

CITY AIRPORT DEVELOPMENT PROGRAMME
(CADP1) S73 APPLICATION

STATEMENT OF COMMUNITY INVOLVEMENT

DECEMBER 2022



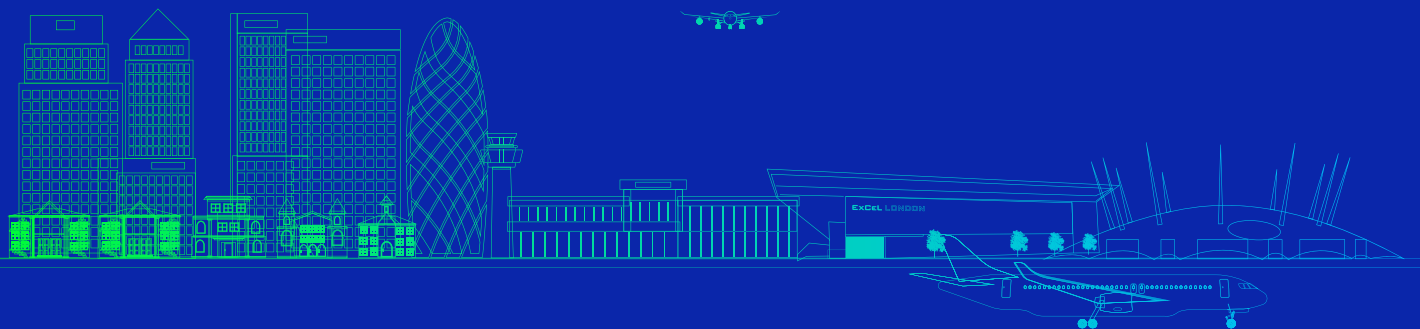


Cratus

London City Airport Section 73 Planning Application

Statement of Community Involvement

December 2022



Investment

Innovation

Responsibility



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Executive Summary



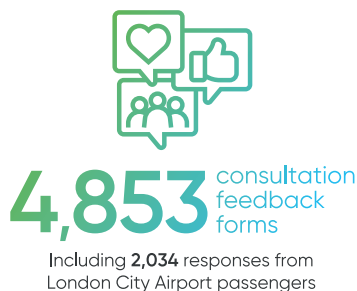
This Statement of Community Involvement has been prepared by Cratus Communications following a ten-week consultation on London City Airport's (LCY) proposals to amend its planning permission.

A Statement of Community Involvement accompanies a planning application to a Local Planning Authority – in this instance the London Borough of Newham (LBN) – and sets out the ways in which the applicant has consulted the local community and relevant local stakeholders to inform and solicit feedback on the applicant's proposals. A key aim of an SCI is to demonstrate that the consultation undertaken as part of the application has complied with local and national policy, and to indicate the ways in which the planning application has been influenced amended in response to the feedback received.

The LCY consultation took place between 1 July 2022 and 9 September 2022 and was advertised via social media, local newspaper advertising, press releases, a community newsletter and direct correspondence between the airport and a wide range of political and community stakeholders.

During this period the opportunity to access details about the proposals was provided through a dedicated consultation website with a virtual exhibition, seven public exhibitions and nine pop-up events. In total there were over 3,000 visits to the website, over 1,000 people attended the pop-up events and 130 people attended the exhibitions. Each mode of consultation provided the opportunity for people to leave their feedback, either in response to pre-prepared questions or their own words, and in total over 5,000 responses were received.

Table 1 below summarises the extent of the consultation activity, and the feedback received.



This SCI documents and records the consultation that took place, the feedback received, the responses to this feedback and how it has been used to shape the final application proposals, including mitigation measures.

Overall, the feedback received was balanced. Positive comments were received from industry stakeholders, passengers and local businesses. Neutral or mixed feedback came from some members of the public, who had some positive comments and agreed with some of the airport’s suggestions around sustainability, community initiatives and the commitments that should accompany any changes. Concerns were also voiced from some members of the public, elected representatives and political stakeholders on issues such as Saturday hours, increased early morning flights, noise impacts, air quality impacts and climate change.

The most common concern related to the existing level of aircraft noise, and the potential for additional noise to come about as a result of the proposals.

The feedback received from all stakeholders has been taken into account in preparing the Section 73 (S73) application to LBN which this SCI accompanies. The key themes and issues raised have informed the proposals which have been revised to appropriately respond to concerns raised about potential impacts relating to an increase in early morning aircraft movements, extended Saturday opening hours and late departures and arrivals.

Additionally, the S73 application includes many of the benefits that were consulted upon and mitigation proposals which were also informed by stakeholder feedback, particularly on noise, community and surface access. The revised proposals are summarised in Table 2 below and more details are included in the accompanying S73 application documents.

Table 2: Revisions to the application	
In response to feedback received as part of the public consultation, the airport has made a number of changes to its original proposals and has brought forward plans for community benefits and mitigation measures which were referenced during the consultation process.	
Original proposals	Submitted planning application
Saturday flights until 22:00	→ Saturday flights until 18:30 (with up to 12 arrivals for a further hour during British Summer Time)
6 additional aircraft movements (total 12) between 06:30–06:59	→ 3 additional aircraft movements (total 9)
Additional flexibility on late departures and arrivals	→ No longer part of S73 application
Key benefits & mitigation measures	
A commitment that only cleaner, quieter, new generation aircraft will be permitted to fly in any extended slots	A significantly enhanced Sound Insulation Scheme to further mitigate the impact of aircraft noise on neighbouring communities
An improved Community Fund, offering further funding and benefits to charities, schools and community groups.	Commitments to become London's best-connected airport, with 80% of passenger surface access journeys being made by sustainable modes by 2030





Introduction



Between 1 July 2022 and 9 September 2022, London City Airport (LCY) held a ten-week, non-statutory, public consultation on proposed changes to a number of conditions (see 2.2) attached to its current planning permission. The comprehensive public consultation exercise was informed by national and local guidance as well as industry best practice and was carefully designed to gather and consider the views of the public and stakeholders on the proposed changes.

LCY commissioned **Cratus Communications**, a specialist, independent provider of community engagement and consultation programmes to deliver this important consultation. Cratus developed a consultation process which it then benchmarked against industry best practice, including other consultations for major infrastructure projects, to ensure that it was both appropriate and proportionate to the application being proposed.

This benchmarking exercise included master plans and DCO applications submitted by other airports, and LCY's own 2019 draft master plan consultation, to ensure that the extent and reach of the consultation exercise were in proportion to the scale of the potential change and the communities potentially impacted by the proposals.

For example, the S73 planning application does not propose any additional aircraft movements, and this was taken into consideration when determining which areas to focus on when planning public exhibitions, corresponding with stakeholder groups and advertising in the local and regional press.

The approach to the consultation was largely informed by the airport's experience of the draft master plan consultation in 2019. Cratus delivered a comprehensive, integrated package of engagement to cover all aspects of the proposals, and which met and exceeded the ordinary reach for a consultation exercise accompanying a Section 73 application. The airport viewed this as essential given the potential impacts of the proposals and the communities that could be affected.

