

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 3.7 LCY Clarification Email

December 2022

From: Stephen Allen <Stephen.Allen@londoncityairport.com>

Sent: 10 October 2022 14:09

To: Liam.Mcfadden@newham.gov.uk; Helen.Kent@landuse.co.uk

Cc: David Thomson <DThomson@pellfrischmann.com>; philippa.rafael@ramboll.com; Tim Halley <Tim.Halley@londoncityairport.com>; Laura.McGowan@landuse.co.uk; Ife.Asiyanbi@landuse.co.uk

Subject: RE: 22/01859/SCOPE - LCY response to Natural England

Liam,

Many thanks for sharing LUC's draft report for your Scoping Opinion. Our technical team has reviewed the document and for the most part we are in agreement. However, there are some elements we wish to clarify. These are:

- AQ3 regarding fuel sulphur content and UFP emission – the ES will provide information on SAFs, including the expected benefits of low sulphur content in terms of size distributions and nvPM#, however it will not be possible to quantify UFP emissions for reasons already discussed.
- AQ9 regarding ecological receptors – clarification that Ardent have seen the LCY response to Natural England's scoping comments.
- AQ10, 11 & 12 regarding modelling scenarios – air quality modelling includes 'do minimum' and 'with development cases'. There cannot be a scenario that explicitly considers the 'without development' case as this is not a realistic prospect. However, consideration will be given to the totality of the Proposed Development
- AQ17 regarding the proposed new PM2.5 targets – clarification that if the new PM2.5 targets are published between now and submission, this may need to be provided as an addendum to the ES at a later stage.
- AQ18 regarding WHO guidelines – the WHO 2021 guidelines are not included within any national, regional or local planning policies and will not be considered in the ES
- AQ21 regarding UFP baseline – as discussed in our meeting of 14 September, providing a UFP baseline is not possible in practical terms or necessary for decision making purposes.
- AQ24 regarding IAQM guidance – will be taken into account if final guidance is published.
- CC8 regarding 'indirect' GHG – clarification of 'indirect' required.
- CC9 regarding consumables – clarification of the requirement for this assessment given that the net effect of the national and global GHG would be the same i.e. passengers would consume food and beverage regardless of coming to the airport or not.
- PHW3 regarding WHO guidelines – clarification that the PHW chapter will have regarding to WHO Air Quality Guidelines, rather than 'assessed against'.
- PHW5 regarding location of people exposed to air pollution – suggest this reflects the locations covered in the Air Quality chapter.
- PHW8 regarding UFP assessment – clarification that the Air Quality chapter will provide discussion of UFP to allow the Public Health Chapter to proportionately assess the health effects of this pollutant.
- TVIA1 regarding townscape and visual effects – confirmation that the proposal will not lead to any significant adverse townscape and visual effects, as per the information previously provided. Any effects from larger aircraft parked in the Jet Centre will be in the context of non-sensitive townscape including the surrounding airfield infrastructure, DLR viaduct and busy roads.

- EB1 regarding biodiversity net gain assessment – confirmation that a BNG assessment is scoped out, given that the EA has not requested one.

I suspect many of these points can be resolved through exchange of email but I would welcome a further discussion to ensure we are all clear on our respective positions.

Many thanks,

Stephen



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