introduction

1.1 Introduction

1.1.1 This Environmental Statement (ES) has been prepared by Pell Frischmann on behalf of London City Airport Limited (LCY) (the “Applicant”) in accordance with the statutory procedures set out in the Town and Country Planning (Environmental Impact Assessment) Regulations 2017(as amended) (the “EIA Regulations”).

1.1.2 The ES accompanies a minor material amendment application 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). The S73 application description is as follows:

“Section 73 Application to vary conditions 2 (approved drawings and documents), 8 (aircraft maintenance), 10 (restrictions on development – Plan P4), 12 (aircraft stand location – Plan P4), 17 (aircraft take-off and land times), 23, 25, 26 (daily limits), 35 (temporary facilities), 42 (terminal opening hours), 43 (passengers) and 50 (ground running) attached to planning permission 13/01228/FUL, dated 26 July 2016 (as varied) to allow up to 9 million passengers per annum (currently limited to 6.5 million), arrivals and departures on Saturdays until 18.30 with up to 12 arrivals for a further hour during British Summer Time (currently allowed until 12.30), modifications to daily, weekend and other limits on flights and minor design changes, including to the forecourt and airfield layout”.

1.1.3 The site falls within the jurisdiction of the London Borough of Newham (LBN) as the Local Planning Authority (LPA).

1.1.4 Consistent with the CADP1 planning application, the redline boundary for the S73 planning application encompasses the entirety of airport site, as shown in Figure 1.1 below. Throughout this ES, the physical entity of London City Airport is referred to as “the airport” for the sake of simplicity.