2.1. Background

2.1.1. The CADP1 Permission

The CADP1 permission was granted by the Secretaries of State for Transport and Communities and Local Government in July 2016 and provided for the development of new airfield infrastructure and extensions to LCY's passenger facilities. Construction of the CADP1 facilities commenced in 2017 but was paused in 2020 due to the onset of the COVID-19 pandemic.

The CADP1 permission includes a comprehensive set of planning controls, including 97 planning conditions and a Section 106 Legal Agreement. These include:

- Controls on the airport's permitted operating hours:
 - 06:30 to 22:00 Monday to Friday
 - 06:30 to 12:30 on Saturdays
 - 12:30 to 22:00 on Sundays
- No more than two aircraft movements between 06:30 and 06:45, and four movements between 06:45 and 06:59, Monday to Saturday
- Up to 400 annual delayed departures or arrivals in the 30 minutes after permitted flights (22:00 to 22:30 Sunday to Friday and 12:30 to 13:00 on Saturday)
- A limit of 111,000 aircraft movements per year
- An annual passenger limit of 6.5 million
- An aircraft noise contour area of 9.1km²
- An Incentives and Penalties Scheme to encourage airlines to fly more quietly
- Local employment targets
- A comprehensive Sound Insulation Scheme for public and residential buildings within the airport's noise contour
- Surface access targets
- An air quality management scheme
- Regular compliance reporting
- Additional limits on aircraft movements at the weekend and on Bank Holidays.

2.1.2. London City Airport Master Plan 2020

The airport published its new master plan in 2020 following an extensive consultation exercise in 2019. The 2020 master plan sets out the airport's long-term vision to make best use of the existing runway to accommodate demand for up to 11 million passengers and 151,000 aircraft movements annually by the mid to late 2030s. It focusses primarily on responding to demand in a sustainable and responsible way.

The consultation on the draft master plan included consideration of operating hours, and the published document gave an undertaking to keep weekend operating hours under review as the impacts and recovery from the COVID-19 pandemic become better understood. The consultation also stated that any future adjustments to operating hours would be considered and consulted upon through the planning process.



2.2. Section 73 Consultation Proposals

Following the publication of the master plan and the start of the recovery of the aviation industry following the COVID-19 pandemic, the airport consulted on potential changes to conditions attached to the existing CADP1 planning permission to primarily allow for more annual passengers and increased flexibility on when aircraft can operate, including on Saturday afternoons and during the first and last half-hours of operation.

The consultation sought views from a range of stakeholders on the following potential changes:

- An increase in the annual number of passengers from 6.5 million to 9 million
- An extension to operational hours on Saturday to allow flights to take place through the afternoon and potentially into the evening, but no later than 22:00 (currently 12:30)
- Modifications to daily flight and other limits, including:
 - An increase in the number of flights permitted between 06:30 and 06:59, from 6 to 12
 - More flexibility for delayed departures and arrivals in the last half hour of operations each day (currently limited to 400 per year)
- Amendments to the CADP1 build programme and temporary retention of facilities during construction
- Minor adjustments to the locations of permitted aircraft stands on the existing apron, and the delivery of commitments to accelerate its net zero plans.





Consultation Approach



3.1. Background

In advance of launching the public consultation on the proposed amendments, YouGov were commissioned to carry out community polling, which included a sample of some 1,252 people across 11 local boroughs:

- Bexley
- Bromley
- Greenwich
- Hackney
- Havering
- Lewisham
- Newham
- Redbridge
- Tower Hamlets
- Waltham Forest
- Basildon

The polling sought general views about the airport and its operations, particularly at weekends. The polling results informed the approach to consultation and the subject matter and phrasing of the consultation questions. The polling showed:

- There was limited public awareness of the airport's operations at weekends. 50% of respondents said they believed that flights already operate from LCY on Saturday afternoons, with only 6% saying they believed there are no such flights.
- The majority of people (70%) agreed that the airport should focus on areas that impact the community outside the airport, including:
 - Managing the impact from aircraft noise
 - Managing the impact on local transport networks
 - Supporting jobs in the local area

This community polling was useful in deciding the most important issues for the airport to address in the public consultation. It also helped inform the level of information that should be included in the consultation materials. For example, acknowledging that a large proportion of residents had limited existing knowledge of the airport's operations, it was decided to include some introductory contextual information in the consultation materials, while including more detailed and technical information for the benefit of residents who were already highly familiar with the airport.

3.2. Policy context

The consultation process was specifically designed to ensure that it met or exceeded the guidelines and policies set out for the industry, as well as encompassing best practice. Although the consultation was non-statutory, the main principles of policy and guidance were adopted throughout.

The following policy documents were used to inform the consultation process. More commentary on how they influenced the consultation can be found in Appendix 2 on p.80:

- Aviation Policy Framework
- Beyond the Horizon – the future of UK aviation: Making Best Use of Existing Runways
- National Planning Policy Framework
- The London Borough of Newham's Statement of Community Involvement

3.3. Overview of consultation approach

LCY commissioned Cratus to ensure that the consultation was designed to be robust and comprehensive, with a combination of events and channels that ensured broad engagement across the communities surrounding the airport, reaching out to different audiences. The approach was devised to be innovative and iterative, providing the opportunity for local people to take part and to take ownership of their local airport.

A multi-channel approach to community engagement was at the core of the programme. A dedicated consultation website was viewed by several thousand unique users and received high levels of interaction throughout the ten-week consultation. A number of set-piece, staffed public consultation exhibitions provided members of the public the opportunity for detailed discussions in each of the most affected boroughs, in line with best practice. These events were advertised on social media and in the local press.

The evolution of engagement practices during the 2020–21 lockdown periods were taken into account and digital consultation was combined with traditional techniques to create a programme that enabled and encouraged all to take part in a way that suited them. The consultation made use of a [dedicated website](https://consultation.londoncityairport.com)¹, [online document library](https://consultation.londoncityairport.com/key-documents)² and [virtual 'exhibition room'](https://consultation.londoncityairport.com/exhibition)³ to encourage easy engagement from across a wide area.

Learning from the master plan consultation, LCY supplemented traditional consultation techniques with additional activities.

The digital tools and traditional destination public exhibitions were supplemented with pop-up events and a virtual exhibition, designed to take the consultation to target audiences who may not take part in traditional consultations, but may have a view of the application. These included:

- **Staff & passenger events** – it was noted that passengers are key stakeholders and many are local and London residents. Similar to the draft master plan consultation, it was important to gain the views of airport users
- **Pop-up events** in high footfall areas to reach different audiences and communities
- **Virtual consultation tools** which were accessible from any location for the full duration of the ten-week consultation

The consultation was benchmarked against similar consultations run by other airports and Development Consent Order applications.

The consultation met and exceeded the London Borough of Newham's SCI requirements and the requirements of the Planning Inspectorate for a DCO application for a more significant change to the airport's operating parameters. The consultation's compliance with local and national policy is summarised in Appendix 2.

