

CITY AIRPORT DEVELOPMENT PROGRAMME
(CADP1) S73 APPLICATION

PLANNING STATEMENT

DECEMBER 2022



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1 Introduction

1.1 This Planning Statement has been prepared on behalf of London City Airport Limited (“the Applicant”) in support of an application to the London Borough of Newham (“LBN”) for minor material amendments under Section 73 (“S73”) of the Town and Country Planning Act 1990 (as amended), to the grant of planning permission for the City Airport Development Programme 1 (“CADP1”) (“the CADP1 Permission”) (LPA ref. 13/01228/FUL) at London City Airport (“the airport” or “LCY”).

1.2 The proposed description of development for the proposed amendments 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.”

1.3 A separate application has been submitted in parallel with the S73 Application for the retention of existing temporary Permitted Development facilities and an additional temporary eastern gate room facility for a timescale that aligns with the projected programme for delivery of the remaining CADP1 development. Whilst those works complement the S73 application, they are independent from the proposed amendments and would still be required if the S73 is not progressed to enable the retention/provision of temporary facilities over longer timescales to align with the remaining build out of the current CADP1 permission.

1.4 The CADP1 Permission was approved by the Secretary of State (“SoS”) in July 2016 following an appeal and public inquiry which was held in March 2016. It granted permission for passenger facilities and infrastructure including terminal extensions, new aircraft stands and a parallel taxi lane over the King George V Dock. The CADP1 Permission is accompanied by planning conditions and S106 obligations which control the operation of the airport.

1.5 This Planning Statement explains the proposed amendments in the S73 Application and considers the acceptability of them in the context of planning policy and other relevant material considerations. It is structured as follows:

Section 2 – sets out the background to the S73 application

Section 3 – describes the proposed amendments

Section 4 – sets out the relevant planning policy context

Section 5 – assesses the principle of the application proposals

Section 6 – assesses environmental considerations

Section 7 – assesses other matters

Section 8 – considers airport safeguarding

Section 9 – provides a summary and conclusions

Planning Application Documents

- 1.6 This Planning Statement forms part of a comprehensive suite of documents which are submitted in support of the S73 Application. Each of these documents and their authors are listed in Table 1 below.

Table 1: List of Application Documents

Document	Author
Application Form including Ownership Certificates	Quod
Revised Application Plans (refer to Appended Drawing Schedule)	P&W
CIL Additional Information Form/Statement	Quod
Planning Statement	Quod
Statement of Community Involvement	Cratus
Need Case	York Aviation
Environmental Statement VOLUME 1: Text	Pell Frischmann & others
Environmental Statement VOLUME 2: Appendices	Pell Frischmann & others
Environmental Statement VOLUME 3: Need Case	York Aviation
Environmental Statement VOLUME 4: Transport Assessment	Steer
Design Development Report	P&W
Sustainability Statement	WSP
Revised Energy and Low Carbon Strategy	Atkins
Benefits and Mitigation Statement	Quod
Equalities Statement	Quod

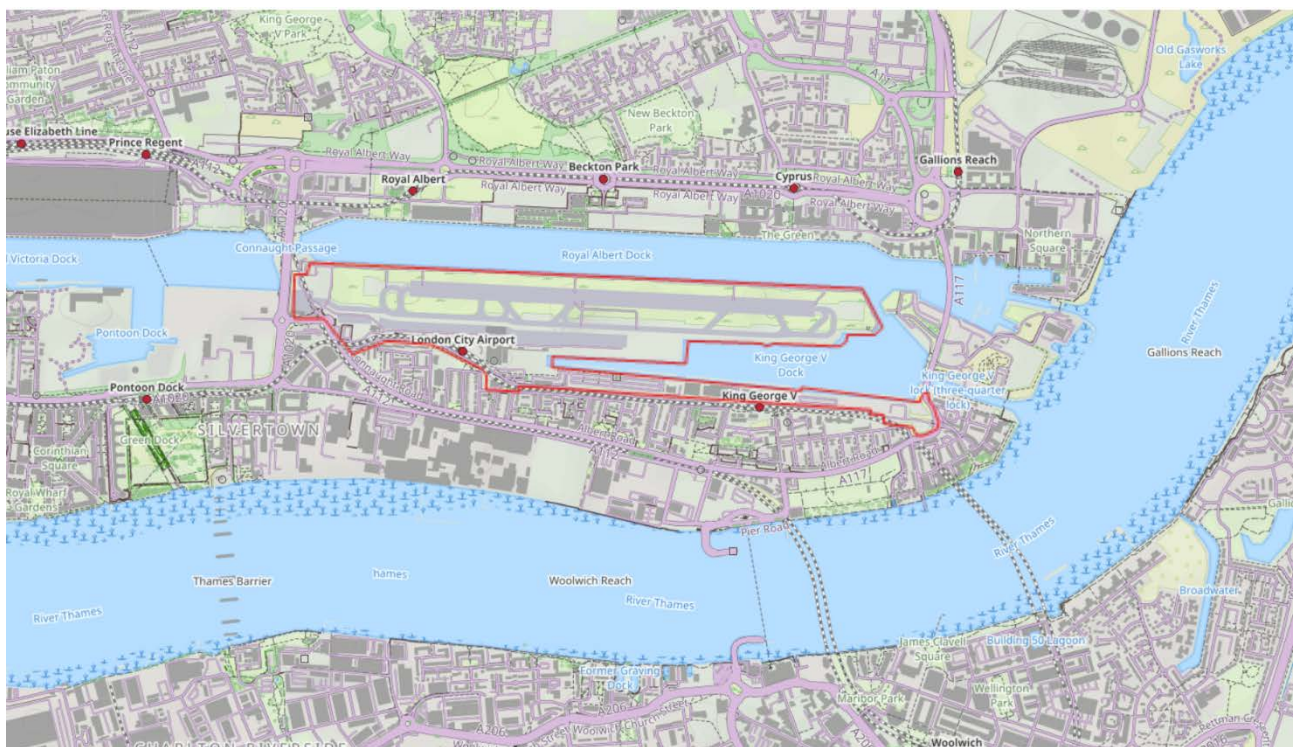
- 1.7 The red line application boundary for the S73 Application remains the same as that of the CADP1 Permission. Minor changes are proposed to the Approved Plans referred to in Condition 2 of the CADP1 planning permission.

2 Background

Site Location

- 2.1 LCY is a city centre airport located in the Royal Docks between the Royal Albert Dock and King George V Dock, adjacent to the Woolwich Reach and Gallions Reach of the River Thames. It is six miles east of the City of London, Europe's major financial district, and two miles east of Canary Wharf, London's business centre located in the Docklands. The airport is half a mile from ExCel London, the exhibition and conference centre.

Figure 2.1 Site Location of London City Airport



- 2.2 The airport is located approximately a mile from the A13, three miles from the North Circular (A406) and 15 miles from the M25. The highway network links the airport to Canary Wharf, Tower Hill and the centre of London.
- 2.3 The airport site has recently been extended to an area of about 60 hectares with the addition of the CADP1 works over King George V Dock. The existing infrastructure includes a runway, parallel taxiway, aprons, a main passenger terminal, a corporate aviation centre (known as the “Jet Centre”) on the western side, as well as other operational buildings and associated infrastructure to the east. The runway is surrounded by water in the Royal Albert Dock and the King George V Dock.

2.4 Aircraft take off and land in both easterly runway (09) direction and westerly runway (27) direction, depending on the direction of the prevailing wind; the majority of the time runway 27 is in use.

2.5 Figure 2.2 below shows the existing layout of the airport.

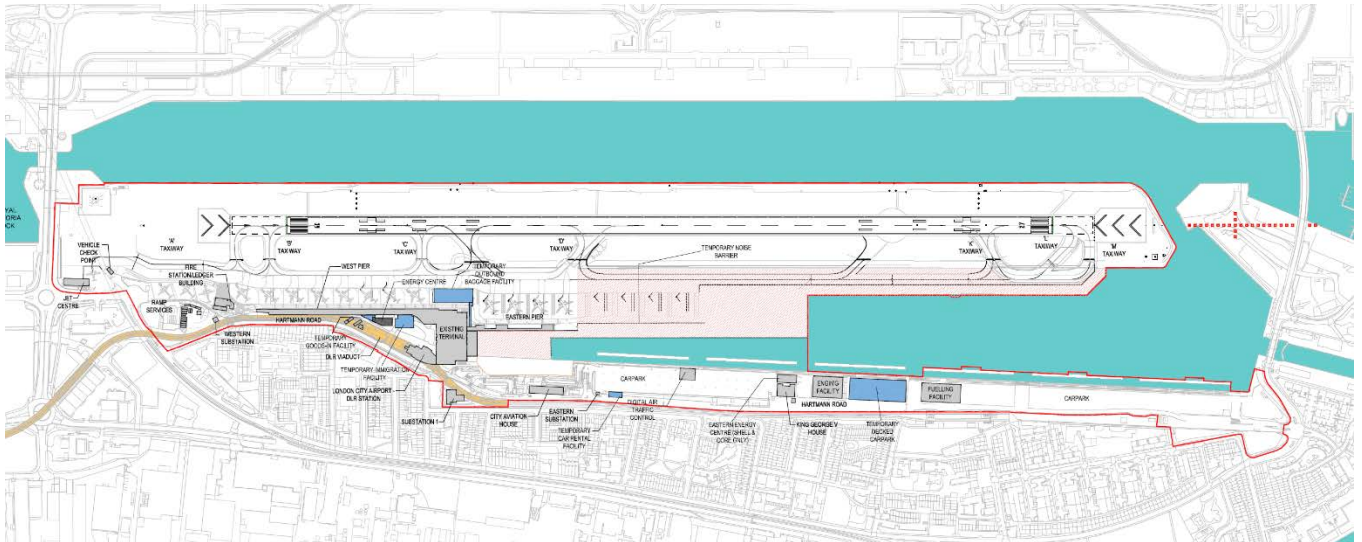


Figure 2.2: Existing Layout of London City Airport

2.6 The airport has 25 approved stands for scheduled commercial aircraft, but only 19 are currently operational. Stands 21 – 24 and the eight new CADP1 stands are the only ones currently capable of accommodating the largest aircraft operating at the airport and future variants such as the E195-E2.

2.7 The existing Main Terminal Building (MTB) is a flat roofed building of approximately 13 m in height with a conning air traffic control (ATC) tower at a maximum height of 15 m, located at the western end of KGV Dock. The air traffic control functions are now provided remotely via the new Digital Air Traffic Control Tower (DATCT) which was constructed on the southern dockside in 2019. The DATCT became operational in 2021, thus making the old ATC tower redundant.

2.8 To the south of the terminal, the existing forecourt provides passenger drop-off and pick-up facilities as well as direct access to the airport's dedicated Dockland Light Railway (DLR) station. To the east of the MTB is the airport's staff office building, City Aviation House (CAH), which is a 4-storey building, pick up facilities and the airport's Main Stay Car Park. Further along the dockside is KGV House which is used for offices and as a staff training facility, the LCY Engineering Building, other storage sheds and surface car parking. Further east, towards Woolwich Manor Way, the remaining land within the ownership of the airport is either vacant or used for goods storage.

2.9 A number of changes have occurred at the airport in recent years as the first elements of the approved CADP1 have been constructed and implemented. In summary, the following have now been constructed:

- Extension to the deck over the KGV Dock to provide 8 additional 'Code C' aircraft stands and a new taxiway which runs parallel to the eastern part of the runway and connects with a holding point for up to 3 aircraft (known as Runway Hold 27) located at the eastern end of the runway;
- Erection of a temporary noise barrier to the east of the existing East Pier;
- Construction of the foundations and deck for the East Terminal Extension (ETE) and New East Pier (NEP);
- Construction of temporary facilities at the airport, including the Temporary Immigration Facility (TIF), Temporary Outbound Baggage (OBB) structure, Temporary Goods-In Facility (TGIF), temporary single deck car park and temporary car rental building; and
- Installation of artificial fish refugia (an ecological enhancement feature) within the KGV Dock.

2.10 In addition to the airport improvements delivered as part of or as a consequence of CADP1, a number of other specific structures and airfield enhancements have been built out or implemented under the airport's permitted development rights, in accordance with Part 8, Class F of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). These changes are identified on Figure 2.2 and include:

- The Digital Air Traffic Control Tower (DATCT) to the south of KGV Dock;
- Runway and taxiway rehabilitation works; and
- Introduction of an Engineered Material Arrestor System (EMAS) at either end of the runway (presently under construction).

2.11 Vehicle access to the airport is provided from Hartmann Road, which is a private road with an east-west orientation that connects with the A112 Connaught Road at a signalised junction at its western end. This currently functions as the single point of access to the airport from the wider highway network. At its eastern end, Hartmann Road forms a signalised junction with the A117 Woolwich Manor Way, although this junction is presently closed for public access to the airport. As part of the CADP1 proposals, the eastern end of Hartmann Road will be opened to traffic, to provide enhanced access to the airport.

2.12 The main passenger car parking area is located to the east of the terminal building and CAH. This car park is accessed via a barrier-controlled exit on to Hartmann Road. The airport currently has just over 900 car parking spaces and consent to increase provision up to 1,251 car parking spaces under the existing CADP1 planning permission. Parking is also provided for motorcycles and cycles. Staff car parking is currently concentrated in the temporary single deck car park to the east of the main passenger car park.

2.13 The public roads within the vicinity of the airport are covered by a Controlled Parking Zone (CPZ) in operation 0800 – 1830 Monday to Sunday. This includes parking bays on the residential streets of Silvertown and double-yellow lines on Connaught Road/Albert Road and Hartmann Road.

2.14 The airport has a good Public Transport Accessibility Level (PTAL) of 3 (where 1 is the lowest level and 6b the highest level achievable)¹. The airport is well connected to London's public transport rail system via its onsite DLR station, which links directly into the airport terminal

building with direct connections to/from the City, Stratford and Woolwich. It provides direct connections to the Jubilee, Hammersmith and City, and District Line London Underground services and to the C2C, TfL Rail, London Overground and Greater Anglia national rail services. Frequent services (every four minutes at peak times) operate between 05:30 and midnight, Mondays to Saturdays and between 07:00 and 23:00 on Sundays.

- 2.15 The airport is also served by bus routes 473 (Stratford – North Woolwich) and 474 (Canning Town – Manor Park), both of which stop in the airport forecourt. Route 474 operates on a 24/7 basis and since May 2022 has been diverted to provide a direct link between the airport and Custom House station to coincide with the opening of the Elizabeth Line.
- 2.16 As a result, it has the highest public transport mode share of any UK airport, with 73% of passengers using public transport (DLR/train, Bus and London Taxi) in the Baseline Year of 2019¹.
- 2.17 Following the opening of the Silvertown Tunnel in 2025, there is the potential for further bus services between destinations south of the River Thames and the airport. The nature of these enhancements will be established in dialogue with TfL and the LBN and are unrelated to the proposed S73 planning application.
- 2.18 The airport is accessible on foot from the surrounding residential and commercial areas. Hartmann Road has a footway on its southern side which connects directly with footways on Connaught Road to the west. There are controlled pedestrian facilities at the traffic signal-controlled junction of Connaught Road and Hartmann Road. Pedestrians can also access the airport from a dedicated pedestrian link between Hartmann Road and Newman Street.
- 2.19 Cyclists access the airport from Hartmann Road. There are 20 sheltered passenger cycle parking spaces located beneath the DLR viaduct and adjacent to the motorcycle parking area opposite the passenger drop-off area on Hartmann Road. There are 58 cycle parking spaces dedicated for staff use, 48 are located within secure bike stores outside City Aviation House and the Western car park (24 at each location) and a further 10 lockable cycle stands outside CAH.
- 2.20 The current arrangement for London Taxi's is that on arrival at the airport with passengers, the taxi will drop passengers at the front of the terminal building within the forecourt. Once the passenger has paid the taxi fare, the vehicle departs from the forecourt and either turns right, away from the airport, or turns left and joins the back of the taxi queue that extends eastwards on Hartmann Road towards the airport car parks.

Surrounding Area

- 2.21 The surrounding area is in urban use with a mix of residential, industrial and commercial uses located on the northern and southern banks of the River Thames. Key residential locations include Silvertown and North Greenwich to the west of the airport and Thamesmead to the

¹ 73% figure published in the airport's Annual Performance Report based on ASQ surveys which have now been discontinued. The equivalent for CAA sourced data would be 66%

east. To the north is the residential neighbourhood of Beckton, while to the south is North Woolwich on the north side of the Thames and Woolwich to the south.

- 2.22 Non-residential uses in the area include the large Tate and Lyle factory to the south of the airport; the Thames Barrier to the south-west; the University of East London (UEL) on the north-east side of the Royal Albert Dock; the Royals Business Park to the north; the London Regatta Centre on the north-west side of the Royal Albert Dock; the Excel Exhibition Centre and three adjacent high rise hotels to the west on the northern side of Royal Victoria Dock; and several areas of vacant land including land at Albert Basin to the east and a large expanse of land on the north side of Royal Albert Dock between UEL and Royals Business Park. A significant amount of development and regeneration is also planned in the vicinity of the airport.