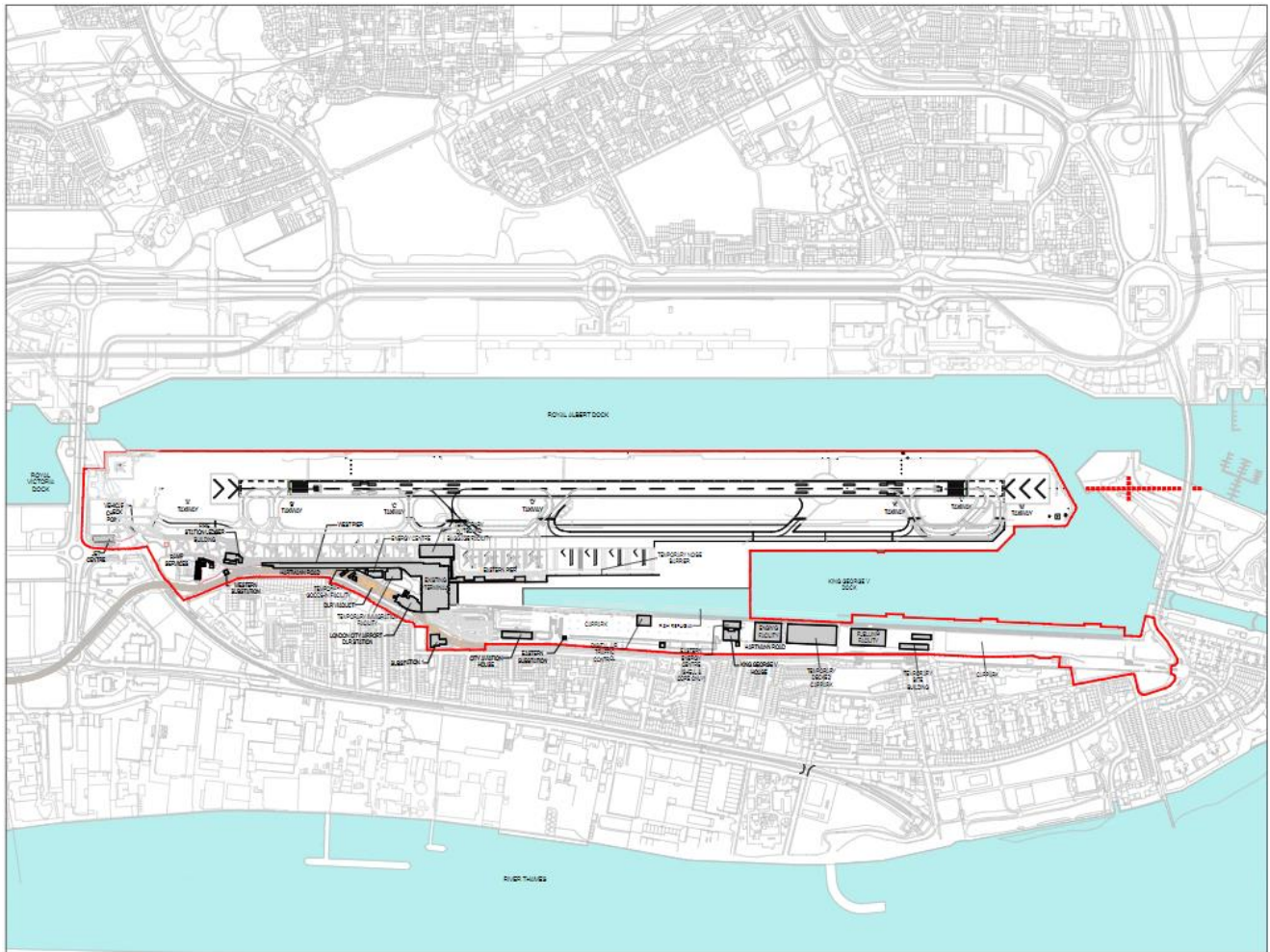


Figure 1.1: Site Plan with Redline Boundary

1.1.5 Within this ES, the consequential environmental effects of the proposed S73 amendments are assessed by comparing the projected future growth of the airport under the existing (unamended) 2016 CADP1 permission - known as the “Do Minimum (DM)” scenario, with the “Development Case (DC)” in which the existing passenger cap will be increased from 6.5 to 9 million passenger per annum (mppa), the Saturday operational hours will be extended to 18.30 hours (with up to 12 additional arrivals until 19.30) and an additional 3 aircraft movements will be permitted during the weekday early morning slot (6.30 to 6.59 am); as set out in the description above and further explained in this ES and within the Planning Statement which accompanies the S73 application.

CADP1 Planning Application

1.1.6 LCY was granted planning permission for CADP1 scheme 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. Planning permission was granted for the following:

- a) *Demolition of existing buildings and structures;*
- b) *Works to provide 4 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.*

1.1.7 The major civil engineering works associated with CADP1; namely, the construction of the new taxilane adjacent to the runway and the creation of a concrete deck over King George V (KGV) Dock to provide the 8 new aircraft stands, were completed in 2020. The parallel taxilane and 4 of the new stands are now fully operational. However, the remaining construction works for CADP1 were temporarily suspended due to the Covid-19 pandemic and the adverse and prolonged effect this had on the airport business.

Summary of the Proposed Development

1.1.8 The proposed amendments to the CADP1 planning permission are described in detail in Chapter 2: Site Description and Development Proposals, together with the Planning Statement (Quod), Design Development Report (Pascall + Watson) and other reports submitted with the S73 application. In summary, the proposed amendments are:

- 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;
- An extension of operational hours on Saturday to allow flights and aircraft maintenance to take place through the afternoon up to 18.30 hours and a further one-hour extension (to 19.30) for up to 12 arrivals during British Summertime (BST);
- An increase in the number of flights permitted between 06:30 and 06:59 (from 6 to 9); and
- Greater flexibility in the parking locations of the already permitted aircraft to allow for the wider wingspan of new generation aircraft;
- Minor changes to the terminal forecourt to reflect changes to modal split assumptions since the plans were originally approved, and to the approved 'facilitating works' during the construction of the project.

1.1.9 The CADP1 scheme as varied by the proposed amendments constitutes the "proposed development".

1.1.10 There will be no change to the number of aircraft currently allowed to fly from the airport each year (i.e., 111,000 aircraft movements per annum); no change to the permitted hourly runway movement rate (45

movements per hour); no increase in the number of aircraft stands (a total of 25 stands); and no material changes to existing or approved physical infrastructure. In particular, the design and layout of the consented terminal buildings and other infrastructure remain as approved in 2016 under the CADP1 permission, as varied thereafter by several non-material amendment applications.