¹ <https://consultation.londoncityairport.com>

² <https://consultation.londoncityairport.com/key-documents>

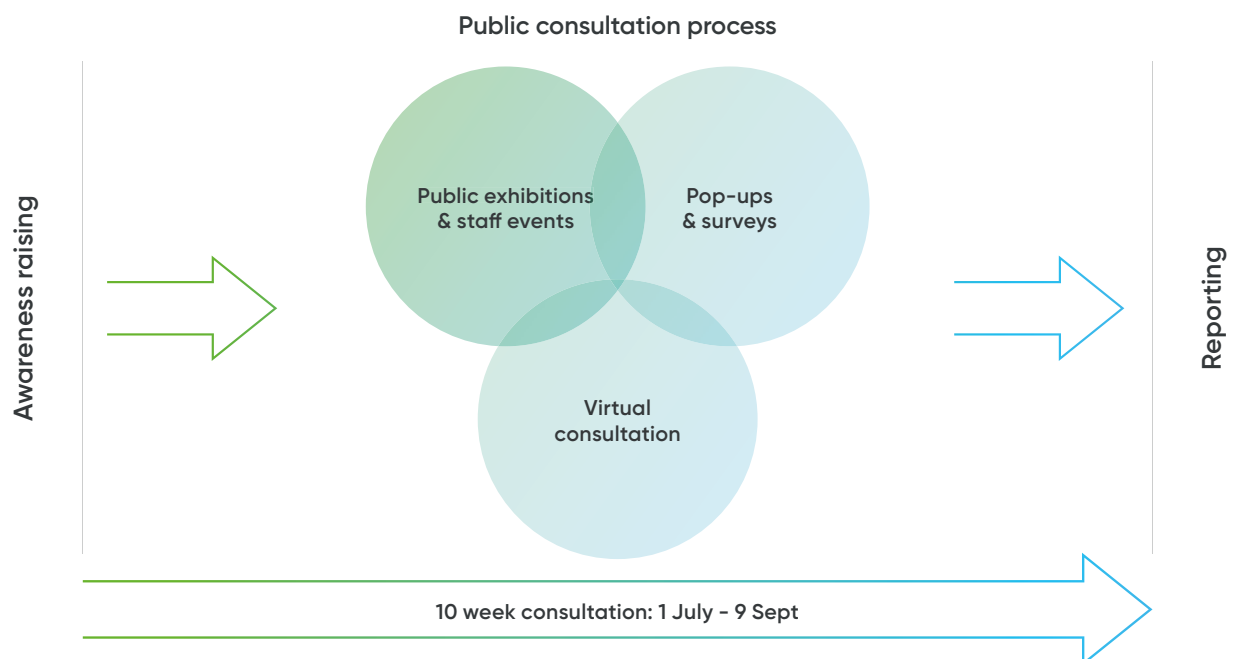
³ <https://consultation.londoncityairport.com/exhibition>

3.4. Timing of public consultation

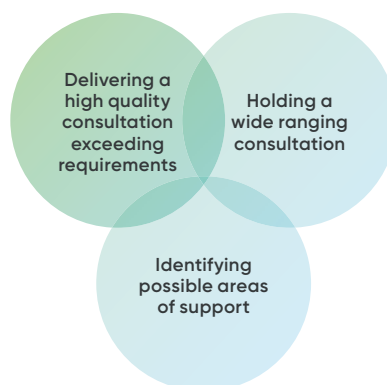
The ten-week consultation exercise began on 1 July 2022, ahead of the summer holiday period, and ran until the 9 September 2022, after the summer holidays had ended.

Events were timed to ensure maximum participation, giving members of the public the opportunity to engage:

- The [dedicated website](https://consultation.londoncityairport.com)⁴ and [virtual 'exhibition room'](https://consultation.londoncityairport.com/exhibition/)⁵ were available 24 hours a day, seven days a week over a ten-week period and provided the same level of information about the proposals as the physical events
- Seven staffed, formal exhibitions took place the fortnight prior to the school holidays with the first event taking place in Newham on Tuesday 12 July 2022, leading up to the final event in Waltham Forest on Friday 22 July 2022
- A series of nine pop-up events was spread across the full consultation period, engaging residents in boroughs close to the airport and its flightpaths in public settings from the first event in Bexleyheath on Friday 8 July 2022, to the final pop-up in Surrey Quays on Monday 5 September 2022



3.5. Consultation goals



⁴ <https://consultation.londoncityairport.com>

⁵ <https://consultation.londoncityairport.com/exhibition/>



Publicising the consultation



4.1. Consultation notification

The importance of seeking the views of all key stakeholder groups was integral to the consultation planning process. In addition to the scheduling of public events, advertising and online engagement, the airport sought the views of a wide range of political and industry stakeholders. Letters and emails were issued directly to leadership figures in businesses and representative bodies, and engagement also took place with local authorities and political officeholders across London.

Cratus and the airport worked together to identify a comprehensive and varied list of stakeholders and then conducted a mapping exercise to identify the most appropriate means of engagement for each group.

For example, members of the public were alerted to the consultations through advertising and events and given the opportunity to engage face-to-face at local exhibitions, online on the dedicated website or during the pop-up events in their local area. Political and business stakeholders were written to directly by the airport. The full list of local authority, business and political respondents to the consultation is contained in Appendix 1 on p.78.

A copy of the letter sent directly to local, political and business stakeholders by the airport on 30 June 2022 is included in Appendix 3 on p.83.

4.2. London City Airport Consultative Committee (LCACC)

The London City Airport Consultative Committee (LCACC) is an independent committee that was first convened in 1987. It is the policy of the Department for Transport (DfT) for airports to convene consultative committees. LCACC's stated role is to provide a positive, inclusive and interactive forum for discussion on all matters concerning the development or operation of the airport which have an impact on the users of the airport and on people living and working in the surrounding area. Its membership reflects the local community in the boroughs neighbouring the airport and members hold a range of views on the airport itself, its role in the local area and its ideas for growth and development.

The LCACC's quarterly meetings are open to the public and are regularly attended by stakeholders from London local authorities, representative bodies, campaign groups and local residents.

The LCACC was briefed on the proposals at its meeting of Thursday 30 June 2022. Attending this meeting were representatives from the London Borough of Newham, the London Chamber of Commerce and Industry, HACAN East, community groups and local residents. This in-person and virtual meeting provided LCACC members with the opportunity to hear about the proposals in advance of their release to the general public and the chance to ask questions about the consultation directly to the airport's senior leadership.

4.3. Newspaper adverts

The launch of the consultation and the schedule of formal exhibition events was communicated through full-page display advertising in a range of east & south London newspapers. The newspapers were chosen on the basis of their readership in boroughs close to the airport and its flightpaths and was based on previous success in using the same publications for the master plan consultation. The advertisements were also placed in these newspapers in alignment with the boroughs where public exhibition events were scheduled to take place.