Airport Operations and Employment

- 2.23 Table 2.1 below shows the number of flights and passengers at the airport between 2015 and 2021 and shows that after a period of steady growth in passenger numbers there was a dramatic decline in 2020 and 2021 due to the COVID-19 pandemic.

Table 2.1: 2015-2021 Aircraft Movements and Passenger Numbers

Year	Total Aircraft Transport Movements	Total Passengers
2015	79,250	4,319,749
2016	83,783	4,526,059
2017	79,849	4,511,107
2018	80,110	4,800,190
2019	83,536	5,100,025
2020	18,850	905,326
2021	14,051	713,969

- 2.24 Before the COVID 19 Pandemic in 2019 there were 2,310 people employed on-site at the airport or 2,060 full-time equivalent (FTE) jobs. The total number of staff employed onsite at the airport in December 2021 was 1,532 (1,080 full time and 452 part time), equating to 1,357 full time equivalent (FTE) jobs. This reflects a 33% reduction from 2019, a consequence of the COVID-19 pandemic (London City Airport Annual Performance Report 2021).

Recent Planning History

- 2.25 A summary of the airport's planning history is provided in **Appendix 1**. The most relevant planning permissions are described below.

The 2009 Permission

- 2.26 In July 2009, LBN granted planning permission (LPA ref. 07/01510/VAR) to allow up to 120,000 annual aircraft movements (subject to the operation of noise factored movements and daily and other limits) ("the 2009 Permission"). The Section 106 Agreement (the "2009 Planning Agreement") accompanying the 2009 Permission superseded a number of previous

agreements and, together with the consolidated planning conditions attached to the 2009 Permission, controlled the operation of the existing airport from a planning perspective prior to the implementation of the CADP1 Permission in 2017 (at which point the CADP1 Permission and the accompanying S106 Agreement became the primary means of control).

The CADP1 Permission

2.27 The CADP1 Permission was approved by the SoS in July 2016 following an appeal and public inquiry which was held in March 2016. Planning permission was granted for the following:

“Works to demolish existing buildings and structures and provide additional infrastructure and passenger facilities at London City airport. Detailed planning permission is being sought for:

- a. Demolition of existing buildings and structures;*
- b. Works to provide 4 no. upgraded aircraft stands and 7 new aircraft parking stands;*
- c. The extension and modification of the existing airfield to include the creation of a taxilane 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.”*

2.28 Condition 2 required the development to be carried out in accordance with Approved Plans and documents listed in the decision notice, including the Energy and Low Carbon Strategy and Sustainability Statements.

2.29 The principal operational controls and restrictions imposed on the airport by the planning conditions include:

- Condition 12 which requires that the number of aircraft stands for scheduled Aircraft Movements shall not exceed 25 at any time and shall be located within a defined area.
- Condition 17 which controls the times which aircraft can take-off and land at the airport. Except in cases of immediate emergency to an aircraft and/or the persons on board, the airport shall not be used for the taking off or landing of aircraft at any time other than between the hours of:
 - 0630 and 2200 on Monday to Friday inclusive;
 - 0900 and 2200 on Bank Holidays and Public Holidays (with the exception of Christmas Day in condition 27);
 - 0630 and 12.30 on Saturdays; and
 - 1230 and 2200 on Sundays.
- Other conditions which replicate these time restrictions in relation to aircraft maintenance and repair (condition 8); and ground running, testing and maintenance (condition 50).
- Condition 23 which permits a maximum of 111,000 Actual Aircraft Movements at the airport per calendar year. It also imposes daily limits with a maximum of 100 per day on Saturdays; 200 per day on Sundays (but not exceeding 280 on any consecutive Saturday and Sunday); 592 per day on weekdays; and individual limits for specified Bank Holidays.
- Condition 25 which permits a maximum of 6 Actual Aircraft Movements between 0630 and 0659 hours on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the airport shall be closed for the use or operation of aircraft between these times). In tandem with this, condition 26 requires that the number of Actual Aircraft Movements in the period between 0630 hours and 0645 shall not exceed 2 on any of these days.
- Condition 35 which requires the temporary coaching facility and the temporary outbound baggage extension facility authorised by the CADP1 Permission to cease operation and be removed within 5 years of the commencement of the development.

- Condition 43 which requires that the annual passenger throughput of the airport shall not exceed 6.5 million passengers.

- 2.30 A series of other conditions impose environmental controls and restrictions on the airport, including operation of the Aircraft Noise Categorisation System (conditions 18 and 19); the Noise Management and Mitigation Strategy (condition 31); as well as other conditions relating to sustainability, biodiversity, air quality, lighting and surface access, amongst others.
- 2.31 In parallel with this, the CADP1 Permission is also subject to a S106 Agreement which imposes further controls and obligations on the airport.
- 2.32 Since the CADP1 Permission was approved and implemented, approval has been granted for several non-material amendment applications ('S96A applications') which have made amendments to the CADP1 Permission. The details of each application are summarised in the Planning History provided in **Appendix 1**.

The CADP2 Permission

- 2.33 At the same time that permission was secured for CADP1, outline planning permission was also granted for the erection of a 260-bedroom hotel and associated development (the CADP2 Permission) (LPA ref. 13/01373/OUT). The CADP2 Permission has not as yet been implemented and remains extant².

Permitted Development related to Construction

- 2.34 Between 2017 and 2020 (and prior to pausing of the CADP1 construction works), the airport utilised Permitted Development Rights available under Schedule 2, Part 4 Class A of the GDPO 2015 to erect temporary buildings and structures required temporarily in connection with construction of the CADP1 development. These temporary facilities are required to facilitate the construction of the new terminal facilities in what is a fully operational airport.

Date of LBN Notification	Permitted Development
22 May 2018	CADP1 Temporary Immigration Facility (TIF) and Goods In Facility (GIF)
25 April 2019	Temporary Decked Car Park and Car Rental Building
8 March 2019 (Revised 10 September 2019)	Temporary Outbound Baggage ("OBB") facility

Other Permitted Development

- 2.35 In addition, since 2016, a number of specific structures and airfield enhancements have been built out or implemented in accordance with Part 8, Class F of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). These changes include:

² Reserved Matters must be submitted by 5 July 2024

- The DATCT to the south of KGV Dock;
- Runway and taxiway rehabilitation works; and
- Introduction of an Engineered Material Arrestor System (EMAS) at either end of the runway (works commenced in September 2022 and are due for completion in 2023).

The airport master plan (2020)

- 2.36 Government guidance³ recommends that airports produce master plans to provide local planning authorities, communities and businesses a transparent direction and statement of intent for the future airport development. While airport master plans do not have a statutory basis, they are important considerations for local authorities when preparing their local plans and assessing development proposals.
- 2.37 The airport published its master plan⁴ on 4th December 2020 following a 16-week consultation undertaken in summer 2019.
- 2.38 The master plan provides the airport's long-term vision, and is a clear statement of intent to enable future development to be given due consideration in local planning processes.
- 2.39 The master plan's key themes comprise:
- Growth and modernisation – up to 11 million passengers per annum (mppa) and 151,000 Air Transport Movements (ATMs) by the mid to late 2030's
 - Making best use of the existing runway and land within the existing airport boundary
 - Accelerating investment in new generation aircraft – with more flexibility in hours of operation (first and last half hours and more flexible times at weekends)
 - Creating new jobs – with 11 mppa the airport could sustain 5,300 FTE jobs, an additional 700 indirect and induced jobs and £210 million GVA
 - Contributing to overall economic performance of London - £2 billion per year
 - Committing further to sustainable transport to and from the airport – target 90% of passenger journeys by non-car modes by 2041
- 2.40 The master plan was accompanied by technical assessments on Air Quality, Demand, Noise, Socio-Economics, Surface Access, an Environmental Appraisal of other topics and a technical note on Carbon and Greenhouse Gas Emissions.

³ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/153776/aviation-policy-framework.pdf

⁴ <https://www.londoncityairport.com/corporate/master-plan>

3 Proposed Amendments

- 3.1 This S73 Application proposes to amend planning conditions attached to the CADP1 Permission, pursuant to S73 of the Town and Country Planning Act 1990 (as amended).
- 3.2 The description of development for the proposed amendments 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.”

Proposed Amendments to Conditions

- 3.3 National Planning Practice Guidance (“NPPG”) (paragraph 013 Reference ID: 17a-013-20140306) states that:

“An application can be made under section 73 of the Town and Country Planning Act 1990 to vary or remove conditions associated with a planning permission. One of the uses of a section 73 application is to seek a minor material amendment, where there is a relevant condition that can be varied.”

- 3.4 The NPPG explains (ID17a-015-20140306) that a decision notice describing the new permission should clearly express that it is made under Section 73. It should set out all of the conditions imposed on the new permission, and for the purpose of clarity, restate the conditions imposed on earlier permissions that continue to have effect.
- 3.5 The NPPG goes on to state (ID: 21a-040-20190723) that the original planning permission will continue to exist whatever the outcome of the application under Section 73. The conditions imposed on the original permission still have effect unless they have been discharged.
- 3.6 It is important to note that no changes are proposed to:
- The number of permitted flights annually which will remain limited to 111,000 ATMs and 45 ATMs per hour, as approved under the CADP1 permission.
 - The proposed uses, amount of floorspace or location, position or design of the previously approved terminal buildings and piers. There will, however, be some minor design changes to the forecourt and aircraft parking arrangements, as well as minor changes to previously approved facilitating works (coaching facilities).

- The 8 hour night-time curfew midweek and the Sunday morning curfew (with no flights before 12.30).
 - The number of aircraft stands, the runway, other infrastructure or the design and layout of the buildings as approved under the CADP1 permission and subsequently varied by several non-material amendment applications.
- 3.7 The proposed changes do not alter the CADP1 description of development. The red line planning application boundary for the S73 Application remains the same as that of the CADP1 Permission.
- 3.8 Due to the pause of construction during the pandemic, it is now anticipated that the remaining CADP1 works (including the new terminal buildings) will be built out over a more prolonged period. It is expected that construction could recommence by the time that the airport returns to pre-pandemic levels and potentially be complete by 2031-33. This will be subject to a further revision to the Construction Phasing Plan, in accordance with Condition 4 attached to the CADP1 Permission.
- 3.9 Various temporary facilities (as indicated above) were put into place to accommodate the continued operation of the airport during the construction programme and will be required to maintain levels of service and safe operations until the CADP1 works have been fully built out. A separate planning application has been submitted to allow for the retention of these temporary Permitted Development facilities until such time as the relevant CADP1 works are complete, at which time the temporary facilities will be removed. Permission is also being sought in that application for the installation of a further Temporary Gaterroom Facility on the existing eastern apron to allow for the continued operation of new generation aircraft from the existing stands while the previously approved New East Pier is being built out. Whilst those works complement the S73 application, they are independent from the proposed amendments and would still be required if the S73 is not progressed to enable the retention/provision of temporary facilities over longer timescales to align with the remaining build out of the current CADP1 permission.
- 3.10 Other than where changes are sought pursuant to the S73 Application, all relevant existing environmental and operational controls, strategies and systems approved through the other conditions attached to the CADP1 Permission and the associated S106 Agreement will continue to apply.
- 3.11 The proposed amendments to conditions are summarised in Table 3.1 below. The revised wording of the respective conditions is provided in **Appendix 2**.
- 3.12 Where appropriate, the wording of the CADP1 conditions incorporates amendments to the wording which have been previously approved by non-material amendment applications (Section 96a applications): 16/03797/NONMAT, 17/02865/NONMAT, 18/01001/NONMAT, 18/02109/NONMAT, 18/02611/NONMAT, 19/02621/NONMAT and 20/01200/NONMAT.
- 3.13 **Appendix 3** lists other conditions attached to CADP1 which should also be amended to include updated references to reflect the discharge of planning conditions and the approval of strategies by LBN since the CADP1 Permission was granted. This would result in one up-to-

date planning permission being issued which could be used as a definitive reference point, increasing precision and transparency for all parties.

Operational Changes

3.14 Changes to the passenger cap and opening times will enable the number of passengers to increase at the airport, within the 111,000 ATM limit set by the CADP1 Permission. The forecast number of passengers are summarised in Table 3.2 below alongside forecast ATMs which compares the Development Case (with development) and Do minimum (without development) which are used throughout the environmental statement (ES) that accompanies the S73 Application.

Table 3.1: Amended Conditions

Condition		Proposed Amendment
Condition 2	Approved Drawings and Documents	Changes to Approved Plans, ES and various strategies due to the passage of time and to reflect the proposed changes to the interim works and permanent forecourt.
Condition 8	Aircraft Maintenance	Extended hours to reflect longer operating times on Saturdays until 18.30.
Condition 10	Restriction on Development (Hard Surfaces)	Revised Plan P4 showing hard surfaces to be consistent with changes to Condition 12.
Condition 12	Aircraft Stand Location	Greater flexibility in the location of aircraft stands given increased wingspan of new generation aircraft (revised Plans P4). No changes to previously approved number of stands.
Condition 17	Aircraft Take-off and Land Times	Proposed extended hours on Saturday to allow the take off and landing of aircraft until 1830 (and an hour later for up to 12 arrivals during British Summer Time ⁵).
Conditions 23, 25 and 26	Daily Limits	Minor changes to daily limits, including increasing the number of flights permissible in the first half hour (06/30-06/59) from 6 to 9. No change to annual cap of 111,000 movements.
Condition 35	Temporary Facilities	Remove 5 year time limit for removal of Temporary Facilities and instead link to any revised phasing plan pursuant to Condition 4.
Condition 42	Terminal Opening Hours	Later opening until 20.00 on Saturdays.
Condition 43	Passengers	Uplift from existing limit of 6.5mppa to 9mppa.
Condition 50	Ground Running	Revised to allow until 18.30 on Saturdays.

⁵ Which aligns with IATA Summer Scheduling Season, typically running from Sunday in late March to Saturday in late October each year.

Table 3.2: Forecast Passengers and Air Transport Movements

Year	Passengers (millions)		Air Transport Movements (excluding jet centre movements)	
	With Development (Core or Development Case (DC))	Without Development (Do Minimum (DM))	With Development (Core or Development Case (DC))	Without Development (Do Minimum (DM))
2024	4.8	4.8	73,280	73,080
2025	5.3	4.9	78,110	73,630
2026	6.1	5.2	85,585	76,370
2027	6.9	5.3	92,255	77,465
2028	7.5	5.9	96,965	82,245
2029	7.8	6.4	99,265	84,985
2030	8.5	6.5	106,035	84,985
2031	9.0	6.5	111,000	84,985

Source: York Aviation

- 3.15 The combination of airlines refueling to cleaner, quieter, new generation aircraft with greater seat capacity and the spread of aircraft movements outside of the traditional morning and evening peaks means there is no requirement to increase the 111,000 movement cap. The airport predicts these trends will continue because of increases in the proportion of aircraft based at the airport and a higher percentage of leisure flights which are more likely to travel in the middle of the day and at weekends.
- 3.16 Such 'peak spreading' also means that there is no need to increase the physical footprint of the airport buildings nor seek any proposed change to the cap of 45 hourly movements as the approved designs for the CADP1 were designed for this peak capacity.
- 3.17 As explained in the Need Case, extended opening hours are essential both to enable airlines to serve demand, particularly for weekend leisure flying, and also to incentivise the main airline operators at LCY to accelerate their investment in cleaner, quieter, new generation aircraft as well as to increase their fleets of aircraft deployed at LCY. These new generation aircraft carry more passengers and can serve an extended range, opening up new destinations and helping to better meet the demand from passengers as well as offering substantially enhanced noise and emissions performance.
- 3.18 As explained in the Need Case the proposed amendments will further incentivise airlines to refuel and transition more quickly to efficient modern quieter aircraft with lower carbon emissions.
- 3.19 The proposed amendments will result in Green House Gas emissions per passenger falling by up to 27% by 2031⁶. New generation aircraft being introduced at the airport produce 17% less carbon emissions per passenger than the aircraft they are replacing. Based on noise

⁶ Figures extrapolated from comparison between DC and DM assessment in Chapter 11 (Climate Change) of the ES.

certification data new generation aircraft can be 3.2 dB quieter on arrival and 5.4 dB on departure (see Table 3.3):

Table 3.3 New Generation Noise Levels Compared to Embraer E190

Aircraft Type	Change in Noise Level (SEL) compared to Embraer E190, dB (A)	
	Arrival	Departure
Airbus A220-100	-2.8	-5.1
Airbus A220-300	-2.0	-4.0
Embraer E190-E2	-3.2	-5.4
Embraer E195-E2	-2.9	-4.6

3.20 Extended hours on Saturdays will make operating to/from LCY more attractive to all airlines allowing a much broader range of services to operate and making it more attractive for airlines to serve the airport, specifically those with new generation aircraft able to make use of the additional operating period on a Saturday afternoon and the additional slots in the early morning period. The benefits of extended Saturday opening arise in three principal ways:

- Allowing based airlines to achieve greater utilisation from the fleet of aircraft based at LCY so incentivising earlier replacement of current generation aircraft and growth, including incentivising more airlines to base aircraft at LCY;
- Enabling airlines serving hubs to improve their ability to offer a wide range of global connections to/from LCY that work in both directions over the week;
- Offering point to point airlines more opportunities to serve LCY and its local market with a consistent schedule 6 days a week, making initiating new routes and services more viable.