1.1.11 The airport will also continue to operate under various strict environmental controls and conditions attached to the CADP1 planning permission and the associated Section 106 planning agreement with LBN. As described in Chapter 5 and the subsequent technical chapters of this ES, these controls include, *inter alia*: restricted hours of operation (with no night-time flights between 22.30 and 6.30), an aircraft noise classification scheme (which restricts the type of aircraft able to use the airport), a noise monitoring and flight track-keeping system, a maximum aircraft noise contour area, an air quality monitoring and management system, surface access strategy and travel plans, and other environmental management and reporting procedures.

1.1.12 The proposed development will enable the airport to make best use of its infrastructure and to meet passenger demand to 2031 in a sustainable way. As set out in the Planning Statement, this aspiration directly accords with national planning policy with regard to aviation growth whilst maintaining compliance with the UK Government's commitment to Net Zero Carbon by 2050. The proposed development will also accelerate the transition to cleaner, quieter, 'new generation' aircraft such as the Embraer E195-E2 and Airbus A220-100 (previously known as the CS-100). This transition is discussed further below and within Chapter 4 of this ES.

1.1.13 The proposed development is consistent with the airport's current master plan, published in December 2020, which sets out the longer-term vision for the airport campus over the next 15 or so years. Subsequent to the publication of this master plan, the airport also published its Sustainability Roadmap which sets out its ambitious plans to become London's first Net Zero emissions airport by 2030.

1.1.14 If consent is granted for the proposed development, the CADP1 construction works are expected to take place over six or so years and could be completed by 2031 depending on the rate of passenger growth. However, were the airport to continue to operate within its existing passenger cap of 6.5 mppa and other operational constraints as set out in the original CADP1, the construction of the terminal extensions and remaining approved infrastructure would be delayed. Further details are provided in Chapters 2, 4 and 6 of this ES, together with the Need Case report contained at Volume 3 of this ES.

1.1.15 A separate planning application is being submitted for the retention of existing temporary (construction-related) permitted development facilities, as well as an additional temporary eastern gate room facility, on a timescale that aligns with the projected programme for delivery of remaining CADP infrastructure. These temporary facilities will be needed to keep the airport operational during the build out of the remaining CADP1 works but do not form any part of the S73 application, and will be required with or without the proposed amendments. These 'permitted temporary facilities' are described further in Chapter 6 of this ES.

Previous Environmental Impact Assessment (EIA) Process – 2013 to 2015

1.1.16 The original CADP1 planning application, made in 2013, was accompanied by a comprehensive Environmental Statement (ES). This ES was subsequently revised in order to address a request for further information sought by LBN and other stakeholders in accordance with Regulation 25 of the EIA Regulations. A revised version of this document (referred to as the 'Consolidated Environmental Statement' (CES)) was submitted in 2014.

1.1.17 LBN resolved to grant planning permission for CADP1 on 3rd February 2014, subject to 97 planning conditions and a Section 106 agreement. However, the then Mayor of London (Boris Johnson) subsequently directed refusal of the planning application. As part of the subsequent appeal process and planning inquiry, the ES was again revised to account for the passage of time, the latest aviation forecasts and other changes. This concluded with the production of the Updated Environmental Assessment in September 2015 (hereafter referred to as the "2015 UES") which was submitted to the Planning Inspectorate in advance of the planning inquiry which commenced in March 2016. The 2015 UES superseded the two previous versions of the ES.

The 2022 EIA and Environmental Statement

1.1.18 Whilst this ES (“The 2022 ES”) ties back to the 2015 UES in some contextual respects, it is nonetheless an entirely standalone document which reports on the findings of a new EIA process to determine the effects of the Proposed development - this comprising the remaining undeveloped parts of the CADP1 scheme plus the amendments which are now being sought. Additionally, it has been prepared in accordance with the current 2017 EIA Regulations which were not in place at the time that the UES was undertaken. It therefore provides a description of how the airport has developed since the original planning permission was granted, accounting for the passage of time and changes to baseline conditions, the partial build out of the CADP1 infrastructure, changes to planning policy and up-to-date aviation forecasts.