- Newham & Stratford Recorder Series (w.c. 4 July 2022)
- Docklands & East London Advertiser (w.c. 4 July 2022)
- Ilford & Woodford Recorder Series (w.c. 4 July 2022)
- Barking & Dagenham Post (w.c. 4 July 2022)
- Southwark News (w.c. 4 July 2022)
- Greenwich & Lewisham Weekender (w.c. 4 July 2022)
- Bromley News Shopper (w.c. 11 July 2022)
- East London Guardian Series (w.c. 4 July 2022)
- South London Press (8 July 2022)
- Wharf Life (6 July 2022)
- Southend & Basildon Echo (8 July 2022)

See below a reproduction of the newspaper advert as it appeared in the 6 July 2022 edition of the Newham Recorder.

The launch of the consultation was additionally publicised via a press release issued on Thursday 30 June 2022, which was picked up by:

- Financial Times
- The Guardian
- BBC
- CityAM
- East London & West Essex Guardian Series
- Newham Recorder
- Jersey Evening Post
- SimpleFlying.com
- LondonAirTravel.com

Newham & Stratford Recorder Series

- 6th July 2022
- Full page
- Circulation: 6,432



4.4. Community newsletter

The consultation was communicated to residents in the Royal Docks area of Newham in the airport's community newsletter, Inside E16.

The quarterly magazine was issued on 26 August 2022 to over 9,000 households and 23 public places within Newham to ensure local residents submitted views on the consultation before the closure date.

Distribution area for Inside E16 community newsletter:



Advert regarding the public consultation placed in the Inside E16 newsletter

Planning Consultation

In July we launched our planning consultation on proposals which set out how we can meet increased passenger demand with no increase in the permitted number of annual flights.

Following the publication of the airport's master plan in 2020, we are inviting views on extending operating hours on Saturday into the afternoon and evening, as well as more flexibility in the first and last half hour of daily operations (06:30-07:00hrs and 22:00-22:30hrs).

The proposals include a commitment to become the first UK airport to require that airlines only fly cleaner, quieter, new generation aircraft in any newly extended period. This would bring forward airlines' investment in the new generation aircraft to the airport locally.

With these proposals we are not proposing any change to the current 8-hour night-time curfew, or any change to the current operating hours on Sunday. In order to meet targets of achieving 80% of journeys to and from the airport by sustainable transport modes, no additional car parking is proposed either.

As London recovers from the pandemic, East London is set to play a significant role. The proposed changes will create additional choice with connections to new destinations, contribute towards levelling up and deliver an additional 2,000 jobs, including 1,250 London Living Wage jobs directly from the airport's operation, with a further 850 jobs created across London through its supply chain. The airport also intends to share the benefits with the local community through an enhanced Community Fund to help local communities level up and achieve their full potential.

You can access our virtual consultation room and provide your feedback via the link below or by scanning the QR code with a smart phone. The consultation closes on Friday, 9th September 2022.

www.consultation.londoncityairport.com



WHAT WE ARE PROPOSING

- An increase in the annual number of passengers from 6.5 million to 9 million.
- An extension to operational hours on Saturday to allow flights to take place through the afternoon and potentially into the evening, but no later than 22:00 (currently 12:30).
- Consequential modifications to daily flight and other limits, including:
 - An increase in the number of flights permitted between 06:30 and 06:59, from 6 to 12.
 - More flexibility for delayed departures and arrivals in the last half hour of operations each day (currently limited to 400 per year).

WHAT WE ARE NOT PROPOSING

- Any increase to the current limits on the number of annual or hourly flights.
- Any change to the existing 8-hour night-time curfew.
- Any change to the operating hours on Sunday, with no flights before 12:30.
- Any significant additional infrastructure (such as a new or extended runway).
- Any changes to the airport's safeguarding controls.
- Any increase in car parking, other than what is already consented.

4.5. Social media & online advertising

The airport's existing social media channels were used to publicise the consultation and events on [Twitter](#), [LinkedIn](#) and [Facebook](#) on 11 July 2022. The social media posts included details about the consultation, including a link to the consultation website and details about the consultation events such as dates, times and venue locations (see post screenshot example).

The audience engagement statistics for each post, at the time of writing, are outlined below:

- Facebook – reach 34,200, 9 likes, 5 reposts
- LinkedIn – reach 22,832, 19 likes, 3 reposts
- Twitter – reach 3,931, 4 likes, 2 reposts

Separately to this, banner advertising also ran over the course of the consultation on a range of third-party websites, including:

- Travel Weekly
- Business Traveller
- Aviation Week

Example of a mobile banner graphic advertising the consultation.



4.6. Additional engagement

In addition to the public-facing aspects of the consultation, the airport engaged directly with a large number of internal, community, political and business stakeholder groups via emails, letters and a series of direct meetings both in person and online.

4.6.1. Employers' Forum

An Employers' Forum meeting took place on Tuesday 12 July 2022. This was open to onsite businesses and partners and was used to inform them about the consultation.

4.6.2. Staff committee

On 21 July 2022, the airport's Staff Committee was briefed on the proposals and consultation. The Committee is attended by representatives of each operational department. Since most staff at the airport are also local residents, the staff representatives were encouraged to communicate the consultation to their respective teams and invite questions and responses.