3.21 Growth to 9 mppa, in line with expected demand by passengers to use the airport over the anticipated timeframe to 2031, is unlikely to be achievable unless airlines are incentivised to grow and refleet to new generation aircraft such as the E190/195 E2s or A220 aircraft. Not only would this refleet to higher capacity new generation aircraft enable airlines to meet passenger demand, these aircraft have a materially better environmental performance than the previous generation of aircraft that they would replace. These new aircraft carry more passengers and offer an extended range and so can help the airport to better meet the needs of local passengers. Although other new and existing airlines are expected to grow their services to/from LCY, particularly given the capacity constraints at the other London airports over the remainder of this decade, BA City Flyer is expected to be a key driver of the growth in services to ensure that the airport can maximise its contribution to meeting local demand and delivering local benefit. Changes to the early morning flights to allow 9 rather than 6 movements in the first hour (4 instead of 2 in the first 15 minutes), will provide additional flexibility in a period when the airport already operates.

3.22 As explained in the Need Case, increasing early morning operations will also contribute to refleet incentives as the 3 additional movements proposed, over and above the 6 movements currently allowed, in this early morning period will also be restricted to cleaner, quieter, new generation aircraft only as with the additional hours on a Saturday.

Revised Application Drawings

- 3.23 Minor changes are proposed to the approved CADP1 physical works. An updated 2022 Site Plan (1.0B) has been prepared to reflect progress in the build out of CADP1 (Ref: A400-PAW-A-14-XXX-DR-GA-900-004 S2) since the original CADP1 Permission was issued. The 2022 Site Plan is cross referenced on a number of the application plans/sets in order to make clear the current status of the works.
- 3.24 The principal changes relate to 'Application Set 5.0' where and the partial build out of CADP1 and related temporary Permitted Development facilities has required minor revisions to the previously approved layout of the temporary coaching facility. Changes to 'Application Set 7.0' are also proposed but are limited to minor changes to the terminal forecourt to reflect changes to modal split assumptions since the plans were originally approved as part of the CADP1 Permission.
- 3.25 Additionally, some minor adjustments to the previously approved apron layout are required to accommodate the parking of cleaner, quieter, new generation aircraft, which have a wider wingspan than the majority of the current fleet. The adjustments to Plan P4 will maintain the same number of aircraft stands as previously approved (25) but with slightly more flexibility to park new generation aircraft on the existing western apron.

Revised Aircraft Parking Arrangements

- 3.26 There is no need to change the cap on the number of operational stands for commercial passenger aircraft. Instead, changes to condition 10 and 12⁷ propose to refer to a new plan (see **Appendix 2**) which allows greater flexibility in the location of where up to 25 aircraft can park including the Jet Centre part of the airfield. This area is already used by Jet Centre aircraft and the proposed additional flexibility sought would enable scheduled aircraft to use this area typically at peak times or when an aircraft is undergoing maintenance.

Revised Facilitating Works

- 3.27 CADP1 was originally forecast to be complete in 2025. Slower delivery due to the pandemic and the revised forecasts that accompany the S73 Application mean that a new design date of 2031 has been adopted, which is when the airport is forecast to handle 9 million passengers. Re-programming following the pause of works due to the pandemic requires the retention of facilitating works for longer. The CADP1 Permission included some temporary facilitating works (noise barrier, extension to outbound baggage and coaching facility). Minor changes to the access to the coaching facility are shown on the revised drawings and it is proposed to remove the 5 year time limit in condition 35 to reflect changes to the build programme.

Revised Forecourt Works

- 3.28 The consented forecourt design has been amended to accommodate the revised passenger demand up to 9 mppa and to reflect developments in the transport modal split that have been identified in the most recent passenger surveys. The overall strategy and layout of the forecourt remains very similar to the consented scheme with some realignment of kerb lines and paint-

⁷ Together with a change to the definition of the Plan P4

marking. Additional bays have been added to the public forecourt and London Taxi pick-up and drop-off.

4 Planning Policy

- 4.1 This Section summarises the national, strategic and local planning policy and guidance which is relevant to assessing the acceptability of the proposals. It also explains the planning designations that affect the site.

The Development Plan

- 4.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. In this instance, the adopted development plan for the site comprises:

- The London Plan – the Spatial Development Strategy for London (March 2021);
- Newham Local Plan (2018); and
- Local Plan Policies Map (2018).

- 4.3 The relevant material considerations include:

- The National Planning Policy Framework (NPPF) (2021)
- National aviation policy and guidance

National Planning Policy and Guidance

National Planning Policy Framework (July 2021)

- 4.4 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF is a material consideration in planning decisions.

Sustainable Development

- 4.5 Paragraphs 7 and 8 of the NPPF state that the purpose of the planning system is to contribute to the achievement of sustainable development, which has the following three overarching objectives:

“an economic role – to help build a strong, responsive and competitive economy...

a social role – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations...

an environmental role to contribute to protecting and enhancing our natural, built and historic environment...”

- 4.6 The NPPF is underpinned by a presumption in favour of sustainable development. Paragraph 11 of the NPPF states that decisions should apply a presumption in favour of sustainable development and approve development proposals that accord with an up-to-date development plan without delay.
- 4.7 Paragraphs 81 and 83 of the NPPF are also relevant. These require policies and decisions to create the conditions for businesses to invest and expand, support economic growth and allow areas to build on their strengths.
- 4.8 Paragraph 104 requires that transport issues should be considered from an early stage so that potential impacts can be addressed and so the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account, including appropriate opportunities for avoiding or mitigating adverse effects and for net environmental gains.
- 4.9 Paragraph 152 states that the planning system should support the transition to a low carbon future in a changing climate. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas (GHG) emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
- 4.10 Paragraph 185 requires that development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment as well as the potential sensitivity of the site or the wider area to impacts that could arise from development. Decisions should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development and avoid noise giving rise to significant adverse impact on health and the quality of life.
- 4.11 Paragraph 188 states that *‘The focus of planning policies and decisions should be on whether proposed amendments is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively. Equally, where a planning decision has been made on a particular development, the planning issues should not be revisited through the permitting regimes operated by pollution control authorities.’*

Planning Practice Guidance

- 4.12 The National Planning Practice Guidance (PPG) provides further context to the NPPF.
- 4.13 With regards to noise, PPG recognises that noise is a complex technical issue, and that the subjective nature of noise means that there is not a simple relationship between noise levels and the impact on those affected. Factors include the source and absolute level of noise (including night-time noise), number of noise events and the frequency and pattern of non-continuous sources, frequency, the acoustic environment, and spectral content and general noise character (Paragraph: 006 Reference ID: 30-006-20190722).
- 4.14 PPG notes that it is important to look at noise in the context of the wider characteristics of a development proposal, its likely users and its surroundings, as these can have an important effect on whether noise is likely to pose a concern.

- 4.15 With regards to aviation noise, the PPG notes that where airport expansion is considered through the planning system, it will be important for decisions to consider any additional or new impacts from that expansion, and not to revisit the underlying principle of aviation use where it is established (Paragraph: 014 Reference ID: 30-014-20190722).
- 4.16 The PPG also contains guidance on the way in which national planning policies are to be implemented. In relation to noise matters, it makes it clear that noise should not be considered in isolation and states as follows:

“Can noise override other planning concerns?”

It can, where justified, although it is important to look at noise in the context of the wider characteristics of a development proposal, its likely users and its surroundings, as these can have an important effect on whether noise is likely to pose a concern (Ref. ID: 30-002-20190722)

Build Back Better

- 4.17 As part of the March 2021 Budget, the Government set out its plans to support economic growth through significant investment in infrastructure, skills and innovation in “Build Back Better: our plan for growth” to support recovery from the COVID- 19 pandemic and following the departure of the UK from the European Union (EU).
- 4.18 Page 31 of Build Back Better (CD17.03) notes that:

“High quality infrastructure is crucial for economic growth, boosting productivity and competitiveness. More than this, it is at the centre of our communities. Infrastructure helps connect people to each other, people to businesses, and businesses to markets, forming a foundation for economic activity and community prosperity. Well-developed transport networks allow businesses to grow and expand, enabling them to extend supply chains, deepen labour and product markets, collaborate, innovate and attract inward investment.” (p31).

- 4.19 The Build Back Better plan for growth focuses on three pillars of investment to act as the foundation on which to build the economic recovery and levelling up: (1) radical uplift in infrastructure investment (2) creating new skills training opportunities across the UK and (3) fostering the conditions to unleash innovation.

National Aviation Policy

- 4.20 National Aviation Policy is set out in a number of documents, the earliest being the Aviation Policy Framework (2013). It has recently been updated with ‘Flightpath to the Future’ (FtF), published in May 2022, and ‘Jet Zero Strategy: Delivering Net Zero Aviation by 2050’, published in July 2022. This section summarises relevant policies and subsequent sections come on to analyse the proposals against the requirements.

Aviation Policy Framework

- 4.21 The Aviation Policy Framework (March 2013) (APF) sets out the Government’s primary objective related to long-term economic growth, within which the aviation sector is seen as a major contributor.

- 4.22 The long-term objective of the APF is to ensure that the UK's air links continue to make it one of the best-connected countries in the world by increasing links to emerging markets so the UK can successfully compete for economic growth opportunities. At Paragraph 1.46 it notes that the continued economic success of the UK will depend on being able to connect with the countries and locations that are of most benefit.
- 4.23 The APF supports growth which maintains a balance between the benefits of aviation and its costs, particularly in relation to negative effects on climate change, noise and air pollution. In doing so, it identifies an objective of ensuring that the aviation sector makes a significant and cost-effective contribution towards reducing global emissions; and to limit and where people reduce the number of people in the UK significantly affected by aircraft noise.
- 4.24 The APF recognises the capacity challenges facing major airports within the South East (including London City airport) where demand is concentrated. Paragraph 1.109 notes that the five London airports were at 78% capacity in 2010 and were at the time, forecasted to be 91% full in 2020 and then totally full by around 2030.
- 4.25 The APF sets a policy to seek improved international standards to reduce emissions from aircraft and vehicles. It also notes that there will be additional air quality benefits as the UK progresses to a low carbon economy.
- 4.26 The APF requires that proposals must be accompanied by clear surface access proposals which demonstrate how the airport will ensure easy and reliable access for passengers, increase the use of public transport by passengers, and minimise congestion and other local impacts.

Beyond the Horizon - The Future of UK Aviation: Making best use of existing runways ('MBU') (June 2018)

- 4.27 Beyond the Horizon (or 'MBU') includes a section on 'Role of local planning' and states that most concerns raised can be addressed through the government's existing policies as set out in the 2013 Aviation Policy Framework and goes on to state that for the majority of environmental concerns, the government expects these to be taken into account as part of the existing local planning application processes and demonstrate how mitigation addresses local environmental issues (paragraph 1.9, 1.23 & 1.26).
- 4.28 Making best use of existing airport capacity, with specific reference to runways, is a key theme in this document (paragraph 1.1, 1.11 & 1.29), along with sharing economic benefits with local communities, where paragraph 1.22 states as follows:

‘The government recognises the impact on communities living near airports and understand their concerns over local environmental issues, particularly noise, air quality and surface access. As airports look to make best use of their existing runways, it is important that communities surrounding those airports share in economic benefits of this, and that adverse impacts such as noise are mitigated where possible. ‘

Aviation Strategy 2050: The Future of UK Aviation (December 2018)

4.29 Published in December 2018, this document has not as yet been issued in final form. Paragraph 4.1 states:

“Airports can directly support thousands of jobs and generate economic benefits beyond the airport fence. Core and specialist aviation services, freight companies, logistics hubs and aerospace investment are often located close to airports, creating jobs in the local area”.

Decarbonising Transport: A Better, Greener Britain (July 2021)

4.30 This document was published by the DfT on 14 July 2021. It sets out various commitments to decarbonise all forms of transport. With regards to aviation, it seeks to accelerate aviation decarbonisation by:

- Consulting on the Jet Zero Strategy;
- Supporting the development of new and zero carbon UK aircraft technology through the Aerospace Technology Institute (ATI);
- Funding zero emission flight infrastructure research and development at UK airports;
- Kick-start the commercialisation of UK sustainable aviation fuels (SAF);
- Support UK airspace modernisation;
- Develop the UK Emissions Trading Scheme to help accelerate aviation decarbonisation; and
- Work with the industry to accelerate the adoption of innovative zero emission aircraft and aviation technology in General Aviation.

Flightpath to the Future (May 2022)

4.31 Described as a ‘Strategic Framework’ in the document itself, the Department for Transport’s (DfT) website explains that:

“Flightpath to the future’ is a strategic framework for the aviation sector that supports the Department for Transport’s vision for a modern, innovative and efficient sector over the next 10 years.

This 10-point plan focuses on how government and industry can work together to deliver a successful aviation sector of the future.

In 2018, the government published a consultation on its long-term ambitions for aviation entitled Aviation 2050. We published a response on one area of the consultation, in 2019, relating to legislation for enforcing the development of airspace change proposals.

Given the unprecedented challenges aviation has faced as a result of the coronavirus (COVID-19) pandemic, the government has decided not to publish a further formal response to the remaining parts of that consultation.

Instead, this strategic framework builds on the responses received to Aviation 2050 and establishes our ambitions and commitments for aviation over the next 10 years. [Emphasis added]

4.32 FttF includes a 10-point plan, a number of which are directly relevant to the consideration of planning applications:

1. *“Recover, learn lessons from the pandemic and sustainably grow the sector - including to committing to growth and working together towards a future where the sector can recover, grow and thrive in a way that is sustainable, resilient and connected.*
2. *Enhance the UK’s global aviation impact and leadership.*
3. *Support growth in airport capacity where is justified, ensuring that capacity is used in a way that delivers for the UK*
4. *Put the sector on course to achieve Jet Zero by 2050 – with specific targets for 10% SAF by 2030 and zero emissions flights across the UK this decade.*
5. *Capture the potential of new technology and uses – including routinely using new aircraft to provide new and improved low carbon services*
6. *Unlock local benefits and levelling up - including through trade, air freight, aerospace, investment and tourism as well as allowing people to benefit from improved connections across the union and regions.*
7. *Unleash the potential for next generation professionals.*
8. *Make the UK the best place in the world for General Aviation.*
9. *Improve the consumer experience.*
10. *Retain our world leading record on security and safety with a world leading regulator.”*
[Emphasis added]

4.33 Page 2 (Ministerial forward) of FttF expresses support for airport expansion where it is justified to boost the global economy and level up the UK, but also commits to a much greener future.

4.34 Page 18 states:

“It is also essential that we utilise existing airport capacity in a way that delivers for the UK, putting the needs of users first and supporting our aims to enhance global connectivity.”
[Emphasis added]

- 4.35 There is also clear acknowledgement of the challenges faced by the industry following the COVID 19 pandemic. The Ministerial Foreword on Page 2, for instance, acknowledges that the airline industry was the most severely hit sector. There is frequent reference to helping the sector “build back better” and a desire to support growth in passenger demand.

[Jet Zero: Strategy for Net Zero Aviation by 2050 \(July 2022\)](#)

- 4.36 Paragraph 1.2 of the Jet Zero Strategy (JZS) states that the Government is ‘...committing the UK aviation sector to reach net zero or Jet Zero by 2050’. It goes on to explain that the Strategy is based on a ‘High Ambition’ scenario which sees aviation CO2 emissions peak in 2019 (paragraph 1.10). The JZS sets an earlier target for UK domestic flights to reach net zero by 2040 (paragraph 1.3), mandates 10% use of SAF (paragraph 3.5), sets an aspiration for zero emission aircraft to be operating on routes connecting different parts of the United Kingdom by 2030 (paragraph 3.36) and explains how the Strategy will be reviewed every five years and adapted depending on progress made (paragraph. 1.4).
- 4.37 In respect of airport operations, paragraph 3.5 states as follows:

‘.. it is right to place more ambitious targets on airports, reflecting that the aviation sector will face difficulties to reduce emissions overall ...significant co-benefits, especially when combined with the introduction of new generation aircraft can be realised by reducing local air pollution and noise for local communities’

- 4.38 JZS also makes it clear that the Government continues to support sustainable airport growth where this is justified and can be delivered within environmental obligations. Paragraph 3.57 states:

‘Our approach to sustainable growth is supported by our analysis (set out in the supporting analytical document) which shows that we can achieve Jet Zero without the Government needing to intervene directly to limit aviation growth. The analysis uses updated airport capacity assumptions consistent with the latest known expansion plans at airports in the UK. The analysis indicates that it is possible for the potential carbon emissions resulting from these expansion schemes to be accommodated within the planned trajectory for achieving net zero emissions by 2050, and consequently that our planning policy frameworks remain compatible with the UK’s climate change obligations.’ [Emphasis added]

Other National Policy

[Noise Policy](#)

[Noise Policy Statement for England \(NPSE\) \(March 2010\)](#)

- 4.39 The Noise Policy Statement for England (2010) sets out the long term vision and national policy on noise. It aims to avoid, minimise, mitigate and where possible reduce significant adverse impacts on health and quality of life.
- 4.40 The aims of the NPSE are to: firstly, avoid significant adverse impacts on health and quality of life from environmental, neighbour and neighbourhood noise; secondly, mitigate and minimise adverse impacts on health and quality of life from environmental, neighbour and neighbourhood noise; and thirdly, where possible, contribute to the improvement of health and

quality of life through effective management and control of environmental, neighbour and neighbourhood noise.