1.1.19 As described in Chapter 3: EIA Methodology, the scope of the EIA/ ES has also been informed through discussions with LBN and other stakeholders, and by a Scoping Opinion and accompanying report issued by LBN on 24th November 2022.

1.1.20 This 2022 ES presents the results of an EIA and associated technical assessments, surveys and reports completed between February and November 2022. The EIA was coordinated by Pell Frischmann Consultants Limited (“Pell Frischmann”) and supported by a range of technical specialists appointed by the Applicant. These specialists, in addition to the airport’s wider planning and design team, are listed at Table 1.2 at the end of this chapter.

1.1.21 The 2022 ES has been prepared in accordance with the EIA Regulations and accompanying statutory planning practice guidance. As described more fully in Chapter 3: EIA Methodology, the ES focusses on the differences in the “main” and “likely” significant environmental impacts between the approved CADP1 scheme without any amendments (the DM Scenario) and the amended scheme with the uplifted passenger cap and proposed changes to operational hours (the DC Scenario). These two scenarios are assessed across a consistent timeline - 2024 to 2031, with the latter being chosen as the Principal Assessment Year because that is when the maximum number and passengers (9.0 mppa) and permitted aircraft movements (111,000) are forecast to be reached.

1.1.22 For the sake of completeness, in addition to assessing the difference in effects between the DM and DC scenarios, the ES also considers the totality of the environmental effects of the CADP1 project and, where appropriate, refers back to the conclusions of the 2015 UES. In other words, in assigning a significance value to a particular effect such as noise (i.e. negligible, minor, moderate or substantial) the assessment looks at the predicted changes from the 2019 baseline as well as the difference between the DM and DC outcomes in any one year. However, it should be acknowledged that the DM Scenario represents the only credible future baseline now that the CADP1 permission has been implemented. In other words, a ‘no growth’ scenario is not a realistic proposition because the airport will inevitably continue to grow within the limits of the existing 2016 planning permission.

1.1.23 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 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 most likely construction programme (under the DC Scenario) is described in Chapter 6 of this ES, together with alternative construction timelines in both the DC and DM cases.

1.1.24 As there are no material changes to the physical infrastructure of the approved CADP1, there will be no additional effects on archaeology, ground conditions, ecology, or townscape and views, beyond those which were assessed and presented in the 2015 UES. Furthermore, where potential significant effects on these receptors were identified in the UES, suitable mitigation measures have since been developed and agreed with LBN through the discharge of various pre-commencement planning conditions. In view of this, and as described further in Chapter 3, there is no need to reassess these effects at this juncture. The scoping-out of these topics from the EIA has been agreed by LBN, as confirmed within its EIA Scoping Opinion (contained at ES Appendix 3.10). However, where appropriate, the ES cross-refers back to the findings of the UES for these topics and presents a summary of the associated effects in Chapter 13: Other Environmental Topics.

1.1.25 For all topics, the ES takes into account the mitigation and enhancement measures that are already in place at the airport, having been secured through the planning conditions and S106 Agreement attached to the CADP1 planning permission, together with addition mitigation now being proposed by the Applicant. It then evaluates the significance of the residual (remaining) environmental effects.

1.2 Background and Need for Proposed Development

1.2.1 Prior to the pandemic, the airport exhibited a robust growth performance consistent with the expectations as set out at the time of the CADP1 Application and reported in the 2015 UES. In 2019 the airport handled 84,274 total aircraft movements, of which 79,942 were operating commercial passenger services carrying a total of 5.1 million passengers. However, changes in the mix of airlines and types of aircraft using the airport meant that the anticipated passenger growth through to 2019 was achieved using fewer aircraft movements than originally envisaged. This trend is expected to continue, meaning that the consented 111,000 annual aircraft movements are now able to accommodate more passengers, the full use of which would allow the airport to better meet growing demand within its catchment area over the period beyond 2025.

