

email: Rachel.Ness@londoncityairport.com

date: 28 May 2014

Development Control
London Borough of Newham
Newham Dockside, 1st Floor – West Wing
1000 Dockside Road
Beckton
E16 2QU

FAO: Sunil Sahadevan

Dear Sirs,

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)
TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) ENGLAND
AND WALES REGULATIONS 2011
CITY AIRPORT DEVELOPMENT PROGRAMME (CADP) APPLICATIONS 13/01228/FUL
(CADP1) & 13/01373/OUT

I refer to the above planning applications submitted on 26 July 2013 and your letter dated 23 May 2014 seeking further environmental information and other clarifications relating to the previously submitted information.

I enclose 6 copies of the following which should be read in conjunction with information submitted on 26 July 2013 and 7 March 2014:

1. This submission letter;
2. An Environmental Statement Second Addendum (ESSA) and Other Clarifying Information;
3. An Health Impact Assessment Addendum;
4. The Technical Assessment Review: Need and Aviation Logistics Response;
5. A Second Updated Non-Technical Summary (NTS) of the Environmental Statement (ES); and
6. A response to the May 2014 NEF Report considering the future potential of the airport and the Royal Docks.

London City Airport Limited
City Aviation House
Royal Docks
London E16 2PB

Tel: +44 (0) 7646 0000

Fax: +44 (0) 7511 1040

Email: info@londoncityairport.com

Web: www.londoncityairport.com

Registered in England and Wales

Company Number: 01963361

Part 1:

This part of the submission contains the ESSA and Other Clarifications in response to the items 1 to 6 raised in Part 1: Regulation 22 Matters – Further Information of the Council's letter:

- | | |
|-------------------------------|---|
| 1. Air Noise and Ground Noise | Air noise contours have been generated using the actual tracks flown by aircraft rather than using the London City Airport published Standard Instrument Departure (SIDs) routes. Commentary is provided on these new contours. |
| 2-4 Construction Noise | Further information is provided in relation to construction noise, including cumulative night time noise emissions from different sources (e.g. the haul road and specific plant) under 'worst case' scenarios. A proposed framework Construction Noise and Vibration Management and Mitigation Strategy is also explained. |
| 5. CS100 Data | This clarifies matters relating to the Bombardier CS100 and the manufacturers noise and test data used within the noise assessment of the Environmental Statement (ES). |
| 6. Cumulative impacts | Additional consideration has been given to the planning application submitted on behalf of ABP for the redevelopment of the site known as Royal Albert North, Beckton, E16 (LBN Planning Application reference number 14/00618/OUT), together with development proposals which have, or are likely to be determined proper to the CADP application proposals. |

Part 2:

This part of the submission responds to Part 2 of the Council's letter and contains:

- An Health Impact Assessment (HIA) Addendum - the HIA was submitted as part of the CADP applications, but does not form part of the ES and accordingly this Addendum cross-refers to the ES and subsequent addenda where applicable; and
- A Technical Assessment Review: Need and Aviation Logistics Response - The Response answers questions received from the Council's consultants (Mott MacDonald) in the report appended to the response. This deals directly with the matters raised in the 'Needs Statement' section of page 4 of the Council's letter.

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Part 3:

For completeness Part 3 contains the Second Updated Non-Technical Summary (NTS) and comprises a track-changed version of the previous Updated NTS (March 2014).

Part 4:

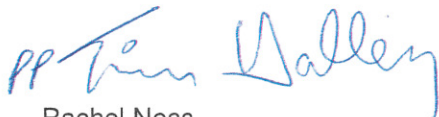
Part 4 contains the Airport's response to the New Economic Foundation (NEF) Report "*Royal Docks Revival – Replacing London City Airport*" (May 2014).

On 10 April 2014, NEF published its report '*Royal Docks Revival: Replacing London City Airport*'. The report recommends closing London City Airport at the earliest opportunity and seeking a sustainable neighbourhood on the site in its place. Whilst clearly prepared to influence the outcome of the CADP applications, it is noted that the NEF report does not specifically consider the application proposals, has not been formally submitted as representations to the CADP applications and has a broader remit relating to criticising the overall rationale of the Airport. As explained in the attached response, no weight should be attached to the document in the determination of the CADP applications.

We trust the enclosed responds comprehensively to matters raised. Additional copies of the ESSA and other documents can be obtained at cost of £15. Alternatively a CD-ROM version is available for an administrative charge of £10 (including postage and packing). The NTS can be provided free of charge upon request as an electronic or hard copy. It is available, along with the previously submitted Environmental Statement document, from: RPS Planning and Development, 14 Cornhill, London, EC3V 3ND.

Please do not hesitate to contact me if you require any further information.

Yours sincerely



Rachel Ness
Director of Infrastructure, Strategy and Planning
London City Airport

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