4.41 Page 4 of the NPSE states as follows:

“Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:

- 1. avoid significant adverse impacts on health and quality of life;*
- 2. mitigate and minimise adverse impacts on health and quality of life.*
- 3. where possible contribute to the improvement of health and quality of life.”*

Air Quality Policy

Clean Air Strategy (January 2019)

4.42 The Government’s Clean Air Strategy was published in January 2019. It recognises that air quality is the largest environmental health risk in the UK and that emissions from transport are a significant source. It recognises that World Health Organisation (WHO) guidelines are the international benchmark for setting air quality standards and sets out a number of actions to reduce exposure to air pollution, including reducing particulate matter levels to those of the WHO 2006 guidelines and review mechanisms to consider whether there should be more challenging milestones towards WHO goals.

Environment Act 2021

4.43 The Environment Act 2021 includes governance provisions to establish a framework for setting long term, legally binding environmental targets for at least 15 years for air quality. It creates a specific duty to set targets on an annual mean concentration of fine particulate matter in ambient air. The Act itself does not set targets, but rather required draft regulations setting those targets to be laid before Parliament by 31 October 2022. The SoS must also review targets and the first review must be completed by 31 January 2023 with subsequent reviews subject to a 5-year cycle. In a written statement on 28 October 2022 the Secretary of State for Environment Food and Rural Affairs indicated that her Department would not be in a position to publish targets by 31st October, as required by the Act but would continue to work at pace in order to lay draft regulations as soon as practicable.

Strategic Planning Policy

London Plan (March 2021)

4.44 The London Plan is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor’s vision for Good Growth.

4.45 Policy SD1 ‘Opportunity Areas’ sets out how planning policies and decisions should deal with Opportunity Areas which are areas identified as significant locations with development capacity to accommodate all types of infrastructure, new housing and commercial development. The

airport is located within the emerging Royal Docks and Beckton Riverside Opportunity Area⁸. Paragraph 2.1.48 notes that this area is one of the largest regeneration opportunities in London that will become a vibrant new London quarter, creating a world-class business, industrial, cultural and residential district. It notes that the key to delivering the area will be by ensuring high-quality development with new infrastructure along with homes and workspace.

4.46 Policy T8 'Aviation' states that:

"A The Mayor supports the role of the airports serving London in enhancing the city's spatial growth, particularly within Opportunity Areas well connected to the airports by public transport and which can accommodate significant numbers of new homes and jobs. This should be reflected in relevant Development Plans and other area-based strategies.

B The environmental and health impacts of aviation must be fully acknowledged and aviation-related development proposals should include mitigation measures that fully meet their external and environmental costs, particularly in respect of noise, air quality and climate change. Any airport expansion scheme must be appropriately assessed and if required demonstrate that there is an overriding public interest or no suitable alternative solution with fewer environmental impacts...

...D All airport expansion development proposals that would impact on passenger movements through London should demonstrate how public transport and other surface access networks would accommodate resulting increases in demand alongside forecast background growth; this should include credible plans by the airport for funding and delivery of the required infrastructure.

E Development proposals that would lead to changes in airport operations or air traffic movements must take full account of their environmental impacts and the views of affected communities. Any changes to London's airspace must treat London's major airports equitably when airspace is allocated.

F Development proposals should make better use of existing airport capacity, underpinned by upgraded passenger and freight facilities and improved surface access links, in particular rail..." [Emphasis added]

4.47 Paragraph 10.8.3 states:

"It is important, in the first instance, to make best use of existing airport capacity, which fast, frequent, sustainable surface access can support. Opportunity Areas with excellent airport rail connections can serve as airport gateways and be the focus for new development, in turn helping meet London's need for new homes and jobs..." [Emphasis added]

4.48 Paragraph 10.8.7 states that any airport expansion proposals must show that surface transport networks would be able to accommodate the additional trips they would lead to.

⁸ The Royal Docks and Beckton Riverside Opportunity Area Planning Framework went out for consultation from 7 February to 21 March.

- 4.49 Policy SI1 ‘Improving air quality’ states that developments must be at least Air Quality Neutral and adopt an air quality positive approach to seek reducing exposure to existing air pollution and maximise air quality.
- 4.50 Policy SI2 ‘Minimising greenhouse gas emissions’ states that major developments should be net zero carbon (demonstrated in the Energy Strategy) and adhere to the energy hierarchy. Part C requires a minimum onsite reduction of at least 35%.
- 4.51 Policy D14 ‘Noise’ seeks to reduce, manage and mitigate noise to improve health and quality of life by reflecting the ‘Agent of Change’ principles as set out in Policy D13.

Royal Docks and Beckton Riverside Opportunity Area Planning Framework

- 4.52 On 7 February 2022, the GLA consulted on a Consultation Draft of the Royal Docks and Beckton Riverside Opportunity Area Planning Framework (OAPF). The document is intended to support policies in the London Plan and sets a 20-year planning strategy for the Royal Docks and Beckton Riverside Opportunity Area up to 2041.
- 4.53 The spatial context section of the Draft OAPF (page 16) recognises the important role of the airport:
- “City Airport is serving an important role for London in providing connections to many of Europe’s leading business hubs. Over 4.5 million passengers pass through the airport every year, and it is a key local employer with over 2,300 staff on site”.*
- 4.54 It also recognises London City airport as an anchor economic asset of both regional and international importance (page 21).
- 4.55 The spatial context plan on page 17 and other plans throughout the document show both the airport and an area for the London City airport Expansion.

Local Planning Policy

Newham Local Plan (December 2018)

- 4.56 The Newham Local Plan was adopted on 10 December 2018. It provides the vision and framework for development in the borough and includes policies relating to sustainability and climate change as well as infrastructure.
- 4.57 The airport is located within the Royal Docks spatial area. The Spatial Strategy in Policy S3 ‘Royal Docks’ states:
- “...g. London City Airport will continue to perform an important role in the area’s international business and visitor connectivity and as the focus to an employment hub with measures implemented to support the optimisation of existing capacity and further mitigation of its environmental impacts, including improvements to public transport;...*
”[Emphasis added]
- 4.58 Paragraph 1.23 of the Local Plan states:

“London City Airport is a major employer and a catalyst for investment within the area, supporting London’s international role. Its presence is being consolidated by the City Airport Development Plan (CADP) to help optimise its capacity, further mitigate impacts and improve public transport access. Further into the future, there could also be an opportunity to bring forward an additional Crossrail station at London City Airport, should impact tests be overcome.”

- 4.59 The Royal Docks is designated within the ‘Arc of Opportunity’. Policy S1 states that the greater opportunities for change will come forward within the Arc of Opportunity which will be the primary focus for new job creation and infrastructure development.
- 4.60 The airport is allocated as an **‘Employment Hub’** (ref. E11) for visitor economy, business and logistics on the Local Plan Policies Map (2018). Policy J1 ‘Business and Jobs Growth’ states that proposals will be supported if they address the spatial strategy which seeks to: continue development and promote the Arc of Opportunity and focus attractions and facilities at employment hubs.
- 4.61 The airport is also designated under the London City airport Public Safety Zone. Policy INF1 ‘Strategic Transport’ states that proposals that address the policy’s strategic principles, spatial strategy and design and technical criteria will be supported. This includes, in relation to air transport, the following:
- “...xviii. Measures to support the optimisation of airport capacity, including access (potentially via a new Elizabeth Line station) and other freight and passenger facilities (T17);...”*
- 4.62 With regards to operational safeguarding, Policy INF1 notes that proposals should safeguard the role and operational function of the following transport infrastructure (including the airport) as part of the strategic transport network.
- 4.63 Figure 6.1 of the Local Plan illustrates the borough wide transport map including the location of airport public safety zones and planned and safeguarded transport improvements.
- 4.64 Policy INF2 ‘Sustainable Transport’ seeks to secure sustainable patterns of transport of movement in the Borough and maximise efficiency, accessibility and positive health impacts. Part 2b states that major applications must be supported by a Transport Assessment and Travel Plan.
- 4.65 Two areas of land to the immediate east of the airport are allocated as Local Industrial Locations (LILs): LIL5 ‘Land East of City airport’ the function of which is logistics and transport; and LIL12 ‘Albert Island’ the function of which is B Class Uses and other Industrial Type Uses. Policy J2 ‘Providing for Efficient Use of Employment Land’ states that LILs are designated for protection, managed intensification, and suitable for employment uses.
- 4.66 The Royal Albert Dock and King George Dock which lie directly adjacent to the airport are allocated as Sites of Importance Nature conservation (SINC). Policy SC4 ‘Biodiversity’ states that SINCs will be specifically protected.

- 4.67 The airport is also located within Flood Zone 3 and within an area that benefits from flood defences. Policy SC3 'Flood Risk and Drainage' states that developments should take account of flood risk and be supported by a Flood Risk Assessment.

Local Plan Review

- 4.68 LBN has commenced a local plan review and public consultation on the Issues and Options document took place between October and December 2021. LBN are expected to consult on their first full draft replacement 'Regulation 18' local plan shortly. The Local Development Scheme (2021) projects that in due course the draft local plan will be submitted to the Planning Inspectorate for independent examination in Q4 2023.

Policy Summary

- 4.69 Planning policies at all levels are supportive of proposals which contribute to sustainable economic growth and make best use of existing capacity and infrastructure at airports such as LCY, subject to environmental considerations. MBU, FttF, the APF and Aviation 2050 all state that the Government is supportive of airports beyond Heathrow making best use of their existing runways. The development plan has similar policies, with the London Plan requiring better use of existing capacity and mitigation measures that fully meet their external and environmental costs and the Newham local plan supporting optimisation and further mitigation.
- 4.70 At a national level there is clear support for airport growth to boost the global economy and level up the UK where this can be delivered within the UK's environmental obligations. There is also clear recognition that the sector needs to build back better after the severe effect on the sector from the pandemic.
- 4.71 National policy also recognises that aviation needs to play its part to address the climate change crisis and the Government's JZS provides a framework for doing so, including routinely using new aircraft to provide new and improved low carbon services. The JZS is supportive of continued growth in aviation and confirms that expansion of airports can be accommodated within the planned trajectory for achieving net zero emissions by 2050.
- 4.72 All levels of policy require significant detrimental impacts on local communities associated with noise and air quality to be assessed and mitigated.

5 Principle of Development

- 5.1 This section considers the overall principle of the proposed amendments against all levels of planning policy, also having due regard to the Government's recently updated national aviation policy.
- 5.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. In this instance, the adopted development plan for the site comprises the London Plan (March 2021); the Newham Local Plan (2018); and Local Plan Policies Map (2018).
- 5.3 The NPPF is a material consideration for determining the S73 Application and it is underpinned by a presumption in favour of sustainable development. Paragraph 11 of the NPPF states that decisions should apply a presumption in favour of sustainable development and approve development proposals that accord with an up-to-date development plan without delay.

The Development Plan

- 5.4 The proposed amendments will make better use of existing airport capacity and support growth in an area where it is needed. No material changes are proposed to already consented CADP1 passenger facilities and infrastructure and the proposals will facilitate a 2.5mppa increase in passengers (from 6.5 to 9mppa) without increasing the permitted number of flights.
- 5.5 This is consistent with Policy T8 ('Aviation') of the London Plan (March 2021) which supports the role of airports serving London in enhancing the city's spatial growth, particularly within Opportunity Areas which can accommodate significant numbers of new homes and jobs. This is particularly relevant to LCY, given its strategic location in the Royal Docks and Beckton Riverside Opportunity Area. More specifically, this policy states:

"...F Development proposals should make better use of existing airport capacity, underpinned by upgraded passenger and freight facilities and improved surface access links, in particular rail..." [Emphasis added]

- 5.6 This is reiterated in paragraph 10.8.3 of the supporting text which states that it is important, in the first instance, to make best use of existing airport capacity, which fast, frequent, sustainable surface access can support. It also recognises that Opportunity Areas with excellent airport rail connections can serve as airport gateways and be the focus for new development, in turn helping meet London's need for new homes and jobs.
- 5.7 Policy T8 also recognises the environmental and health impacts of aviation, requiring aviation-related proposals to be appropriately assessed and include appropriate mitigation measures. It states:

"...B The environmental and health impacts of aviation must be fully acknowledged and aviation-related development proposals should include mitigation measures that fully meet their external and environmental costs, particularly in respect of noise, air quality and climate

change. Any airport expansion scheme must be appropriately assessed and if required demonstrate that there is an overriding public interest or no suitable alternative solution with fewer environmental impacts...

5.8 There are also similar requirements in the Newham Local Plan, where Policy S3 states:

“...g. London City Airport will continue to perform an important role in the area’s international business and visitor connectivity and as the focus to an employment hub with measures implemented to support the optimisation of existing capacity and further mitigation of its environmental impacts, including improvements to public transport;...”

5.9 The Local Plan states that London City airport is a major employer and a catalyst for investment within the area, supporting London’s international role. It specifically recognises that the airport’s presence is being consolidated by CADP to help optimise its capacity, further mitigate impacts and improve public transport access (para 1.23).

5.10 Policy INF1 ‘Strategic Transport’ also supports the optimisation of airport capacity and acknowledges that proposals should safeguard the role and operational function of the airport.

Other Material Considerations

5.11 National aviation policy is a key material consideration for determining the S73 Application. The proposed amendments are also consistent with national policy which repeatedly encourages making best use of existing airport capacity and delivering investment and growth where it is needed.

5.12 Paragraphs 81 and 83 of the NPPF require policies and decisions to create the conditions for businesses to invest and expand, support economic growth and allow areas to build on their strengths.

5.13 Paragraph 152 states that the planning system should support the transition to a low carbon future in a changing climate.

5.14 “Build Back Better: our plan for growth”, emphasises that high quality infrastructure is crucial for economic growth and that well-developed transport networks allow businesses to grow and expand (p31).

5.15 MBU is centred on airports making the best use of existing airport capacity, with specific reference to making best use of existing runways (paragraph 1.1, 1.11 and 1.29), along with sharing economic benefits with local communities. It explains that the Government expects these to be taken into account as part of existing local planning application processes and demonstrate how mitigation addresses local environmental issues (paragraph 1.9, 1.23 and 1.26).

5.16 Paragraph 1.22 of MBU states:

‘The government recognises the impact on communities living near airports and understand their concerns over local environmental issues, particularly noise, air quality and surface access. As airports look to make best use of their existing runways, it is important that

communities surrounding those airports share in economic benefits of this, and that adverse impacts such as noise are mitigated where possible.

5.17 FttF is intended to provide a strategic framework for the aviation sector that supports the Department for Transport's vision for a modern, innovative and efficient sector over the next 10 years. It recognises the unprecedented challenges aviation has faced as a result of the Covid-19 pandemic and its 10-point plan supports growth in airport capacity where it is justified, ensuring that capacity is used in a way that delivers for the UK (point 3).

5.18 Page 18 of FttF states that:

"It is also essential that we utilise existing airport capacity in a way that delivers for the UK, putting the needs of users first and supporting our aims to enhance global connectivity."
[Emphasis added]

5.19 More generally, national aviation policy clearly recognises that airports can directly support thousands of jobs and generate wider economic benefits beyond and creating jobs in the local area.

5.20 The FttF's 10-point plan also aims to put the aviation sector on course to achieve Jet Zero by 2050 (with specific targets for 10% SAF by 2030 and zero emissions flights across the UK this decade) and to capture the potential of new technology and uses, including routinely using new aircraft to provide new and improved low carbon services (points 4 and 5).

5.21 Paragraph 1.2 of the JZS, published in July 2022, states that the Government is committing the UK aviation sector to reach net zero or Jet Zero by 2050. It goes on to explain that the Strategy is based on a 'High Ambition' scenario which sees aviation CO2 emissions peak in 2019 (paragraph 1.10).

5.22 The JZS states that it is right to place more ambitious targets on airports, reflecting that the aviation sector will face difficulties to reduce emissions overall recognising that there are significant co-benefits, especially when combined with the introduction of new generation aircraft can be realised by reducing local air pollution and noise for local communities (para 3.5).

Summary

5.23 Planning policies at all levels are supportive of proposals which contribute to sustainable economic growth and making best use of existing capacity and infrastructure at London City airport.

5.24 National aviation policy is a material consideration for the determination of the S73 Application. There is clear support for airport growth and making better use of existing airport capacity to boost the global economy and level up the UK. There is also clear recognition that the sector needs to build back better after the severe effect on the sector from the pandemic.

5.25 National policy recognises that aviation needs to play its part to address the climate change crisis and the Government's Jet Zero Strategy provides a framework for doing so, including routinely using new aircraft to provide new and improved low carbon services. The Strategy

confirms that planned expansion schemes at UK airports can be accommodated within the trajectory for achieving net zero emissions by 2050.