1.2.2 The changing profile of airline operations at the airport has informed the development of new forecasts of how the consented 111,000 aircraft movements could be used in future to deliver a higher passenger throughput, consistent with the Government policy that airports should make best use of their existing runways, and given the economic benefits to local, regional and national economies of doing so.

1.2.3 The aviation forecasts which have been used to inform the EIA are described in Chapter 4 of the ES, with further detail provided in the Need Case which is submitted as a standalone report that accompanies the planning application (but also contained at Volume 3 of this ES for completeness). The forecasts now predict that were the S73 planning application to be granted, then the airport could handle 9 million passengers by 2031 on its consented 111,000 annual aircraft movements. However, if the proposed amendments were not to be approved, then the current 6.5 mppa cap would act to suppress this growth and the ability of the airport to meet demand from passengers and airlines. Thus, in this DM Scenario, a throughput of 6.5 million passengers a year would be reached by around 2030, with 85,000 annual aircraft movements by commercial passenger aircraft and up to 9,000 Jet Centre aircraft movements by business aviation aircraft. Conversely, if the proposed development were approved, the 6.5 million passenger throughput would be reached approximately four years earlier in 2026/ 2027.

1.2.4 LCY has the highest proportion of business travellers of any major UK Airport - at 46% according to CAA survey data for 2019. This compares to around 26% at Heathrow and 16.2% at Gatwick. However, whilst activity continues to be focussed on the needs of business travellers wishing to make day return business trips, the growth of activity by British Airways CityFlyer (BACF) in particular, has resulted in a greater proportion of the flights being operated by aircraft based at the airport. As a result, there is more intensive use of aircraft during the day, including the operation of flights to leisure destinations, which means that the peaks of activity are less pronounced relative to the total activity over the day and, over the year, more passengers can be handled with the same infrastructure.

1.2.5 Delivering growth to meet the needs of local passengers requires the conditions to be created for the airlines to both modernise and grow their fleets of aircraft based at LCY. This requires extended operating hours on a Saturday to reduce the current inefficiency in terms of aircraft utilisation of having to park aircraft for 24 hours over a weekend or to position the aircraft away from LCY to operate from other airports without restricted operating hours. Modernisation of the aircraft fleets is key to delivering real noise benefits, which would see noise levels reduce on average compared to current levels, even with growth, as described in Chapter 8: Noise. Without a change to the operating hours, not only would growth be slower than required to keep pace with local demand, but the modernisation of the fleets would take longer to achieve, so delaying the noise benefits.

1.2.6 The proposed amendments will allow the airlines to grow their route network, increasing frequencies of service to existing destinations and services to new destinations. Specifically, longer operating hours on Saturdays would create more opportunities for local residents to use their local airport for leisure as well as

business purposes, with a greater range of holiday destinations available at weekends, to places such as the Eastern Mediterranean, including the Greek Islands, or the Canary Islands, which currently cannot be served on Saturdays as the airport shuts too early for the return flight to operate. Importantly, the changes will also allow better connections to hub airports, such as Amsterdam, to provide onward connections to global points facilitated by increased early morning and Saturday afternoon operations.

1.2.7 As described in the Need Case (ES Volume 3), not only would the faster growth stimulated by the proposed development be consistent with the Government's policy that airports should make best use of their existing runways, but it would also deliver much needed airport capacity serving London at a time when other London airports, particularly Heathrow and Gatwick, will still be heavily capacity-constrained and before any major new capacity will come on stream. This will deliver benefits to passengers and the wider economy locally and is entirely consistent with the identified need to 'level up' economies in East London, including Newham, whose economic performance has been lagging behind.

1.2.8 As described in both the Need Case and ES Chapter 7: Socio-economics, growth to 9.0 mppa will deliver substantial benefits to the economy of London and the areas around the airport in particular. Additionally, greater flexibility for the airlines to operate on Saturday afternoons would secure the economic benefits from growth in activity at the airport at a much earlier date, creating valuable job opportunities for local people. Additional shift patterns would enhance the work opportunities, particularly for those seeking part time employment or non-standard working patterns to fit their lifestyles.