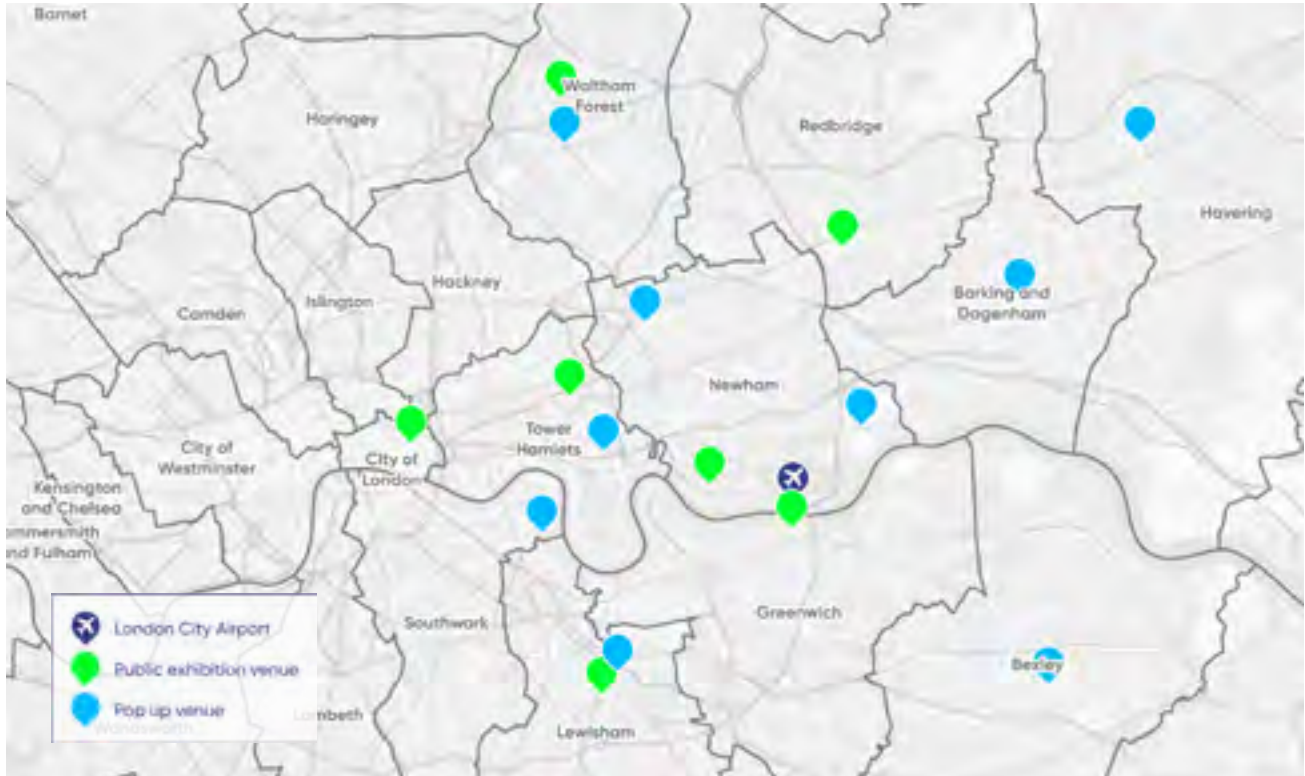
Consultation activities



5.1. Public exhibitions

The public consultation process was underpinned by a series of seven “destination” public exhibition events in community centres and event venues in the London Borough of Newham and other boroughs close to the airport and its flightpaths:

Map of exhibition venues around London in relation to the airport



- Newham: Tuesday 12 July 2022, 3:30 – 7:30pm, Britannia Village Hall, 65 Evelyn Road, E16 1TU
- Tower Hamlets: Wednesday 13 July 2022, 3:30 – 7:30pm, Bernie Cameron Community Centre, 32 Merchant Street, Bow, E3 4LX
- Lewisham: Thursday 14 July 2022, 10am – 2pm, St Mary's Centre, 37 Ladywell Road, SE13 7UT
- City of London: Thursday 14 July 2022, 3:30 – 7:30pm, Dutch Church, 7 Austin Friars, EC2N 2HA
- Redbridge: Monday 18 July 2022, 3:30 – 7:30pm, Redbridge Central Library, Clements Road, Ilford, IG1 1EA
- Greenwich: Tuesday 19 July 2022, 3:30 – 7:30pm, Clockhouse Community Centre, London, SE18 5QL
- Waltham Forest: Friday 22 July 2022, 3:30 – 7:30pm, Priory Court Community Centre, 11 Priory Court, E17 5NB

LCY team members and members of the public at the City of London exhibition in the Dutch Church, Thursday 14 July 2022



A total of 130 stakeholders attended across the seven events. Many read the exhibition boards in their own time, and/or spoke to the project team, with the topics of air quality, noise, the airport's flightpaths, surface access and climate change being the most common. While only a minority of consultation respondents decided to attend an exhibition event in person, the fact that over 2,300 people completed the feedback form online demonstrates that digital tools were seen as a valid and engaging way of responding to the proposals.

Tables were set up in each room with physical copies of the consultation feedback form provided for interested attendees to either complete or take home with them. Two tablets were made available in the event attendees wished to complete the online version of the feedback form, while QR codes, email addresses and website URLs printed on exhibition boards, postcards and feedback forms signalled to attendees that there were several potential avenues of communication with the project team.

5.2. Pop-up events

Pop-up events were held in public spaces and venues including shopping centres, public markets and community festivals around local boroughs throughout the consultation period. This gave the opportunity for the project team to meet members of the public who may not have attended the exhibitions. These events provided useful feedback from a wider cross-section of the community. The pop-up events were held at the following locations:

- Broadway Shopping Centre, Bexleyheath, Bexley: 8 July 2022
- Chrisp Street Market, Tower Hamlets: 15 July 2022
- The Mercury, Romford, Havering: 21 July 2022
- One Borough Festival, Barking & Dagenham: 23 July 2022
- Gallion's Reach, Newham: 8 August 2022
- Stratford Shopping Centre, Newham: 12 August 22
- Walthamstow Market, Waltham Forest: 25 August 2022
- Lewisham Market, Lewisham: 2 September 2022
- Surrey Quays, Southwark: 5 September 2022

In the event that attendees sought a level of technical information that was not contained on the exhibition boards, the QR codes and URLs contained in the exhibition materials linked directly to pages on the consultation website which hosted copies of the Initial Environmental Report (IER), Sustainability Roadmap and 2020 Master Plan – all of which had been referenced extensively in the consultation.

The following members of the client, consultation and technical teams attended the events:

- London City Airport
- Cratus
- Bickerdike Allen Partners (noise consultants) and
- Air Quality Consultants Ltd.

Each pop-up event was staffed by between two and four members of the Cratus team, with each event lasting between six and eight hours.

While it is hard to quantify the total level of engagement at the pop-up events, in total over **1,000 people** had conversations with the project team, and **469** feedback forms were filled out and submitted.

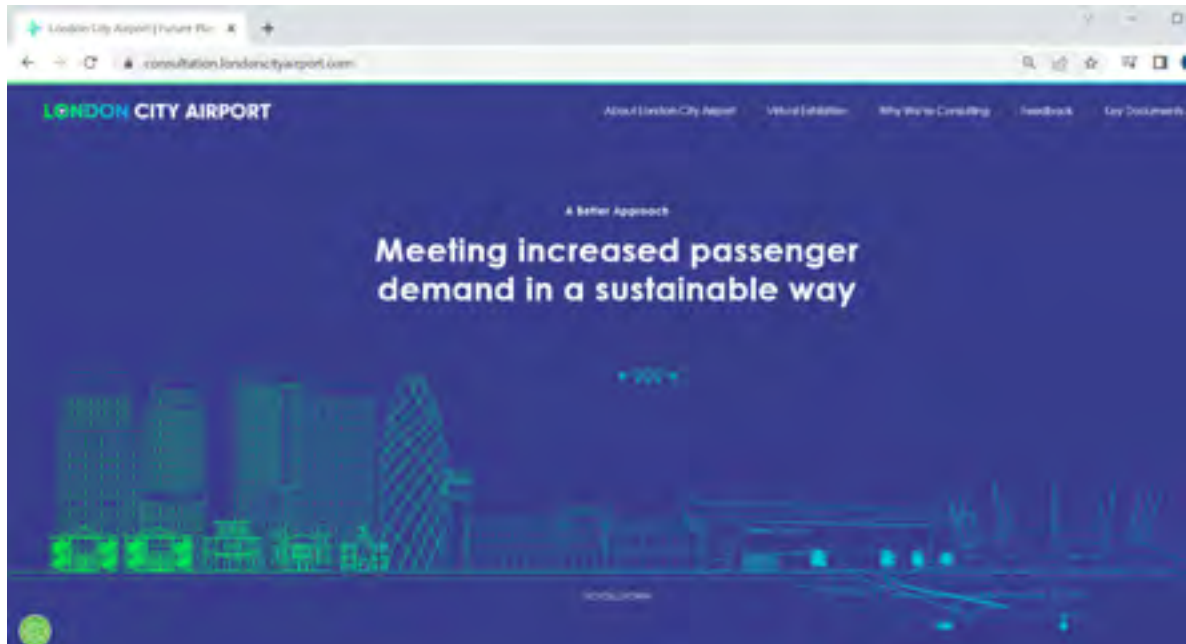
The team gave out postcards to ensure people had access to the consultation web addresses and QR codes, and to help further spread the word regarding the dates of upcoming exhibitions (see section 4.4.2) Aeroplane-shaped biscuits were also handed out to attract people to the stands. Through hundreds of conversations with people who engaged at the pop-up events a broader image of the community's views emerged.