- 5.26 All levels of policy also require the environmental impacts of aviation-related proposals on local communities (i.e. noise, air quality and other effects) to be assessed and to include appropriate mitigation measures to address adverse environmental impacts. The environmental considerations and other matters related to the proposed amendments are considered further in the following sections of the Planning Statement.
- 5.27 The proposed amendments would enable the number of passengers to increase at the airport, within the 111,000 aircraft movement limit set by the CADP1 permission. It is predicted that the amendments would enable the airport to handle 9 million passengers compared with only 6.5 million passengers under the restrictions of the CADP1 Permission and it is predicted that this throughput would be reached in 2031. The proposed amendments would also facilitate an accelerated transition to quieter new generation aircraft.
- 5.28 Ultimately, the proposed amendments would enable the airport to make better use of its existing runway and associated infrastructure, whilst also accelerating the transition to newer generation aircraft and the environmental benefits that this brings. More generally, they would also enable the airport to continue to recover from the impacts of the Covid-19 pandemic and allow for the continual evolution of the air travel sector, supporting wider economic growth and benefits whilst adequately mitigating impacts. This would be fully consistent with the objectives of the original CADP1 planning application and, indeed, the CADP1 Permission itself.
- 5.29 As demonstrated above, the principle of the proposed amendments is in accordance with the London Plan and the Newham Local Plan, which comprise the statutory development plan, and with national policy.

6 Environmental Considerations

6.1 This section of the Planning Statement considers the acceptability of the proposed amendments in respect of the principal environmental considerations, notably noise, air quality and climate change. Section 7 of the Planning Statement subsequently considers the acceptability of the proposed amendments in respect of other matters. The application is accompanied by an Environmental Statement which assesses the likely significant effects of the proposed amendments in respect of a wide range of environmental matters but, for the purposes of this Planning Statement, these topics are considered the most relevant.

Noise

6.2 The Noise Policy Statement for England (2010) (NPSE) sets out the long term vision and national policy on noise. It aims to avoid, minimise, mitigate and where possible reduce significant adverse impacts on health and quality of life.

6.3 The aims of the NPSE are to: firstly, avoid significant adverse impacts on health and quality of life from environmental, neighbour and neighbourhood noise; secondly, mitigate and minimise adverse impacts on health and quality of life from environmental, neighbour and neighbourhood noise; and thirdly, where possible, contribute to the improvement of health and quality of life through effective management and control of environmental, neighbour and neighbourhood noise.

6.4 As explained in Chapter 8 (Noise) of the ES, policy, guidance and good practice has established that the LAeq (16hr) noise metric is the primary assessment method for aircraft noise and should be supplemented by other metrics. The key significance criteria for daytime aircraft noise⁹ are:

- LOAEL – Lowest Observed Adverse Effect Level - 51dB LAeq is the threshold below which there are no observed adverse effects from air noise during the daytime period (0700-2300).
- SOAEL – Significant Observed Adverse Effect - 63dB LAeq is the level above which significant adverse effects on health and quality of life occur
- UAEL - Unacceptable adverse effect level – noise above this level should be prevented

6.5 Table 8-9 of the ES explains that an increase in noise of 0-1.9 dB would be negligible, 2-2.9dB low, 3-5.9dB medium and 6dB and over would be high.

⁹ With the exception of the period 0630 to 0700 when the number of flights at LCY are limited, flights at LCY take place in the daytime period (0700 to 2300)

- 6.6 Policies in both the London Plan and the Newham Local Plan require that the noise impact of aviation-related proposals is appropriately assessed and, if required, further mitigation measures are introduced.
- 6.7 Chapter 8 of the ES which has been submitted in support of the S73 Application assesses the likely significant effects of the proposed amendments in respect of noise. It considers the noise impacts associated with the following activities at the airport:
- Flights into and out of the airport (air noise);
 - Aircraft operations at the airport (ground noise);
 - Road traffic movements related to the airport (road traffic noise); and
 - Construction of the remaining elements from the CADP1 permission that have not as yet been built (construction noise).
- 6.8 The ES considers whether the proposed amendments (i.e. the amendment of the CADP1 Permission proposed by the S73 Application) would have altered the conclusions of the CADP1 noise assessment, by comparing where possible the effects of CADP1 with the effects of the proposed amendments.
- 6.9 The ES has assessed air noise in a number of ways. Table 8-21 shows that at a representative sample of locations in 2031 the proposed amendments (DC) result in a slight increase in the noise experienced at the locations identified with between a 0.1 and 0.6 dB increase in noise compared to the DM/no development scenario. The assessed changes do not result in any additional locations becoming exposed to noise beyond the SOAEL (63-68.9dB) and in all cases no location is exposed to any more noise than in the 2019 baseline, with a number of locations such as Silvertown Quays exposed to less noise (66dB in 2031 vs 68 dB in 2019).
- 6.10 Chapter 8 of the ES explains that since all of the changes in the level of air noise are less than 2 dB, changes of this magnitude would be rated as negligible.
- 6.11 The ES predicts that the number of schools, residential healthcare buildings and outdoor amenity areas above the noise level thresholds remains similar in 2025 for both the CADP1 Permission and the proposed amendments.
- 6.12 In 2027 the noise contours are predicted to reduce in size with the proposed amendments, containing correspondingly fewer people and fewer schools and outdoor amenity areas exposed to noise levels above the corresponding thresholds. This is due to the forecast increase in the use of quieter new generation aircraft.
- 6.13 The 2031 noise contours associated with the proposed amendments (7.2 sq.km) remain well below 2019 levels (8.7 sq.km) and significantly below the 9.1 sq.km cap in the current CADP1 Permission.
- 6.14 Predictable periods when the airport is closed would reduce from 72 to 64/65 hours per week (a change of around 10%).

- 6.15 No sensitive receptor is forecast to be exposed to noise levels above the UAEL in any of the scenarios.
- 6.16 'Night-time' air noise has been assessed because a limited number of flights take place at LCY between 0630 to 0700 and therefore fall within the night time period (2300 to 0700) for the purposes of assessment. Table 8-25 of the ES presents the predicted results on a LAeq 8hr average noise metric. For 7 of the 12 locations, the night-time noise levels in 2031 are forecast to increase with the proposed amendments relative from 2019 levels. This is largely due the addition of 3 flights in the first half hour of the day which is the only period that falls within the night time period. The ES explains that since all of the changes in noise level are less than 2 dB, changes of this magnitude would be rated as negligible.
- 6.17 Specific consideration has also been given to the change in noise at weekends. This is when the proposals seek to extend the operation of the airport on Saturday up to 1830 (1930 for arriving aircraft during summer months). Table 8-29 of the ES provides the results of the LAeq 16h average noise metric on residential receptors for weekends and shows how following this change very small or no changes to average noise in 2025, 2027 and between a 1db and 1.6db increase in noise at residential receptors in 2031. All of the changes are below 2dB which the ES defines as negligible. At every location average air noise is expected to be less than the 2019 baseline, despite additional flights on Saturday afternoons.
- 6.18 The ES predicts that the number of outdoor amenity areas above the noise level threshold at weekends remains the same in 2025 for the proposed amendments compared with the CADP1 Permission.
- 6.19 The ES forecasts that with the proposed amendments 3 fewer schools exposed to noise levels equal to or above the threshold level of 52 dB LAeq,16h compared to without the development do minimum position. It also forecasts that the same number of residential healthcare buildings exposed to noise levels equal to or above the threshold level of 52 dB LAeq,16h. and there would be 1 fewer outdoor amenity area exposed to noise levels equal to or above the threshold level of 55 dB LAeq,16h. It explains that the changes in noise at these receptors are less than 3 dB, therefore the effects are rated as not significant.
- 6.20 Consistent with guidance and best practice the ES also considers a variety of other noise metrics, including construction noise, ground noise and road traffic noise.

Noise Mitigation

- 6.21 The proposed noise mitigation seeks to respond to the changes to the respite periods and improve the effectiveness of the Sound Insulation Scheme.
- 6.22 The airport is proposing a commitment that only cleaner, quieter, new generation aircraft will be allowed to operate in any newly extended hours on a Saturday as well as the three additional flights in the first half hour of the day (0630-0659). This will require airlines to replace their older fleets with cleaner, quieter, new generation aircraft in order to benefit from any increased flexibility. This, in turn, will result in the benefits of quieter aircraft being felt by local residents throughout the week.
- 6.23 It is proposed to significantly enhance the scope and effectiveness of the airport's residential Sound Insulation Scheme (SIS). A revised scheme will lower the noise threshold for eligibility

so that more residents affected by noise closer to the airport receive a higher specification of treatment in their homes. It is also proposed to increase the Community Fund to £3.85million. The enhanced fund is specifically designed to target investment in amenity in areas close to the airport and overflown by aircraft, particularly given the proposed changes to operating hours on Saturday. Further details relating to noise mitigation are provided in the ES and Benefits and Mitigation Statement.

Policy Compliance

- 6.24 Chapter 8 of the ES concludes that overall there are no new or materially different operational noise effects due to the proposed amendments. It is therefore considered that the proposals are consistent with national and local policies requiring the assessment of and mitigation of significant noise impacts.
- 6.25 In recognition of policy requirements to avoid, minimise, mitigate and where possible reduce significant adverse impacts on health and quality of life, the airport is proposing a package of significantly enhanced S106 noise mitigation measures in response to the changes in respite periods and to improve the effectiveness of the existing sound insulation scheme. In addition, it will ensure that only cleaner, quieter new generation aircraft will operate beyond 1230 on Saturday and for the additional 3 flights in the first 30 minutes of operations.

Air Quality

- 6.26 All levels of policy require detrimental impacts on local communities associated with air quality to be assessed and addressed.
- 6.27 The Government's Clean Air Strategy (2019) recognises that air quality is the largest environmental health risk in the UK and that emissions from transport are a significant source.
- 6.28 With regard to the development plan, policies in both the London Plan and the Newham Local Plan require that the air quality impact of aviation-related proposals are appropriately assessed and, if required, further mitigation measures are introduced.
- 6.29 Part B of Policy T8 'Aviation' in the London Plan states that the environmental and health impacts of aviation must be fully acknowledged and aviation-related development proposals should include mitigation measures that fully meet their external and environmental costs, particularly in respect of noise, air quality and climate change.
- 6.30 London Plan Policy SI 1 'Improving air quality' states that developments must be at least Air Quality Neutral and adopt an air quality positive approach to seek reducing exposure to existing air pollution and maximise air quality.
- 6.31 Chapter 9 (Air Quality) of the ES describes the likely significant effects of the with respect to local air quality, during both the construction and operational phases.
- 6.32 The Government has established a set of air quality standards and objectives to protect human health, which form the basis for national policy/guidance and the statutory development plan. The 'standards' are set as concentrations below which effects are unlikely even in sensitive

population groups, or below which risks to public health would be exceedingly small. The standards comprise a series of annual mean and daily mean objectives/limits.

- 6.33 The ES assessment is based on a series of sensitive receptors i.e. places where members of the public might be expected to be regularly present over the averaging periods of the objectives/limit values. For the annual mean and daily mean objectives/limit values, which are the principal focus of assessment, sensitive receptors will generally be residential properties, schools, nursing homes etc.
- 6.34 At all receptors, the magnitude of change in annual mean nitrogen dioxide concentrations between the without development (DM) and with development (DC) scenarios is less than 1% of the objective and the impacts are all negligible. The impacts of these predicted changes are considered to be negligible at all receptors.
- 6.35 The ES predicts no exceedances of the PM10 or PM2.5 objectives, and all predicted impacts are negligible.
- 6.36 Chapter 9 of the ES also finds that overall operational air quality effects in 2025, 2027, 2029 and 2031 are not significant. It explains that concentrations are predicted to be below the objectives/limit values for all future year scenarios, and that the impacts with regard to the objectives/limit values are all negligible. It explains that, whilst moderate adverse impacts are predicted against the GLA target for PM2.5 in 2031 at two receptors, this is a consequence of the elevated background values and a rounding on the incremental change and the proposed amendments do not cause any exceedances of GLA targets.

Air Quality Positive

- 6.37 Appendix 9.5 of the ES provides an Air Quality Positive Statement (AQPS) which has been prepared in accordance with the Consultation Draft guidance issued by GLA in November 2021.
- 6.38 The AQPS includes an Air Quality Matrix which provides details of the Air Quality Positive measures that have been adopted, the rationale for their adoption, and how they will be implemented. It also includes a benchmarking exercise that has been carried out to compare the airport with other airports.
- 6.39 The assessment demonstrates that the overall air quality effect of the proposed amendments will be not significant; the increased emissions associated with the proposed amendments will not have a significant impact on local air quality. It is, therefore, not considered appropriate to propose further mitigation measures.

Air Quality Neutral

- 6.40 Section 9.9 of the ES explains that Air Quality Neutral is a term for developments that do not contribute to air pollution beyond allowable benchmarks that have been established for buildings and transport (car or light van trips). This was assessed in the same way as the CADP1 Permission, based on a methodology that was agreed with LBN.
- 6.41 The ES concludes that the proposed amendments remain Air Quality Neutral.

Odour

- 6.42 The ES explains that modelled odour concentrations remain below the threshold at which moderately offensive odours may become unacceptable at all receptors in all years and scenarios. Odour concentrations are generally lower in relation to the proposed amendments than the CADP1 Permission scenarios due to the faster fleet renewals. It is therefore concluded that odour effects from the proposed amendments are unlikely to be significant.

Air Quality Conclusions

- 6.43 The air quality effects of the proposed amendments have been comprehensively assessed in accordance with the policy requirements of the London Plan and Newham Local Plan, as well as national guidance.
- 6.44 The ES also finds that the proposed amendments would remain Air Quality Neutral and provides details of the Air Quality Positive measures that would be implemented, in accordance with the requirements of London Plan Policy SI 1 'Improving Air Quality'.

Climate Change

- 6.45 The NPPF (paragraph 152) states that the planning system should support the transition to a low carbon future in a changing climate. It should help to: shape places in ways that contribute to radical reductions in GHG emissions; minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
- 6.46 National policy recognises that aviation needs to play its part to address the climate change crisis and the Government's JZS, published in July 2022, provides a framework for doing so, including routinely using new aircraft to provide new and improved low carbon services.
- 6.47 The JZS states that the Government is '*...committing the UK aviation sector to reach net zero or Jet Zero by 2050*'. The JZS makes it clear that the Government continues to support sustainable airport growth where this is justified and can be delivered within environmental obligations. The analysis which supports the JZS shows that Jet Zero can be achieved without the Government needing to intervene directly to limit aviation growth. The analysis indicates that it is possible for the potential carbon emissions resulting from the known expansion schemes at UK airports to be accommodated within the planned trajectory for achieving net zero emissions by 2050, and consequently that the planning policy frameworks remain compatible with the UK's climate change obligations (paragraph 3.57).
- 6.48 With regard to the development plan, part B of Policy T8 'Aviation' in the London Plan states that the environmental and health impacts of aviation must be fully acknowledged and aviation-related development proposals should include mitigation measures that fully meet their external and environmental costs, particularly in respect of noise, air quality and climate change.
- 6.49 Chapter 11 (Climate Change) of the ES presents an assessment of the likely significant effects of the proposed amendments on Climate Change. The assessment is presented in two parts:

- Part A presents the effect of the proposed amendments on climate change through an assessment of the proposed amendments' whole life Greenhouse Gas (GHG) footprint and determines its significance in the context of local and national climate change policy; and
- Part B presents an assessment of the effect of climate change on the proposed amendments in terms of its resilience to future changes to climate.

6.50 Chapter 11 of the ES explains that GHGs contribute to climate change, which is a global environmental effect and as such the study area for the assessment is not limited by any specific geographical scope or defined by specific sensitive receptors. The geographic scope was therefore determined by identifying emission sources associated with the proposed amendments over which the airport has some ability to control or influence.

6.51 The GHG assessment groups these emissions in accordance with the GHG Protocol scope definitions:

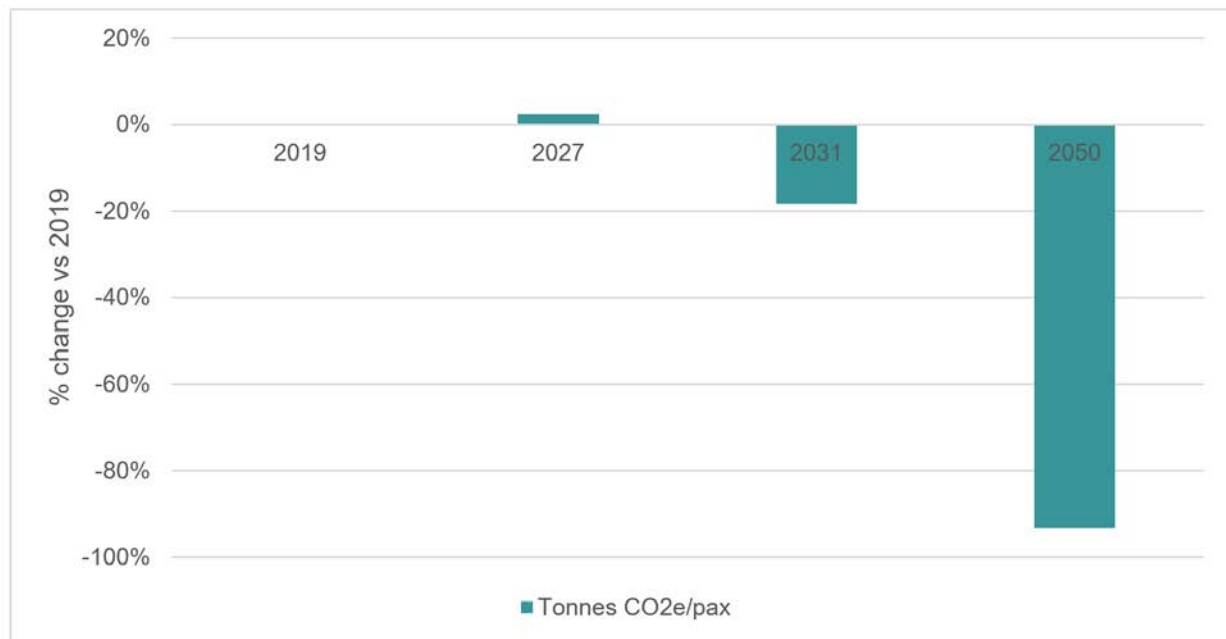
- Scope 1: These include emissions from activities owned or controlled by the airport that release GHG emissions into the atmosphere. They are known as direct emissions and can be controlled by the airport.
- Scope 2: These include emissions released into the atmosphere associated with the airport's consumption of purchased electricity, heat, steam and cooling. These are indirect emissions that are a consequence of the airport's activities. Whilst the airport does not directly emit these emissions it can control them through its energy management and purchasing decisions.
- Scope 3: Emissions that are associated with the airport but occur from sources which are not owned or controlled by the airport and are not classed as Scope 2 emissions. The airport can influence these emissions but not control them. This includes emissions from aircraft

6.52 The Scope 3 emissions include emissions from aircraft using the airport and comprises Landing and Take Off (LTO); Climb out Cruise and Descent (CCD); Auxiliary Power Unit (APU); and Aircraft Engine Testing. It also includes emissions from surface access transport used by staff and passengers to travel to/from the airport.