1.2.9 Compared to DM Scenario, the proposed development will deliver an additional 1,230 direct jobs at the airport (which equates to 1,070 Full Time Equivalent, FTE jobs) in the DC Scenario. In total, there are predicted to be 3,650 direct jobs at the airport by 2031 (3,230 FTE's) which compares to 2,310 (2,060 FTE's) in 2019. There will also be a boost to business productivity locally, supporting the growth of and investment in key sectors in the local economy as well as increased tourist expenditure in London. These benefits will not be delivered without greater operational flexibility and an uplift in the existing cap of 6.5 mppa.

1.2.10 In summary, the proposed development will allow the airport to make better use of its existing runway, within the constraints of the permitted 111,000 annual aircraft movements cap and other controls which apply to the CADP1 planning permission. This will allow the airport to:

- respond to the growing demand for business and leisure flying in the catchment area of the airport;
- enable airlines to make better use of their aircraft and operate additional services to meet demand from passengers on Saturdays and early in the morning, facilitating more leisure flights and hub connections;
- incentivise the early use of the more fuel efficient and quieter new generation of aircraft;
- ensure adequate provision of aircraft stands to enable more of the larger new generation aircraft to be parked at the airport; and
- provide for the increasing number of passengers through improved space and facilities in the CADP1 terminal facilities.

1.2.11 There will also be knock-on benefits in terms of local employment generation as a result of the proposed development as well as wider benefits to business from improved connectivity, which adds weight to the Need Case. These benefits are described more fully in Chapter 7: Socio-economics.

1.3 Environmental Impact Assessment (EIA) Process

EIA and Consultation Process

1.3.1 This ES has been prepared in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) 2017 (as amended).

1.3.2 EIA is a process of identifying and collating information to inform an assessment of the main and likely significant environmental effects of a project. The ES reports the findings of a systematic assessment of the effects of a proposed development and contains such information referred to in Part 1 and Part 2 of Schedule 4 to the EIA Regulations "as is reasonably required to assess the likely significant environmental effects".

1.3.3 The findings of the EIA process and ES are intended to inform the relevant planning authority (in this case LBN) and interested parties as part of the decision-making process.

1.3.4 This ES reports on the outcome of the EIA process, which was conducted over a period of approximately 10 months. Whilst not required to do so, the airport published an Initial Environmental Report (IER) in July 2022 as part of the public consultation on the proposed development. This IER document was a precursor to the ES and had the objective of providing an initial overview of the likely significant effects of the proposals and the mitigation and enhancement measures being considered by the airport at the time. It was published in conjunction with other consultation materials, to enable the public and interested parties to understand the effects of the proposals and provide informed specific feedback.

1.3.5 The Statement of Community Involvement (SCI) submitted with the S73 planning application, describes the consultation process and how this has informed the final proposals. Key changes to the proposals, following the consultation exercise, were:

- The proposed extension to operational hours on Saturday is now limited to 18.30 hours, with a further 12 arrivals up to 19.30 BST (rather than an extension to 22.00 as initially consulted upon). The current operational limit on aircraft departures and arrivals on Saturdays is 12.30.
- The proposed increase in early morning flights between 06.30 – 06.59 is now limited to 9 rather than the 12 movements as initially consulted upon. The current limit on aircraft movements in this period is 6; and
- Retaining the annual cap of 400 delayed aircraft movements in the last half hour of airport operations, rather than removing this limit, as was initially consulted upon.

1.3.6 The key stages of the EIA process, including scoping stage to determine the technical coverage, assessment parameters and methodology of the ES, in consultation with LBN and the statutory bodies, is described in Chapter 3: EIA Methodology.

1.3.7 The ES presents the final assessment of the 'likely significant environmental effects' of the proposed development in a systematic way, thereby ensuring that the main adverse (negative) and main beneficial (positive) effects are properly identified, and that options for avoiding, reducing, off-setting or enhancing such effects are considered. The information contained in this ES will help inform the planning determination process and will therefore be of importance to LBN, the Greater London Authority (GLA), the Environment Agency (EA) and the other statutory authorities, as well as the local community around the airport and other stakeholders in the project.