For instance, in these conversations surface access and traffic concerns were more prominent than in the online feedback. Many residents had questions about employment, and there was interest both in the prospect of the airport offering more routes generally, and of the potential for the airport to either start or resume flights to specific locations.

5.3. Dedicated website and virtual exhibition

A dedicated consultation website was set up at consultation.londoncityairport.com⁶ and was accessible via the main LCY website, direct link and dedicated QR code on advertising materials.

Screenshot of the dedicated public consultation website



The website signposted additional background information, including the publication of the Initial Environmental Report (IER) which was published in advance of the consultation, copies of relevant LCY documents including the 2020 master plan and 2022 Sustainability Roadmap, and a downloadable link to the exhibition boards themselves.

It also featured a 'virtual exhibition room', a 3D feature where the user is placed in a space which has been rendered to resemble a real-world exhibition space. In the virtual room, the exhibition boards were laid out in order, with users able to click and enlarge individual boards to read the consultation materials in full.



⁶ <https://consultation.londoncityairport.com>

The decision to provide the virtual exhibition room was inspired by other examples of public consultations and from lessons learned throughout the COVID-19 pandemic.

Since the onset of COVID-19 in 2020 had necessitated that all consultations be moved online, Cratus quickly accelerated its adoption of digital consultation tools including webinar events, social media advertising and virtual consultation materials to ensure that communities were not left out of consultations on proposals that would affect them.

Despite the gradual return to physical events as the pandemic has receded, Cratus noticed that many community members found value in accessing consultation materials digitally, and continued integrating digital tools such as virtual exhibition rooms into public consultations.

5.4. Passenger engagement

London City Airport commissioned market research consultancy BDRC to source feedback from passengers in the terminal building during the consultation period.

Fieldworkers commenced work in the LCY terminal on Friday 15 July 2022, and carried out 38 shifts between then and Monday 22 August. 36 of these shifts took place airside, while a further two were in the landside portion of the terminal. The fieldworkers carrying out the passenger survey were familiar with the airport and its operations, and were briefed about the data collection requirements for this consultation.

5.5. Staff engagement

The consultation was publicised to staff working at the airport to make them aware of the proposals and recognising that many live local to the airport. Two staff-specific events were held so they could ask questions and express any concerns to senior colleagues and members of the project team.

The production of the virtual exhibition replicated the exhibition boards exactly, and enabled web users to engage with the consultation material from anywhere, at any time.

The value of the virtual exhibition was clearly established by the fact that **2,350 people** submitted an online feedback form, a figure far greater than the numbers who travelled to physical events. In addition, a dedicated email address gave members of the public the opportunity to write directly to the project team with any questions. Likewise, other staff at the airport who oversaw various LCY inboxes were informed about the consultation and how to pass inbound emails on to the consultation team, who would either log the consultation responses or reply to the email as appropriate.

Passenger stakeholders were approached and offered the chance to answer a brief questionnaire on the airport's proposals. To ensure that the data would be consistent for the purposes of analysis, the questionnaire was identical to the one available via the consultation website and at the exhibition events.

2,034 feedback forms were completed by passengers, using the same form as all other respondents. These responses were logged by research team members, and shared directly with the airport and the project team in a number of tranches over the course of the consultation period.

The dedicated staff events were hosted at London City Airport on:

- Tuesday 23 August 2022
- Thursday 25 August 2022

48 staff members signed into the events, of whom 34 completed feedback forms and submitted them to project team representatives.





Consultation
materials



6.1. Exhibition Boards

Thirteen exhibition boards were created for use in the formal and online exhibition rooms. They gave detailed information on:

- Background to the consultation approach
- LCY's role in the community
- An overview of the existing planning permission
- Master Plan 2020
- Consultation on adjustments to the existing planning permission
- Benefits
- Cleaner, quieter new generation aircraft
- Improving environmental performance
- Next steps

6.2. Postcards

The pop-up events used postcards to direct attendees towards the formal exhibitions and the consultation website, designed with identical branding to the wider consultation materials.

Postcards used at the formal exhibition events, and at pop-ups



6.3. Video of Robert Sinclair – CEO

Robert Sinclair, CEO of LCY made an explanatory video summarising the proposals. This was available on the consultation homepage and played on a loop at all the in-person exhibitions. The video was included to ensure full accessibility for those who were not able or inclined to read the written consultation materials.



6.4. Consultation Feedback Form

Cratus and the LCY project team collaboratively developed the consultation feedback form, which can be found at Appendix 4 on p.84.

The form contained 10 questions, each dealing with a different aspect of the proposals. The questionnaire used a mixture of open and closed questions, with a number asking respondents to pick options from a list, while others asked respondents to state their level of support or opposition on specific issues. There were also several free-text boxes – the majority forming part of a specific section, and one final box asking whether the respondent had any further comments to make on the proposals. This allowed for all issues to be raised, even if not specifically covered by the questions.

For the purposes of analysis, feedback forms were divided by the channel through which they were received and analysed separately – online respondents, attendees at events and passengers surveyed in the LCY terminal building.

The majority of questions asked respondents' views on individual aspects or issues of the proposed planning application. Other questions sought views on related measures and initiatives which will be accelerated by the proposals, such as the Sustainability Roadmap.

The design of the feedback form was informed both by the knowledge that certain aspects of the airport's operations were not especially well-understood by the public in many nearby boroughs, and that many interested stakeholders would wish to raise issues of interest to them that had not been covered by the other questions. In particular, Question 10 offered respondents a free-text box to raise any issues, questions or concerns which had not been covered elsewhere in the consultation. More information about the feedback form is included in Section 7, while analysis of themes contained in the free-text sections can be found in Section 7.8

6.5. Background material

Additional material of relevance to the airport's recent development and long-term plans was also published on the dedicated consultation website to help inform users' consideration of the consultation. This included:

- The Initial Environmental Report (IER)
- The Master Plan (2020)
- The Sustainability Roadmap (2022)