6.53 The assessment is based on the modelling of future emissions in 2024, 2027 and 2031 for the proposed amendments (i.e. the amendment of the CADP1 Permission proposed by the S73 Application), as well as a 2019 baseline.

6.54 The assessment finds that between 2019 and 2031 the proposed amendments result in a reduction in CO₂e /per passenger emissions of 27% with the development (DC scenario) compared to 18% without the development (DM scenario). Between 2019 and 2050 the proposed amendments result in a 93% reduction in CO₂e/pax emissions compared to the CADP1 Permission (See Figure 6.1 below).

Figure 6.1 % Change Aircraft Emissions vs 2019 well as a 2019 baseline.



6.55 Chapter 11 of the ES explains that:

- Aircraft emissions are the single largest source of emissions and are higher in 2031 compared to 2027, driven by increasing passengers and passenger km travelled. However, emissions then fall significantly by 2050 due to increasing take up of SAF, use of Zero Emission Aircraft and ongoing fuel efficiency improvements of conventional aircraft consistent with DfT's JZS high ambition scenario;
- Emissions from staff and passengers fall over time despite growing passenger numbers due to modal shift to public transport as well as the ongoing decarbonisation of transport;
- Scope 1 and 2 emissions are zero after 2030 due to measures adopted by the airport to meet its Scope 1 and 2 net zero target, including implementation of the airport's energy strategy;
- The net change in Scope 1 and 2 emissions between the with development (DC) and without development (DM) scenarios is zero in 2031 and remains at zero until 2050; and
- The net change in aircraft emissions is higher in 2031 compared to 2027 and falls significantly by 2050.

6.56 Section 11.6 of the ES assesses the proposed amendments against Climate Change Committee Targets and the Government's JZS and shows that contribution of LCY's aircraft emissions to the Jet Zero in-sector trajectory is very small. The JZS sets out a long list of policies that Government proposes to enact to meet its in-sector trajectory, a number of which are specifically relevant and, as Table 6.1 shows, the proposed amendments are entirely consistent with these requirements.

6.57 The Jet Zero Strategy has had specific regard to the cumulative effect of UK expansion projects and which under the high ambition scenario would see airport passengers increasing by approximately 65% by 2050 relative to 2019¹⁰ whilst meeting the in-sector trajectory to net zero by 2050. The underlying airport capacity assumptions are detailed in the analytic dataset¹⁰ and include for example:

- Growth at Heathrow through making better use of its runway and through a 3rd runway;
- London City airport growing to a capacity of 11mppa by 2035;
- Luton Airport growing to a capacity of 32mppa by 2030; and
- Stansted airport growing to a capacity of 43mppa by 2030;

Table 6.1 Policy compliance of proposed amendments vs Government Policy

Policy	Response
Airport capacity assumed at LCY in comparison to the Jet Zero Strategy	
The Jet Zero Strategy assumed that LCY could grow by 11mppa and be consistent with its in-sector trajectory and net zero.	The proposed amendments assume growth to a capacity of 9mppa. The proposed amendments are therefore consistent with Government policy on LCY growth and capacity that is assumed by its net zero target for UK aviation.
Support of mitigation relied upon by Jet Zero	
<p>The Jet Zero Strategy has set the following policies that are relevant to aircraft emissions from proposed amendments:</p> <ul style="list-style-type: none"> • UK domestic flights to reach net zero by 2040; • By 2025, a SAF mandate will be in place that requires fuel suppliers to reduce the greenhouse gas emissions of aviation fuel by the equivalent of at least 10% SAF use by 2030; • To have zero emission routes connecting different parts of the United Kingdom by 2030; and • To support industry to develop the ground infrastructure necessary to fuel and handle zero emission aircraft. 	<p>LCY are committed to being a leader in facilitating zero carbon flights in the UK and aims to facilitate its first zero emissions flight within the next decade.</p> <p>LCY's Initiatives to support the transition to zero emission flights include:</p> <ul style="list-style-type: none"> - Restrictions which permit only next generation aircraft to fly on Saturday afternoons. This has resulted in aircraft GHG emissions per pax between 2019 and 2031 falling by 27% in the with development (DC) scenario compared to 18% in the without development (DM) scenario; - Alongside airlines, aircraft manufacturers and fuel suppliers review opportunities for providing the necessary storage and refuelling facilities needed to increase the usage of SAFs by airlines, with an ambition to be in line with Government policy of 10% SAF use by 2030; - Working with partners to adapt the airport's infrastructure and operating environment to facilitate the development and roll-out of new generation aircraft, the use of SAF, and emerging technologies in hybrid, and hydrogen-powered aviation; - Reviewing the overall technical and commercial viability of future zero-carbon emission aircraft and developing feasibility assessments of airport and local infrastructure requirements for their operation and assessing options available in the Royal Docks, as well as potential supply options involving delivery through the Estuary and along the River Thames; and - Continue to support key electric flight initiatives across the aviation sector. <p>LCY has further committed to support and enable airlines to decarbonise consistent with Jet Zero's high ambition scenario by ensuring the airport masterplan is consistent with airline needs relating to SAF and ZEA aircraft. Specifically, to complete a feasibility study to establish any near- and longer-term requirements such that those can be accommodated in future masterplans.</p>
Coverage of emissions by regulatory instruments including UK ETS and CORSIA	
99% of Aircraft emissions are subject to the UK ETS cap. Jet Zero Strategy has committed to aligning the UK ETS cap with the net zero trajectory.	The Aircraft emissions associated with the proposed amendments are subject to regulations that have been identified by Government to meet its net zero targets and climate change obligations.

¹⁰ See https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1061920/jet-zero-further-technical-consultation-dataset.ods

- 6.58 Overall, it is considered that the proposed amendments comply with the requirements of national planning policy relevant to other GHG emissions.
- 6.59 In terms of local policy compliance, London Plan and LBN policies are primarily concerned with reducing energy demand and encouraging the use of renewable energy associated with buildings. Policy SI2 (Minimising greenhouse gas emissions) of the London Plan requires major development to be net zero carbon, through reducing GHG, minimising energy demand and following the energy hierarchy to be lean (use less), be clean (exploring local energy sources efficiently), be green (maximise renewables use) and be seen (monitor and verify and report on energy performance). Similar requirements are found in the Newham Local Plan (Policy SC2 Energy and Zero Carbon Strategy). Notwithstanding that the proposed amendments do not propose any material changes to approved passenger facilities and the CADP1 development is partially built, the airport has significantly enhanced and revised its energy strategy to respond positively to London Plan requirements. The revised energy strategy which accompanies the S73 Application demonstrates how a 25% reduction in energy demand can be achieved (compared to a 15% target in the London Plan) and how a 46% CO2 reduction can be achieved (compared to a 35% target in the London Plan). It also explains how, through measures such as the use of renewable energy, the revised energy strategy can achieve savings relative to 2021 building regulations.
- 6.60 Policy SC1 of the Newham Local Plan (Environmental Resilience), requires the design, construction and operation of developments to respond to the known effects of climate change and encourages sustainable design through biodiversity, pollution control and flood reduction benefits and other measures. Section 11 of the ES includes a comprehensive assessment of the proposed amendments against potential future climate hazards including flooding, drought, heatwaves, winds and storms and drought and taking into account mitigation, much of which is embedded, the proposed amendments would be resilient to climate change during both the construction and operations phases.

Health

- 6.61 Paragraph 185 of the NPPF requires that development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment as well as the potential sensitivity of the site or the wider area to impacts.
- 6.62 The NPSE sets out the long-term vision and national policy on noise. It aims to avoid, minimise, mitigate and where possible reduce significant adverse impacts on health and quality of life. The Government's Clean Air Strategy (2019) recognises that air quality is the largest environmental health risk in the UK and that emissions from transport are a significant source
- 6.63 With regard to the development plan, Part B of policy T8 'Aviation' in the London Plan states that the environmental and health impacts of aviation must be fully acknowledged and aviation-related development proposals should include mitigation measures that fully meet their external and environmental costs. Policy INF2 'Sustainable Transport' in the Newham Local Plan seeks to secure sustainable patterns of transport of movement in the Borough and maximise efficiency, accessibility and positive health impacts.

- 6.64 Chapter 12 (Public Health and Wellbeing) of the ES identifies and assesses the likely significant population health effects associated with the proposed amendments. The assessment covers ‘human health’, ‘health’ and ‘wellbeing’. It considers the population health effects in respect of healthy lifestyles and the use of open space; safe and cohesive communities; socio economic conditions; noise; air quality; climate change; and health and social care services. This includes considering the public health implications of the conclusions of the other technical assessments which contribute to the ES.
- 6.65 The assessment presented in Chapter 12 of the ES incorporates assessments of the following:
- Healthy lifestyles: Use of open space;
 - Safe and cohesive communities: Community Identity; and Transport;
 - Socio Economic Conditions: Good quality employment; and Apprenticeship and training opportunities;
 - Environmental Conditions: Noise; Air quality; Ultra Fine Particulates; and Climate Change; and
 - Health and Social Care Services: NHS Routine Service Planning
- 6.66 Chapter 12 of the ES considers the impact of the proposed amendments, with table 6.2 summarising the effects,
- 6.67 Chapter 12 of the ES advises that, whilst there is some increased adverse influence on health outcomes, the degree of increase is not considered to constitute a significant population health effect. The effect therefore remains minor adverse. The combined influences of committed mitigations that support the same population are noted where it is explained that there are likely to be overlaps in those benefiting from the Sound Insulation Scheme for homes and community buildings, as well as benefiting from initiatives financed by the Community Fund, such as local public open space enhancements to promote physical activity and community cohesion (see the Benefits and Mitigation Statement for further details of mitigation measures).
- 6.68 Overall, Chapter 12 of the ES concludes that operation of the proposed amendments is not anticipated to give rise to any new or materially different significant population health effects from those of the CADP1 Permission. It states that, although some issues such as climate change were not specifically assessed by the CADP1 Health Impact Assessment (in accordance with policy/guidance in effect at that time), the proposed amendments would not introduce new significant population health effects that would change the implications of the CADP1 Permission for public health.

Table 6.2: Summary of Residual Environmental Effects

Receptor	Sensitivity of receptor	Description of impact	Short / medium / long term	Magnitude of impact	Significance of effect	Significant / Not significant
Construction phase						
No effects						
Operational phase						
Environmental Effects: Noise	General population	Medium	Long-term and Medium-term	Low	Minor adverse	Not significant
	Vulnerable group population	High				
Healthy lifestyles: Physical activity and leisure	General population	Low	Long-term	Low	Minor adverse	Not significant
	Vulnerable group population	High				
Safe and Cohesive Communities: Community Identity	General population	Low	Long-term	Low	Minor beneficial and Minor adverse	Not significant
	Vulnerable group population	High				
Safe and Cohesive Communities: Transport	General population	Low	Long-term	Low	Minor beneficial and Minor adverse	Not significant
	Vulnerable group population	High				
Socio Economic Effects: Good Quality Employment	General population	Low	Long-term	Medium	Moderate beneficial	Significant
	Vulnerable group population	High				
Socio Economic Effects: Training Opportunities	General population	Low	Long-term	Low	Moderate beneficial	Significant
	Vulnerable group population	High				
Environmental Effects: Air Quality	General population	Low	Long-term	Low	Minor adverse	Not significant
	Vulnerable group population	High				
Environmental Effects: Air Quality - Ultra Fine Particles	General population	Low	Long-term	Low	Minor adverse	Not significant
	Vulnerable group population	High				
Environmental Effects: Climate Change	General population	Low	Long-term	Low	Minor adverse	Not significant
	Vulnerable group population	High				
Health and Social Care Services: NHS Routine Service Planning	General population	Low	Long-term	Low	Minor adverse	Not significant
	Vulnerable group population	High				

6.69 In accordance with the relevant policies in the development plan and national guidance provided by the NPPF, the health impacts of the proposed amendments have been fully assessed and, where appropriate, additional mitigation measures are proposed in respect of negative health impacts.

7 Other Matters

7.1 This section of the Planning Statement considers the acceptability of the proposed amendments in respect of other matters, notably regeneration and economic benefits and surface access.

Regeneration and Economic Benefits

7.2 The economic benefits of airports are recognised in national guidance, with the Aviation Strategy 2050, published in December 2018, stating that “airports can directly support thousands of jobs and generate economic benefits beyond the airport fence” (paragraph 4.1). MBU (June 2018) states that as airports look to make best use of their existing runways, it is important that communities surrounding those airports share in the economic benefits of this (paragraph 1.22). More broadly, the NPPF and Build Back Better recognise the economic importance of infrastructure with the latter stating that high quality infrastructure is crucial for economic growth, boosting productivity and competitiveness (page 31).

7.3 With regard to the development plan, Policy T8 in the London Plan and supporting text recognise the economic and regenerative benefits of airports, particularly in respect of serving Opportunity Areas which can accommodate significant numbers of new homes and jobs. This is of immediate relevance, given the airport’s location in the Royal Docks and Beckton Riverside Opportunity Area. Newham Local Plan (paragraph 1.23) recognises that London City airport is a major employer and catalyst for investment within the area and Policy J1 allocates the airport as an ‘Employment Hub’ (E11) with a strength / focus in ‘visitor economy, business and logistics.’

7.4 The proposed amendments will deliver an additional 1,340 jobs (1,170 FTEs) at the airport by 2031 compared to 2019, bringing the total number employed onsite to 3,650 (3,230 FTEs). As shown in table 7.1 below, this increased economic activity will bring London City Airport’s total annual GVA contribution to over £1.6 billion (an increase of £702m over 2019 levels).

Table 7.1 Growth in employment and GVA 2019 to 2031

	East London			London		
	FTE	Jobs	GVA	FTE	Jobs	GVA
Direct jobs	1,170	1,340	£144m	1,170	1,340	£144m
Indirect & Induced jobs	340	780	£45m	720	830	£105m
Catalytic effects	490	600	£132m	1,860	2,300	£453m
Total	1,990	2,720	£321m	3,750	4,470	£702m

7.5 The proposed amendments will allow the airlines to grow their route network, increasing frequencies of service to existing destinations and services to new destinations.

- 7.6 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.
- 7.7 Importantly, the proposed amendments will also allow better connections to hubs, such as Amsterdam, to provide onward connections to global points facilitated by increased early morning and Saturday afternoon operations. By 2031, around 2.7 million passengers at the airport are expected to be travelling to or from East London, up from around 1.5 million passengers in 2019. This reflects the greater range of services that will be offered by the airport with growth and increased operational flexibility.

Surface Access

- 7.8 Paragraph 104 of the NPPF requires that transport issues should be considered from an early stage so that potential impacts can be addressed and so the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account, including appropriate opportunities for avoiding or mitigating adverse effects and for net environmental gains.
- 7.9 The APF requires that proposals must be accompanied by clear surface access proposals which demonstrate how the airport will ensure easy and reliable access for passengers, increase the use of public transport by passengers, and minimise congestion and other local impacts.
- 7.10 Policy T8 in the London Plan requires all airport expansion development proposals that would impact on passenger movements through London should demonstrate how public transport and other surface access networks would accommodate resulting increases in demand alongside forecast background growth; this should include credible plans by the airport for funding and delivery of the required infrastructure. The Newham Local Plan supports the optimisation of airport capacity, including access (potentially via a new Elizabeth Line station) (Policy INF1).
- 7.11 A full assessment of the surface access implications of the proposed amendments is provided in the Transport Assessment (TA) and further considered in Chapter 10 (Surface Access) of the ES which are submitted in support of the S73 Application. This assessment work has been informed by discussions with TfL and LBN Highways.
- 7.12 The proposed amendments would facilitate an increase in the maximum number of passengers that can pass through the airport annually from the currently permitted 6.5 million passengers per annum (mppa) to 9.0mppa. The increase in the passenger cap will accelerate the expansion of the airport operations such that 6.5mppa is predicted to be reached around 2026 and the full 9.0 mppa reached by 2031.
- 7.13 The airport has been the best performing airport in London for public transport usage by its passengers and has plans to become a zero emissions airport. The airport is directly accessed by DLR station. The station is managed by the DLR and is served by DLR services on the Woolwich branch.