Need for EIA

1.3.8 CADP1 constitutes an "infrastructure project" in accordance with Schedule 2 of the EIA Regulations and falls within category 10 (e) – "construction of airfields" on account of the fact that the relevant threshold is met, namely: "the area of works exceeds 1 hectare". Accordingly, an EIA was undertaken for the CADP1 planning application, as discussed above.

1.3.9 The proposed amendments sought under the S73 application fall under Schedule 2 of the EIA Regulations under category 13 (b) – "Changes and extensions":

"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."

Where:

"The development as changed or extended may have significant adverse effects on the environment"

1.3.10 EIA is not mandatory for Schedule 2 developments, and it is normally for the local planning authority (LPA) to determine whether it is necessary, taking into account the nature, scale, location and environmental sensitivity of the project and its potential effects on the environment.

1.3.11 At an early stage in the EIA process, it was determined that for most technical disciplines, the likely environmental effects from the proposed development would not be 'significant' and would generally be of a lesser scale than those predicted in the 2015 UES. However, given the time that has elapsed since the previous assessment work was undertaken, and for the sake of completeness and transparency, the airport voluntarily commissioned the EIA and associated technical studies without recourse to obtaining a Screening Opinion from LBN.

ES Structure and Content

1.3.12 The proposed scope of this ES was set out in the Scoping Report submitted to LBN on 28th July 2022 and discussed through a series of subsequent meetings with the Council, its consultants (LUC and others technical specialist practices) and the statutory consultees.

1.3.13 LBN provided its Scoping Opinion on 24th November 2022 (See ES Appendix 3.2). A more detailed account of the scoping process is presented in Chapter 3: EIA Methodology. The subsequent technical chapters of the ES (Chapters 7 to 13) describe how specific matters and requirements raised by LBN and their advisors have been addressed.

1.3.14 There is no statutory provision that stipulates the form and structure of an ES; however, it must contain the information specified in Regulation 18 and Schedule 4 of the EIA Regulations. For completeness, the specified information within Regulation 18 (3) and Schedule 4 is provided in Table 1.1 below.

Table 1.1: Information Required by Schedule 4

Regulation 18(3) – Specified Information	
1.	Description of the development, including in particular: <ul 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: <ul style="list-style-type: none"> a) the construction and existence of the development, including, where relevant, demolition works; b) the use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources; c) the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste; d) the risks to human health, cultural heritage or the environment (for example due to accidents or disasters);

Regulation 18(3) – Specified Information	
	<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.

1.3.15 The ES for the proposed development comprises four main volumes which contain a suite of figures, tables, technical analysis, model outputs, survey information and supporting reference documents as follows:

- Volume 1 (Main ES Text and Figures);
- Volume 2 (ES Technical Appendices);
- Volume 3 (Need Case);
- Volume 4 (Transport Assessment) and
- A standalone Non-Technical Summary (NTS)

1.3.16 The structure of Volume 1 is outlined in Table 1.2 below.

Table 1.2: Structure of Volume 1 of this ES

Chapter	Chapter Title	Content
Glossary & Abbreviations		List of abbreviations and glossary of terms (to be included before Chapter 1).
1	Introduction	Scheme background, context and need; 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 and Alternatives	Description of site and the wider study area; description of the CADP1 development and the proposed amendments being applied for; and an outline of the alternative options considered by the Applicant, where appropriate.
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	Aviation Forecasts	Details of the aviation forecasts that underpin the EIA, including the Do Minimum Scenario, Development Case Scenario and sensitivity tests.