Consultation materials

<p>Exhibition materials</p> <p>For set piece in-person events and digital consultation rooms.</p> <p>Cratus led with technical input</p>	<p>Background materials</p> <p>Technical and background documents for members of the public who like more detail</p> <p>Cratus led with technical input</p>	<p>Questionnaire</p> <p>Developed alongside consultation materials</p> <p>Cratus led with technical input</p>
<p>Explainer video</p> <p>CEO video for accessible communications at exhibitions and online</p> <p>Cratus led story LCY supplier video development</p>	<p>Digital consultation</p> <p>A digital consultation room displaying exhibition boards and explainer video</p> <p>Cratus led</p>	<p>Pop-up materials</p> <p>Cut back versions of consultation materials suitable for use in street stalls and gazebos</p> <p>Cratus led</p>



City Airport

AIRFIELD OPERATIONS

BRITISH AIRWAYS



Consultation Feedback and Interpretation

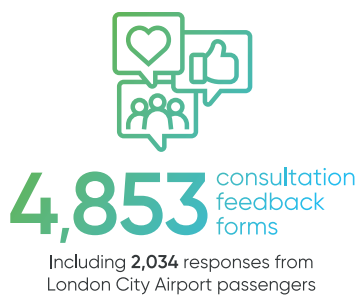


All respondents to the consultation were offered the chance to complete a feedback form containing a series of questions regarding the proposals and a number of related issues. As outlined above, the breakdown of the number of feedback forms received by the various consultation channels was as follows:

- 2,350 online feedback forms
- 469 feedback forms completed in-person at consultation events
- 2,034 forms completed with the views of passengers in the LCY terminal building.
- Total feedback forms: 4,853

In addition, stakeholders had the option to respond directly via email to the consultation through emails and letters:

- 57 emails from individual members of the public
- 44 emails from business, political, officials and activist group stakeholders
- 513 pro-forma emails as part of a coordinated email campaign (see Section 7.9)



7.1. Responses from business stakeholders

Consultation responses supporting the proposals were received from both local business and industry groups including:

- 8Build
- Business London (formerly London First)
- Canary Wharf Group
- CBI
- ExCeL London
- Holiday Extras Ltd
- London Chamber of Commerce and Industry (LCCI)
- Marsh McLennan
- Menzies Aviation
- MSG Entertainment

Responses and issues

Responses from business stakeholders to the public consultation were generally positive. Themes included:

- LCY's potential to contribute to London's recovery from the pandemic, including through its commitment to sustainable growth
- LCY's existing contribution to the city economy
- The airport's commitment to grow sustainably through making best use of existing airfield infrastructure
- Existing positive working relationships with LCY
- Recognition of potential direct and indirect employment benefits
- Recognition of the commitment to only allow cleaner, quieter, new generation aircraft to fly during any extended periods of operation and more generally for the airport's recognition of the need to progress with its expansion in an environmentally sustainable way

A number of business stakeholders also expressed support for enhancing the airport's sustainable transport connectivity – for example through an expansion of DLR operation hours, making amendments to parking and 'kiss-and-fly' arrangements at the airport and the development of an LCY station on the Elizabeth Line.

EXAMPLES

"London City Airport is a major centre of employment for the local area, supporting jobs, while also helping to drive inward investment, and boost the borough's economic growth. With Newham one of the most deprived boroughs in the capital, it is vital that key businesses such as City Airport are granted the means to continue to develop, and to meet future passenger demand". – CBI

"We welcome the commitment from the airport that only cleaner, quieter, new generation aircraft. This is something we feel is the right and responsible approach to ensure that both residents and businesses benefit from growth of passenger numbers at the airport". – Marsh McLennan

"[The airport's] operation contributes to jobs, not only in central London's business district, but in related sectors like hospitality, which need cash inflow now more than ever". – LCCI

"As the first UK venue of its kind to be awarded internationally recognised PAS 2060 Carbon Neutral Status, we applaud the commitment of LCY that only cleaner, quieter, new generation aircraft will be allowed to operate in any newly extended periods and recognise that increased routes will reduce onward transport requirements from our visitors." – ExCeL London

"It is recommended that the Surface Access and Transport chapter of the forthcoming ES considers whether, and to what extent, disincentivising those passengers relying on the least sustainable mode of access to the airport, namely "kiss and fly" and other pick up/drop off measures can be achieved without leading to unintended consequences". – Holiday Extras Ltd

7.2. Responses from airlines

The airport's main carrier British Airways CityFlyer responded to the consultation along with KLM and Lufthansa.

7.2.1. Responses and issues

Stakeholders within the aviation sector likewise praised the plans as aligning with their own plans for expansion and employment growth. Themes included:

- The need for increased flexibility at LCY at the weekend to accelerate refueling to cleaner, quieter aircraft and create more jobs through growth
- The strong rebound in demand for business and leisure travel since international travel recommenced
- Support for additional work to be carried out to enhance the local surface access infrastructure near the airport

EXAMPLES

"It should be noted that additional Saturday operations are likely to focus on leisure destinations and customers, which is an enabler for further growth and jobs at the airport. Flights to these leisure destinations are inherently longer sectors and so additional aircraft movements would not be comparable to those on business centric weekdays".

"A targeted and sensible update to these restrictions would improve aircraft utilisation and improve the prospects of an investment in new, cleaner, and quieter aircraft, improving the noise and air quality environment for residents across the entire week." - BA CityFlyer

"The airport has clearly set out how it can play an important role in meeting the increased demand in London in a sustainable way as well as providing more choice and flexibility for travellers planning business and leisure trips domestically and internationally. Most importantly, growth to 9 million passengers a year can be delivered without requiring any additional infrastructure and the same number of permitted movements".
- KLM CityHopper

7.3. Responses from elected representatives – Councillors, Assembly Members, MPs, Mayor of London

There were 14 consultation responses received from elected members, including representatives at Borough, London and national level. The responses included seven from Members of Parliament, three from ward Councillors, and four from the Greater London Authority – of which three came from Assembly Members, and one from the Mayor of London.

7.3.1. Responses and issues

Responses from elected representatives to the consultation were in general quite critical of the proposals and expressed scepticism about the benefits that would derive from re-fueling to new generation aircraft and the airport's pursuit of its environmental sustainability goals.

Several MPs responded to the consultation directly on behalf of constituents. The localised impacts that LCY has on communities in the MPs' constituencies – both currently and in the event that the proposals go ahead – were commonly cited as motivating the MPs' opposition.

There were also statements from the elected representatives that the proposals should only proceed in tandem with the Airspace Modernisation process that could amend the existing flightpaths rather than proceeding separately. However, it should be noted here that Airspace Modernisation is a separate process undertaken across the South East.