- 7.14 The airport benefits from the opening of the Elizabeth Line, in two ways. First, some passengers and staff can be expected to use the bus connection to and from Custom House to pick up Elizabeth Line services and, second, the new line frees up capacity on the DLR.
- 7.15 The airport is committed to encouraging sustainable travel to and from the airport for customers and employees. Its Sustainability Roadmap is committed to an 80% sustainable mode share for passengers by 2031 while also working towards the London Plan mode share target by 2041.
- 7.16 Chapter 10 of the ES summarises the impact of the proposed amendments on key junctions around the airport and finds neutral or slightly negative impact which don't require any specific mitigation to address.
- 7.17 The modelling in section 10 of the ES also finds that there is ample spare capacity on the DLR network in the vicinity of the airport to accommodate the proposed amendments and that the impact on the wider public transport network is minimal.
- 7.18 In terms of the busiest hour total bus demand, the proposed amendments would increase demand by 7-8 customers per bus at peak periods, or an average increase of 2 customers per bus and which the ES concludes is a negligible impact.
- 7.19 Chapter 10 of the ES concludes that the airport is well served by existing and proposed future public transport with capacity to absorb additional demand associated with the proposed amendments in 2031 and beyond.
- 7.20 The proposed amendments are therefore consistent with national and local policies which requires proposals to not cause unacceptable demands on the transport network and provide mitigation where needed. The airport does, however, recognise the importance of policies prioritising sustainable transport choices and improving the overall modal split to achieve policy and targets.
- 7.21 A Framework Travel Plan is included with the proposed amendments and this will be further developed for the period to 2031 (the current Travel Plan to 2025 is currently under review with LBN) and this will help to achieve the airport's mode share targets. However, to achieve the airport's targets for improved passenger and staff travel by sustainable modes, further investment is required and the airport is also proposing a new Sustainable Transport Fund (STF). The fund has potential to be subsidised by a levy on car users, e.g. from a proportion of car parking revenue or forecourt charges, and can be used to contribute to surface access projects which help the airport achieving its mode share targets. The STF would operate for a minimum of 7 years and would be managed by the airport in consultation with the Airport Transport Forum, which includes local authorities, transport providers and neighbouring land owners.
- 7.22 A flexible approach is important to ensure that initiatives can respond to how modal share targets are being achieved and can adapt to working with transport providers and others (whose priorities and investment decisions typically change). A fund of at least £2 million per annum could fund a range of projects such as subsidising earlier DLR services, provide better connectivity between the airport and Elizabeth Line Station at Custom House and other initiatives to encourage staff and passengers to use public transport.

8 Airport Safeguarding

Aerodrome Safeguarding

- 8.1 To operate an airport safely it is necessary to ‘protect’ the airspace around the runway and approach and departure routes. This is done through a series of what are known as ‘obstacle limitation surfaces’, effectively lines in the sky (virtual horizontal and vertical planes) which define, relative to the runway, maximum acceptable heights for buildings and other structures.
- 8.2 Safeguarding of aerodromes occurs through the planning system by a process of consultation between the airport operator, the applicant of any proposed development and the local planning authority. The process is intended, inter alia to:
- Ensure that an airport’s current or future operation is not negatively affected by developments, buildings or structures which might infringe the aerodrome’s obstacle limitation surfaces;
 - Protect visual flight paths, for example by ensuring that runway approach lighting is not obscured by development, and that lights elsewhere cannot cause confusion;
 - Protect the accuracy of radar and other electronic aids to air navigation; and
 - Reduce the hazard from bird strikes to aircraft, associated with land uses such as waste disposal and sewage treatment sites.
- 8.3 The LBN website includes an interactive safeguarding map for the airport, which identifies those planning applications on which there must be further consultation with the airport. As a consequence of consultation, the airport may either object to the proposal, not object, or not object subject to appropriate conditions being met.
- 8.4 The Aerodrome Safeguarding process should be used to protect land outside existing airports, needed for future expansion, against incompatible development in the intervening period.
- 8.5 The proposed amendments do not seek to change the consented number of aircraft movements nor any of the operational procedures already authorised at LCY, which all remain the same with or without the proposed amendments.
- 8.6 There will not therefore be any change the safeguarding criteria which are currently applied to developments surrounding the airport.

Public Safety Zones

- 8.7 Public Safety Zones (PSZs) are areas of land at either end of an airport runway defined by an objective assessment of the risk to an individual on the ground within those areas from an aircraft accident over the course of a year.

- 8.8 Although air travel is a low risk means of transport, the Civil Aviation Authority (CAA) identifies PSZs at each end of a runway in order to control the number of people on the ground in the vicinity of airports who could be at risk of death or injury in the event of an aircraft accident on take-off or landing. This is achieved by restricting new development within PSZs.
- 8.9 On 8 October 2021, the DfT published the *Control of development in airport public safety zones*¹¹.
- 8.10 This fundamentally changed the safeguarding approach to Public Safety Zones, with a standardised shape (based on aircraft accident data) replacing the previous risk -based model (influenced by fleet mix/movement numbers). As the consultation¹² documentation accompanying the draft proposals explained:
- “This proposal will reduce the burden, both financially and resource, on aerodromes to review the zones at least every 7 years. Globally, there is an initiative to reduce the protection areas around aerodromes to take account of the flight performance of new aircraft types. This performance increases substantially with the introduction of each new aircraft type. The consequence of this is a decrease in the amount of accidents outside the aerodrome boundary. It is widely known that despite growing air traffic, the number of accidents is decreasing.”*
- 8.11 The new safeguarding approach defines:
- A *Public Safety Risk Zone* or PSRZ which prevents most development (the only allowable cited uses are long stay and employee car parking, plant and machinery which entail no people on site on a regular basis and golf courses) within an area of 500 metres from the landing threshold and 75 metres either side of the runway centreline; and
 - A *Public Safety Control Zone* or PSCZ which limits development to low occupancy uses such as car parking, storage and open space within an area of 1500 metres from the landing threshold and 140 metres either side of the runway centre line.
- 8.12 LCY has been liaising with the DfT and Civil Aviation Authority (CAA) in respect of LCY’s updated PSZ which, when published, is expected to be modified from the standard distances to reflect the unique dock location and steep approach/other bespoke operating procedures at LCY. Once the new PSZ has been published, the DFT guidance includes transitional arrangements which safeguards existing planning permissions therefore ensuring that it does not impact on development in the local area.
- 8.13 The new PSZ is not expected to be materially larger than the published existing PSZ. Because the new PSZ methodology does not follow a risk-based model, the proposed amendments would not alter either the PSRZ or PSCZ once it has been published because they are not directly influenced by fleet mix/movements.

¹¹ <https://www.gov.uk/government/publications/control-of-development-in-airport-public-safety-zones/control-of-development-in-airport-public-safety-zones>

¹² <https://consultations.caa.co.uk/aerodrome-standards-department/public-safety-zones/>

- 8.14 The CADP 2015 Updated Environmental Statement considered the impacts of changes to the Public PSZ on the development of sites around the airport. A similar assessment is no longer necessary following the latest Government policy on the designation of PSZs which means that the extent of public safety zones is fixed by reference to physical distances rather than the number or type of aircraft movements. This means that the extent of the PSZ is the same with or without the proposed amendments.

9 Summary and Conclusions

- 9.1 The proposed amendments to the CADP1 Permission would allow the number of passengers at the airport to increase from 6.5 to 9 million per year, within the 111,000 aircraft movement limit set by the CADP1 permission. Helped by revised opening hours on Saturday PM and changes at other times, the proposed amendments would also facilitate an accelerated transition to cleaner, quieter new generation aircraft.
- 9.2 The proposed amendments would enable the airport to make better use of its existing runway and associated infrastructure. More generally, they would enable the airport to recover from the Covid-19 pandemic and the continual evolution of the air travel sector, supporting wider economic growth and benefits. This would be fully consistent with the objectives of the original CADP1 planning application and, indeed, the CADP1 Permission itself.
- 9.3 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. In this instance, the adopted development plan for the site comprises the London Plan (March 2021); the Newham Local Plan (2018); and Local Plan Policies Map (2018).
- 9.4 Planning policies at all levels are supportive of proposals which contribute to sustainable economic growth and making best use of existing capacity and infrastructure. As set out above, the proposed amendments accord with the London Plan and the Newham Local Plan which comprise the statutory development plan.
- 9.5 In accordance with policy, the environmental impacts of the proposed amendments (including noise, air quality, climate change and health & wellbeing) have been assessed and, where necessary, appropriate mitigation measures are proposed to avoid any significant environmental effects. It is proposed that these enhanced mitigation measures are secured through additional S106 obligations.
- 9.6 The noise analysis of the proposals shows that the overall amount of noise (taken as the area of the 57 dB $L_{Aeq,16h}$ contour) is forecast to be lower in the future, being less than occurred in 2019 and over 20% less than the currently permitted limit. Whilst there will be a small (less than 10%) reduction in the period of respite, much improved sound insulation and the community fund will mitigate and compensate for very small changes in noise overall.
- 9.7 In terms of carbon, the increase in GHG emissions is small and has been accounted for in the Government's forecasts which have informed its Jet Zero Strategy. The airport is aiming to exceed the current Government targets for achieving net zero from its own (principally scope 1 and 2 emissions) operations and has updated its Low Carbon and Energy Strategy to meet more stringent London Plan requirements. LCY is closely involved in initiatives to accelerate the delivery of zero emissions flight and intends to use its leadership and unique location and route network to be a leader in this field which it anticipates will benefit the regeneration of the wider area.

- 9.8 The airport is well served by existing and proposed future public transport with capacity to absorb additional demand associated with the proposed increase in passenger numbers from 6.5mppa to 9.0mppa. A new Sustainable Transport Fund will help the airport meet its ambitious 80% sustainable transport mode share target by 2031 for passengers and deliver improved options for staff too.
- 9.9 The proposed amendments would bring greater regenerative and economic benefits through the generation of additional jobs and GVA. This would have a positive effect on the local community and have a greater catalytic impact on the wider London economy.
- 9.10 As demonstrated in this Planning Statement, the proposed amendments are in accordance with national, strategic and local policy. They are also in accordance with recently updated national aviation policy, which is a principal material consideration in the determination of the S73 Application. It is therefore considered that planning permission should be granted for the proposed amendments.



Appendix 1

Planning History¹

Reference	Permission Date	Summary
N/82.104	May 1985	Outline planning permission granted (subject to Section 52 Agreement) for LCY (or “STOLport”): <ul style="list-style-type: none">• Permission was restricted to 30,160 air transport movements (ATMs) per year.• Included a noise control system.
LRPG4/G57501/0 LRP219/J9510/017	September 1991	Planning permission granted for the extension of the existing runway and variation of conditions attached to the original 1985 planning permission: <ul style="list-style-type: none">• Introduced the concept of noise factoring – setting out five categories of noise with each category assigned a noise factor weighting. Each type of aircraft using the Airport must be placed in the relevant category.• Permission restricted to 36,000 ATMs and 36,000 noise factored movements per calendar year [superseded].• This consent included a S106 agreement, which removed the permitted development rights from the Hangar Land.
P/97/0826	July 1998	Planning permission granted (subject to S106 Agreement) for the variation of conditions attached to the original 1985 planning permission: <ul style="list-style-type: none">• Permission restricted to 73,000 ATMs and 73,000 noise factored movements per calendar year.• Condition 15 added – between 06.30 and 06.59 hours on Monday to Saturdays (excluding bank Holidays and Public Holidays when the airport will be closed between these times) the number of air transport movements shall not exceed six on any day.
P/00/1323	February 2003	Planning permission granted (subject to S106 Agreement) for OIP, including construction of runway 28 hold, with associated protective boom, eastern apron extension, associated link to runway, extension of pier/noise mitigation barrier. This permission related to the physical works required to provide for 73,000 ATMs per calendar year (as permitted by 1998 permission).
03/1096	November 2003	Approval Of Reserved Matters attached to the Transport and Works Act 1992 Dated 21/07/03 relating to construction of DLR station.
06/01310/VAR	July 2007	Planning permission granted (subject to Section 106 Agreement) for the variation of Condition 13 of the 1998 planning permission and: <ul style="list-style-type: none">• Varied daily limits, whilst retaining the overall limit of 73,000 ATMs.• Consent was for a 3-year temporary period and expired on 11 July 2010.



Appendix 1

Planning History¹

Reference	Permission Date	Summary
07/01510/VAR	July 2009	Planning permission granted (under Section 73 of the Town and Country Planning Act 1990) for variation of Conditions 13 and 15 of the outline planning permission ref: N/82/104 dated 23 May 1985, as previously varied by the Secretary of State on the 26 September 1991 and by the London Borough of Newham on 21 July 1998 and 11 July 2007, to allow up to 120,000 total aircraft movements per annum (number of total movements in 2006 was 79,616) with related modifications to other limits.
09/01536/FUL	January 2010	Change of use of warehouse (Class B8) adjacent King George V DLR Station at London City Airport to Fuel Transfer Operation (Sui Generis).
11/00701/FUL	June 2011	Erection of buildings for the re-provision of worker accommodation together with ancillary works including the erection of fence and gates, car parking, resurfacing and lighting.
13/00267/FUL	April 2013	Reprovision of Stand 11, installation of noise barrier, hardstanding and associated works.
13/01228/FUL	July 2016	The 'CADP1' planning permission includes works to demolish existing buildings and structures and provide additional infrastructure and passenger facilities at the Airport without changes to the number of permitted flights or opening hours previously permitted pursuant to planning permission 07/01510/VAR.
13/01373/OUT	July 2016	The 'CADP2' outline planning permission authorises erection of a hotel with up to 260 bedrooms, ancillary flexible A1-A4 floorspace at ground floor, meeting/conference facilities together with associated amenity space, landscaping, plant and ancillary works.
16/03797/NONMAT	January 2017	Non-material amendment to 13/01228/FUL to allow for adjustments to be made to the appearance of the western and southern elevations.
17/02865/NONMAT	September 2017	Non-material amendment to 13/01228/FUL to Vary Annex A, Defined Term, 'Approved Plans' to provide for: <ul style="list-style-type: none">Terminal buildings and associated service yard - revised external elevations to the terminal buildings arising from new regulatory requirements as well as improved operational efficiency and passenger experience. Minor amendments to the layout of the associated service yardEast Pier - revised external elevations and minor revision to scale to reflect operational changes to improve safety and improve passenger comfortForecourt - small amendments to the layout of the forecourt to improve traffic flow and the introduction of two new coach drop off and pick up areas



Appendix 1

Planning History¹

Reference	Permission Date	Summary
		<ul style="list-style-type: none">• Decked Car Park - reductions to the footprint of the decked car park
18/01001/NONMAT	July 2018	Non-material amendment to 13/01228/FUL to adjust the approved design for CADP1 In relation to the Western Energy Centre (WEC) and Eastern Energy Centre (EEC)
18/02109/NONMAT	August 2018	Non-material amendment to 13/01228/FUL to vary Annex A, Defined Term, 'Approved Plans' to provide for adjustments to the approved design in relation to the Decked Car Park.
18/02611/NONMAT	October 2018	Non-material amendment to 13/01228/FUL to: <ul style="list-style-type: none">• Revise the terminal building elevations, including removal of redundant Air Traffic Control Cab, and relocation of lift & stair core;• Revise the East Pier (north elevation only) to incorporate new glazing treatment;• Revise the forecourt canopies to incorporate lighter weight materials and glazing treatment to align with the Department for Transport's Aviation Safety in Airport Design (ASIAD) Guidelines.
19/02621/NONMAT	December 2019	Non-material amendment to 13/01228/FUL to propose amendments to to the RVP Pontoon design and Dockside path pursuant to Condition 2 (Approved Drawings and Documents) and to the wording of Conditions 46 (Mobile Ground Power Units), 63 (BREEAM) and 73 (Access Roads and Parking Areas)
20/01200/NONMAT	September 2020	Non-material amendment to 13/01228/FUL to allow for the use zero emissions battery-powered Mobile Ground Power Units (MGPUs) instead of Fixed Electrical Ground Power (FEGP) at the airport.

¹This Planning History comprises a concise summary of the principal planning applications that relate to the Airport. In the interests of brevity, it does not include more minor applications e.g. those for the approval of details pursuant to conditions.