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 Construction Phasing Plan (CPP) and the proposed mitigation measures to be adopted through the approved Construction Environmental Management Plan (CEMP), with any necessary amendments.
7-12	Technical Assessment chapters	Detailed assessment of each environmental topic area scoped into the EIA, namely: <ul style="list-style-type: none"> • Chapter 7: Socio-economics • Chapter 8: Noise & Vibration • Chapter 9: Air Quality • Chapter 10: Surface Access • Chapter 11: Climate Change • Chapter 12: Public Health & Wellbeing
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, namely: <ul style="list-style-type: none"> • Water Resources; • Ecology and Biodiversity; • Ground Conditions and Contamination; • Archaeology and Built Heritage; • Townscape and Visual Impact; • Waste; and • Major Accidents and/or Disasters.
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.

1.3.17 Volume 2 includes a set of technical appendices, including plans and drawings, separate reports, surveys and data, which have informed the EIA process. This information is supplied as a separate volume to prevent the main ES becoming excessively long and cumbersome.

1.3.18 Volume 3 comprises the Need Case, which sets out in more detail the aviation forecasts and business case for the proposed development.

1.3.19 Volume 4 comprises the Transport Assessment as this provides some of the source data used to inform the noise, air quality and other environmental assessments.

1.3.20 The NTS presents a summary of the ES in non-technical language as a standalone document, as required by the EIA Regulations. The NTS provides a concise summary of the proposed development, the potential environmental effects identified, and mitigation measures proposed to avoid, reduce or offset these effects, as well as the residual impacts of the scheme.

1.4 Other Documents Accompanying the Planning Application

1.4.1 The ES and technical assessments undertaken have been informed by other documents and reports that will accompany the S73 Application. These include:

- Application Form including Ownership Certificates
- Revised Application Plans

- Planning Statement
- Statement of Community Involvement
- Design Development Report
- Sustainability Statement
- Revised Energy & Low Carbon Strategy
- Need Case
- Benefits and Mitigation Statement
- Equalities Statement

1.5 Project Team

1.5.1 LCY has appointed a specialist Project Team for this S73 planning application and preparation of the ES, as listed in Table 1.3 below.

Table 1.3: Project Team

Organisation	Consultant Role
Pell Frischmann	EIA Coordinator and Principal Author of ES
RPS	Technical Disciplines: Public Health & Wellbeing ES Chapter. Secondary/ non-significant environmental topics – ecology & biodiversity; water resources and flood risk; ground conditions; archaeology and cultural heritage
Quod	Planning Consultants and joint author of Socio-economics ES Chapter
Pascall + Watson	Scheme Architects
WSP	Airfield engineers Sustainability
York Aviation LLP	Aviation Forecasting, Simulations, Need Case Assessment Joint author of Socio-economics ES Chapter
Bickerdike Allen Partners (BAP)	Noise & Vibration
Air Quality Consultants (AQC)	Air Quality and Climate Change
Ecolyse	Climate Change
Steer Group	Transport and Surface Access.

1.5.2 Pursuant to Regulation 18 (5) of Part 5 of the EIA Regulations:

*“(a) The developer must ensure that the environmental statement is prepared by competent experts; and
(b) The environmental statement must be accompanied by a statement from the developer outlining the relevant expertise or qualifications of such experts”*

1.5.3 A signed ‘Statement of Competence’ for the appointed EIA consultant team has been provided in Volume 3 of this ES. This is provided at Appendix 1.1.

1.6 ES Availability

1.6.1 The NTS and ES are expected to be made available for viewing online at the LBN’s website: <https://www.newham.gov.uk/> or <https://www.newham.gov.uk/planning-development-conservation/planning-permission-application-process>.

1.6.2 Hard copies of the Non-Technical Summary are available free of charge. Additional hard copies of the ES (Volume 1), Technical Appendices (Volume 2) and Transport Assessment (Volume 3) can be purchased at a cost of £300 each (excluding postage and packaging) or on CD Rom/USB for a cost of £15. These documents can be obtained on request to Pell Frischmann the address below:

Pell Frischmann
5th Floor
85 Strand

London
WC2R 0DW

1.6.3 Subject to any Covid-19 restrictions in place at the time, the ES and planning application can be made available for viewing by the public during normal office hours by contacting the Planning Department of LBN at the following address:

London Borough of Newham
Newham Dockside
1000 Dockside Road
London
E16 2QU