Appendix 2

Proposed Amendments to CADP1 Planning Conditions

Condition No	Summary of Proposed Amendments	Proposed Wording of Condition ⁱ
Condition 2 Approved Drawings and Documents	Updated references to the latest relevant documents and drawings	2 Approved Drawings and Documents <i>The Development shall be carried out in accordance with the Approved Plans and the following documents:</i> <i>Design and Access Statement (July 2013)</i> <i>Design and Access Statement Addendum (March 2014)</i> <i>Update to Design and Access Statement (September 2015)</i> <i>Energy and Low Carbon Strategy (July 2013)</i> <i>Update to Energy and Low Carbon Strategy (August 2015)</i> <i>Sustainability Statement (July 2013)</i> <i>Update to Sustainability Statement (September 2015)</i> <i>Updated Transport Assessment (September 2015)</i> [INSERT NEW LIST]
Condition 8 Aircraft Maintenance	Extended hours to reflect Saturday PM opening	8 Aircraft Maintenance and Repair <i>Except in exceptional circumstances, no maintenance or repair work of aircraft and/or aircraft related machinery which causes noise that is audible at the Airport Boundary and/or at any Sensitive Receptor shall take place at the Airport other than between the hours of:</i> <ul style="list-style-type: none">• 0630 and 2200 Monday to Friday inclusive;• 0630 and 12.30 18.30 on Saturday;• 1230 and 2200 on Sunday; and• 0900 and 2200 on Bank Holidays and Public Holidays. <i>All such activity outside the specified hours set out above causing noise that is audible at the Airport Boundary shall be reported to the local planning authority within 24 hours of occurrence.</i>
Condition 10 Restrictions on Development (Hard Surfaces)	Refer to revised version of Plan P4 in the definitions	No additional hard surface to that shown on Plan P4 (rev A) shall be constructed unless a noise report is submitted to the local planning authority confirming that the noise impacts arising from the proposed development will be no worse than those assessed in the UES at any of the nearest Sensitive Receptors outside the Airport Boundary. [Revision to Definition to refer to updated version of Plan P4]



Appendix 2

Condition No	Summary of Proposed Amendments	Proposed Wording of Condition ⁱ
Condition 12 Aircraft Stand Location	Greater flexibility in the location of aircraft stands given increased width of new generation aircraft. No changes to number of stands.	12 Number of Aircraft Stands and Position <i>The number of aircraft stands for scheduled Aircraft Movements shall not exceed 25 at any time and shall be located within the area shaded on Plan P4 (<u>rev A</u>). [Revision to Definition to refer to updated version of Plan P4]</i>
Condition 17 Aircraft Take-off and Land Times	Extended hours on Saturday PM (whilst maintaining closure Saturday evening and Sunday morning) (British Summer Time aligns with the Summer Schedule used in the Worldwide Airport Slot Guidelines (WASG) jointly published by IATA, Airports Council International (ACI) and the Worldwide Airport Coordinators Group (WWACG))	17 Aircraft Take-Off and Land Times <i>Except in cases of immediate emergency to an aircraft and/or the persons on board, the Airport shall not be used for the taking off or landing of aircraft at any time other than between the hours of:</i> <ul style="list-style-type: none"> - 0630 and 2200 on Monday to Friday inclusive; - 0900 and 2200 on Bank Holidays and Public Holidays (with the exception of Christmas Day in condition 27); - 0630 and 12.30 <u>1830 on Saturdays (with up to 12 additional arrivals permitted between 1830 and 1930 only during British Summer Time);</u> and - 1230 and 2200 on Sundays; <i>-provided that these restrictions shall not prevent an aircraft which was scheduled to take-off from or land at the Airport but which has suffered unavoidable operational delays from taking off or landing at the Airport between 2200 hours and 2230 hours Sunday to Friday and 1230 to 1300 <u>1830 hours to 1900 hours on Saturday (and in the case of aircraft landing during the British Summer Time, between 19.30 and 20.00)</u> and where that taking off or landing would not result in there being more than 400 Aircraft Movements at the Airport per calendar year outside the above permitted hours of operation comprising no more than 150 such movements in any consecutive three months.</i>
Conditions 23, 25 and 26 Daily Limits	Minor changes to daily limits, including increasing the number of flights permissible in the first half hour. No change to annual cap of 111,000 movements or opening times on weekdays or Sundays.	23 Maximum Permitted Actual Aircraft Movements (days/year) <i>The number of Actual Aircraft Movements at the Airport shall not exceed:</i> <ul style="list-style-type: none"> a) 400 <u>230</u> per day on Saturdays; b) 200 per day on Sundays but not exceeding 280 <u>400</u> on any consecutive Saturday and Sunday; c) subject to (d) to (j) below 592 per day on weekdays; and d) 132 on 1 January; e) 164 on Good Friday; f) 198 on Easter Monday; g) 248 on the May Day Holiday; h) 230 on the late May Bank Holiday; i) 230 on the late August Bank Holiday; j) 100 on 26 December; and k) 111,000 per calendar year.



Appendix 2

Condition No	Summary of Proposed Amendments	Proposed Wording of Condition ⁱ
		<p>25 Maximum Permitted Actual Aircraft Movement limit between 0630 hours and 0659 hours on Mondays to Saturdays The maximum number of Actual Aircraft Movements between 0630 and 0659 hours on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the Airport shall be closed for the use or operation of aircraft between these times) shall not exceed 6 9 on any day.</p> <p>26 Maximum Permitted Actual Aircraft Movement limit between 0630 hours and 0645 hours on Mondays to Saturdays Notwithstanding the restriction on Actual Aircraft Movements between 0630 hours and 0659 hours, as set out by Condition 25, the total number of Actual Aircraft Movements in the period between 0630 hours and 0645 hours on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the Airport shall be closed for the use or operation of aircraft between these times), shall not exceed 2 4 on any day.</p>
Condition 35 Temporary Facilities	Change to link timing to the phasing condition 4 only .	<p>35 The Temporary Facilities <i>The temporary facilities coaching facility and the temporary outbound baggage extension as shown on the Temporary Facilities Drawings shall cease to operate and shall be removed in accordance with the details approved in the Construction Phasing Plan approved pursuant to Condition 4. no later than 5 years from the date of Commencement of Development.</i></p>
Condition 42 Terminal Opening Hours	Later opening on Saturday	<p>42 Passenger Terminal Opening Times <i>No Passenger Terminal Buildings within the Airport shall be open for use operation or trading except between the hours of:</i></p> <ul style="list-style-type: none"> • 0430 and 2230 Monday to Friday; • 0430 and 1300 2000 on Saturdays; • 1030 and 2230 on Sundays; • 0700 and 2230 hours on Public and Bank Holidays; and • not at all on Christmas Day <p><i>In the event that an unavoidable operational delay occurs to an inbound or an outbound aircraft, no Passenger Terminal Building shall be open for use, operation or trading more than 30 minutes after such aircraft has landed or departed from the Airport.</i> <i>Reason: To safeguard local residential amenity.</i></p>
Condition 43 Passengers	Uplift from existing limit of 6.5mppa to 9mppa	<p>43 Passenger Numbers <i>At no time shall the passenger throughput of the Airport exceed 6.5 9 million passengers in any twelve month period.....'</i></p>



Appendix 2

Condition No	Summary of Proposed Amendments	Proposed Wording of Condition ⁱ
Condition 50 Ground Running	Revise to allow during extended Saturday opening.	50 Ground Running, Testing and Maintenance <i>Unless in exceptional circumstances, the Ground Running of aeroplane engines for testing or maintenance purposes shall only take place between the following hours:</i> <i>i. 0630 and 2200 Monday to Friday;</i> <i>ii. 0630 and 4230 <u>1830</u> on Saturdays;</i> <i>iii. 1230 and 2200 on Sundays;</i> <i>iv. 0900 and 2200 on Bank Holidays and Public Holidays (but not at all on Christmas Day); and</i> <i>v. in such locations and with such orientation of the aircraft as set out in the approved GRTMS and employing such noise protection measures as set out in the approved GRTMS; provided that the restrictions above shall not prevent aircraft maintenance work taking place outside of these hours where that work will not be audible at the Airport Boundary or at any Sensitive Receptor and provided this restriction shall not prevent Auxiliary Power Unit usage for essential conditioning of aircraft cabins and equipment prior to departure limited to a maximum of 10 minutes before an aircraft's departure from the stand or 10 minutes after arrival on the stand.</i>

ⁱ The proposed amendments to the wording of the conditions attached to the 2016 CADP1 planning permission are indicated in ~~strike through~~ to show text it is proposed to delete and underlining to show new text it is proposed to insert. Where appropriate, the CADP1 conditions wording incorporates amendments to the wording which have been previously approved by non-material amendment applications (Section 96 applications) (16/03797/NONMAT, 17/02865/NONMAT, 18/01001/NONMAT, 18/02109/NONMAT, 18/02611/NONMAT, 19/02621/NONMAT 20/01200/NONMAT).



Appendix 3 - Reference Updates to other CADP1 Planning Conditions

Condition No	Summary of Proposed Amendments	Proposed Wording of Condition ⁱ
Condition 4 Construction Phasing	Update to reflect latest programme	<p>4. Construction Phasing Plan (Approved in Dec 19)</p> <p><i>No Development shall be Commenced unless and until a Construction Phasing Plan providing details of the phases and the order in which the Development shall be Commenced has been submitted to and approved in writing by the local planning authority. Thereafter the Development shall only be carried out in accordance with the approved Construction Phasing Plan (Ref), or a revised construction phasing plan which shall have been submitted and approved by the Local Planning Authority</i></p>
Condition 33 Noise Contour	Change to reflect progressive reduction in noise contour as quieter fleet is introduced	<p>33 Fixing the Size of the Noise Contour</p> <p><u>Up to the passenger throughput at London City Airport exceeding 6.5 million passengers in any 12-month period (to be taken from 1 January to 31 December unless a different 12-month start and end date is agreed), the area enclosed by the 57dB daytime noise contour shall not exceed 9.1 km2 or any lower figure as agree pursuant to the Noise Contour Strategy approved on [x].</u></p> <p><u>Upon the passenger throughput at London City Airport exceeding 8 million passengers in any 12-month period (to be taken from 1 January to 31 December unless a different 12-month start and end date is agreed), the area enclosed by the 57dB daytime noise contour shall not exceed [x] km2.</u></p> <p><u>The area enclosed by the 57dB daytime noise contour shall not exceed [x] km2 from when passenger throughput at London City Airport reaches 9 mppa in any 12-month period.</u></p> <p><u>Forecast aircraft movements and consequential forecast and actual noise contours for the forthcoming year shall be reported to the Local Planning Authority annually within the Annual Operations Monitoring Report.</u></p> <p>The area enclosed by the 57dB LAeq 16hr Contour shall not exceed 9.1 km2 when calculated by the Federal Aviation Authority Integrated Noise Model Version 7 or later version.</p> <p>Within five years of the Commencement of Development a Noise Contour strategy shall be submitted to the local planning authority for approval in writing which defines the methods to be used by the Airport operator to reduce the area of the Noise Contour by 2030.</p> <p>Thereafter the Airport shall be operated in accordance with the approved Noise Contour strategy. The approved Noise Contour strategy shall be reviewed not later than the 5th year after approval and every 5th year thereafter in order to seek further reductions in the size of the Noise Contour by 2030 and beyond. The reviews shall be submitted to the local planning authority for approval in writing within 3 months</p>



Condition No	Summary of Proposed Amendments	Proposed Wording of Condition ⁱ
		of such review dates and implemented as approved.
Various Conditions	Changes to require compliance with already approved strategies, details or drawings. Revised wording needs to allow for any subsequent submissions for future phases and for any approved details to be changed and agreed in writing with LPA	<p>6 Noise Barrier Phasing (Approved in Dec 19)</p> <p>9 Restrictions on Development (Design Code) (Approved in May 17)</p> <p>34 Design (Approved in Mar 19)</p> <p>36 Landscape (Approved in Dec 19)</p> <p>38 Screening of Plant (Approved in Dec 19)</p> <p>39 Contamination (Approved in Dec 19)</p> <p>40 Crime Prevention Strategy (Approved in Apr 17)</p> <p>41 External Lighting (Approved in Dec 19)</p> <p>48 Ground Running Strategy (Approved in May 17)</p> <p>49 Ground Running, Testing and Maintenance Strategy (Approved in Mar 17)</p> <p>51 Ground Running Noise Limit (Approved in Mar 17)</p> <p>53 Permanent Eastern Apron Extension Noise Barrier (Approved in Apr 18)</p> <p>57 Air Quality Monitoring (Approved in Apr 17)</p> <p>58 Air Quality Management Strategy (Approved in May 17)</p> <p>60 Use of River Thames for Construction (Approved in May 17)</p> <p>62 Archaeology Scheme of Investigation and List of Historic Buildings (Approved in Dec 19)</p> <p>65 Crossrail Method Statement (Approved in Dec 19)</p> <p>66 Non Return Water Valve and Sustainable Urban Drainage (Approved in Jul 18)</p> <p>68 Artificial Fish Refugia (Habitat) (Approved in Jul 18)</p> <p>69 Sustainable Drainage Systems (Approved in Jul 18)</p> <p>73 Access Roads and Parking Areas (Amended in Dec 19)</p> <p>75 Cycle Parking (Approved in Dec 19)</p> <p>87 Construction Design and Method Strategy (Approved Dec 19)</p> <p>88 Construction Environmental Management Plan (CEMP) (Approved in Dec 19)</p> <p>89 Construction Sound Insulation for Sensitive Receptors (Approved in Mar 17)</p> <p>90 Night time Construction Sound Insulation (Approved in Jul 17)</p> <p>91 Day time Construction Noise Mitigation (Approved in Jul 17)</p> <p>92 Construction Lighting (Approved in Dec 19)</p> <p>94 Temporary Construction Noise Barrier (Approved in Nov 17)</p> <p>96 Construction Compound Operations and Hoarding (Approved in Jul 18)</p>



Condition No	Summary of Proposed Amendments	Proposed Wording of Condition ⁱ
Various Conditions	Changes to reflect compliance with strategies submitted with S73 Application. Wording needs to allow for future changes to be agreed in writing with LPA	<i>3 Environmental Statement</i> <i>56 Sustainability and Biodiversity Strategy</i> <i>61 Energy Assessment and Reduction in Carbon Dioxide Emissions</i> <i>63 BREEAM</i> <i>64 Photovoltaic Panels</i> <i>71 Travel Plan</i> <i>[77 Traffic Management Plan]</i> <i>[78 Taxi Management Strategy]</i> <i>[79 Transport Management Strategy]</i> <i>[88 Construction Environmental Management Plan]</i>

ⁱ The reference updates to the wording of the conditions attached to the 2016 CADP1 planning permission are indicated in black ~~strike through~~ to show text it is proposed to delete and red underlining to show new text it is proposed to insert. Where appropriate, the CADP1 conditions wording incorporates amendments to the wording which have been previously approved by non-material amendment applications (Section 96 applications) (16/03797/NONMAT, 17/02865/NONMAT, 18/01001/NONMAT, 18/02109/NONMAT, 18/02611/NONMAT, 19/02621/NONMAT 20/01200/NONMAT).



Appendix 4

Draft Section 106 Heads of Terms

- 1.1 The existing CADP1 Permission is subject to a S106 agreement which imposes controls and obligations on the Airport. It is proposed that these S106 obligations will continue to apply for the proposed development.
- 1.2 The S73 Application proposes a package of additional S106 obligations which relate to mitigating and compensating the additional impacts of the proposed development.
- 1.3 The additional S106 measures that are proposed are based on the likely significant environmental effects of the proposed development, the planning policy context and the tests set out in national policy/guidance.
- 1.4 Five main groups of measures are proposed which together form a comprehensive mitigation package. These comprise:
 - Climate Change Package
 - Noise Measures
 - Sustainable Transport Fund
 - Community Measures
 - Other Measures
- 1.5 The Benefits and Mitigation Statement explains in more detail the nature of the proposed mitigation measures and the rationale for them.

Climate Change

- 1.6 The following S106 climate change measures are proposed:

CC1. Carbon and Climate Change Action Plan to set out commitments and revise and update them periodically.

CC2. Commit to new low carbon energy strategy for CADP with performance consistent with Revised Low Carbon and Energy Strategy.

CC3. Adopting a Circular Economy approach to operations (achieve 100% diversion of operational waste from landfill).



Appendix 4

Draft Section 106 Heads of Terms

Noise Measures

1.7 The following S106 noise measures are proposed:

N1. Restriction to modernised aircraft types for Saturday PM - ensuring that only cleaner quieter next generation aircraft are operating on Saturday PM and the additional morning slots between 6.30 to 7.00

N2 New sound insulation scheme - which significantly enhances the scope and effectiveness of the airport's noise insulation scheme as set out in Chapter 8 of the ES and Benefits and Mitigation Statement

Sustainable Transport Fund

1.8 The following S106 transport measures are proposed:

T1: Sustainable transport fund deliver measures which discourage the use of the private car in favour of more sustainable options as set out in the Benefits and Mitigation Statement

Community Measures

1.9 The following S106 community fund measures are proposed:

C1 Community Fund with an overall fund of £3.85 million – to compensate for the reduction in the respite period particularly on Saturday PM

C2 Employment & Education funding - Up to £1.9m to fund education, training and assisting getting people back to work to continue and build on existing measures

Other Measures

1.10 The following other S106 measures are proposed:

- *Development Management Contribution*
- *Annual Monitoring Contribution to LBN*
- *Annual Environmental Health Monitoring Contribution to LBN*