The themes included:

- Impact of existing flightpaths on constituents' quality of life
- Potential for increased noise impacts from Saturday and early-morning expansion of hours and the reduction in the currently established 'respite' times
- Querying the benefits of new generation aircraft
- Concern about the potential for increased carbon emissions and air pollution, related to the broader issue of the climate emergency, and the general record of the aviation sector on carbon emissions
- Existing pollution in Newham (although there was some recognition of the progress LCY has made on air pollution, and that levels at the airport are already below statutory limits for nitrogen dioxide and particulate matter)
- Potential for increased highways and public transport impacts

EXAMPLES

"Your growth proposals appear to come into effect in 2024, whereas the Airspace Modernisation Programme will not result in any flight path changes until the late 2020s. A joined-up approach would be far preferable to the approach LCY is taking". – **Two borough Councillors, South-East London**

"It is already frustrating for my constituents to hear planes from London City Airport from the small hours of the morning to very late in the evening. I was therefore very disappointed to learn that London City airport are seeking to end the Saturday flight ban". – **East London MP**

"I am concerned that the proposals specifically mentions heightened flight traffic in the early morning and late evening on Saturdays. I understand that the eight-hour respite period remains in place, however increased traffic at these times will have a considerable impact upon residents, particularly the elderly and families with young children". – **South London MP**

"London City Airport's commitment to a net zero carbon target from its airport operations by 2030 is welcome. However, the forecast 79 per cent increase in aircraft carbon emissions compared to 2019 levels associated with the proposals is more than double 2022 carbon emissions and appears to be wholly at odds with the urgent need to decarbonize". – **Elected representative, GLA**

"It is to be welcomed that LCA remains below the objective levels for nitrogen dioxide, PM10 and PM2.5 pollution, but the envisaged expansion of service will not support that. Limits are not quotas, with room to pollute further so long as the limit is not reached". – **Elected representative, GLA**

7.4. Responses from local authorities

Seven local authorities also responded to the consultation – with either officers or Cabinet Members speaking on behalf of the council overall. Six of these submissions came from London councils which neither neighbour the airport or lie under one of the airport's flight paths. One further submission was received from Essex County Council.

RESPONDENTS:

- Essex County Council
- London Borough of Bexley
- London Borough of Havering
- London Borough of Lewisham
- London Borough of Redbridge
- London Borough of Waltham Forest
- Royal Borough of Greenwich

7.4.1. Responses and Issues

As well as the seven local authorities in London and Essex who submitted formal responses to the consultation, a number of ward Councillors in various boroughs submitted responses on behalf of residents in their own locality. The responses in this section came from either Cabinet Members or officers who were making representations on behalf of the wider borough. The main themes to come from these responses are:

- Impact of aircraft noise on residents within the local authority. In particular, opposition to extended Saturday hours and increased early-morning flying on the grounds of noise disturbances
- Requests for flight path reform to be brought forward
- Potential carbon emissions and air quality impacts – some direct criticism of 'unacceptable' increases in carbon emissions and some requests for further information and commitment to ongoing monitoring of climate and air pollutant effects
- Support for the airport's sustainability commitments
- Questions regarding new generation aircraft
- Support for the plans came from Essex County Council and London Borough of Bexley.

EXAMPLES

"Of principle concern, is the end to weekend respite for residents which has been in place since the airport opened. This would represent a fundamental shift to the operations and impact of the airport and no details have been provided in respect of the number of flights expected to be added during this period. In addition, the increase to flights early in the morning and late in the evening has the potential to impact on residents at sensitive parts of the day throughout the week". – **North London Borough**

"Proposals to increase the number of aircraft movements in the 30 minutes of the airport operating (06:30 – 06:59) is very concerning. Currently during this period there are 6 flight movements which averages out at one every five minutes. Under the proposals this would reduce further to one every 2.5 minutes. Such an increase in frequency at this time of the day will be very noticeable for our residents, many of whom will still be asleep and is completely unacceptable to [borough]". – **East London Borough**

"However, it is recommended that London City Airport continues to monitor noise and air quality, publishes the results, and identifies and implements any necessary remedial measures".
– **South-East London Borough**

"Furthermore, in line with its declaration of a climate emergency in April 2019 and wider commitments to reducing climate change emissions, [the borough] would like to see a more robust commitment to reducing emissions (especially carbon dioxide) from aviation as part of the UK's Climate Change Act targets and carbon budgets. It is surprising that CO2 emissions are not given greater weight in the document". – **South-East London Borough**

"Despite [borough's] concerns over the proposals, the Council welcomes London City Airport's plan to become the first Net-Zero airport by 2030 and the intention to be one of the first airports in the UK to facilitate zero emission flights. The ambitious plans that London City Airport have set out in their Sustainability Roadmap are welcome including for 80% of all passenger journeys to the airport to be made by sustainable and public transport modes by 2030". – **East London Borough**

"In addition, whilst the Council welcomes the use of newer greener quieter aircraft in the proposed new flying slots, the Council would welcome further proposals for the future roll out of such aircraft to cover other flying slots". – **South-East London Borough**

"[Council] considers that sustainable growth proposed at London City Airport should be supported, as it complements the Government's recently published Aviation Strategy 'Flightpath to the Future' (June 2022). In particular, enhancing global and domestic connectivity and future growth at London City emphasises the role that the airport will play and contributes to future economic growth and connectivity for London and nearby communities." – **South-Eastern County Council**

"The [borough] has no objections to the proposals". – **South East London Borough**

7.5. Responses from Government & public bodies

Two consultation responses were received from other public bodies:

- Department for International Trade
- Metropolitan Police Service

7.5.1. Responses and Issues

The representative from the Department for International Trade wrote:

"I am pleased to hear your positive views on passenger numbers recovering strongly from the pandemic. The aviation sector is a key economic driver and trade-enabler across many sectors. Like you, I recognise the vital importance of good direct air connections from the UK to many of our current and future trade partners in order to help exporters".

"We are writing in support of the proposals outlined by London City Airport in their consultation. The Metropolitan Police Service has enjoyed a strong working relationship with LCY for a number of years and continues to support the airport with dedicated policing via an agreed Policing Service Agreement. As an organisation we recognise the key role the airport plays in supporting its communities through investment, job creation and through a growing domestic and global route network".

In addition, a letter from the Aviation Policing Command of the Metropolitan Police Service was received in support of the proposals.

7.6. Responses from community & campaign groups

Five responses were received from community and campaign groups. Three of these were located south of the airport in Lewisham, Forest Hill and Dulwich and one to the east in Moorings (Thamesmead). HACAN East is a campaign group that represents membership from East and Southeast London.

RESPONDENTS

- Climate Action Lewisham
- Forest Hill Society
- HACAN East
- Moorings Neighbourhood Forum
- Dulwich Society

7.6.1. Responses and Issues

Community and campaign groups from areas around South and East London responded with scepticism to the proposals, with all five expressing a degree of opposition to either particular aspects of the proposals or the overall package.

The primary themes to come up in these groups' responses were as follows:

- Opposition to noise impacts on Saturday afternoons and early mornings
- Scepticism of new generation aircraft
- Potential carbon emissions, local environment and air quality impacts
- Statements favouring expediting flight path reform

EXAMPLES

"There is no justification for ending the 24 hour ban. Indeed, the 24 hour weekend ban was put in place to protect overflown Londoners from the airport's operations and as a condition for City's permission to increase their flight movements. That should not be ignored". – Dulwich Society

"We greatly value our afternoon of peace but this will be destroyed if flights continue on Saturday afternoons". – Moorings Neighbourhood Forum

"We oppose the introduction of larger new or old generation planes at the airport. The airport has provided no evidence that new generation planes are noticeably quieter than old in our area. We can only see larger planes as even more visually intrusive as they process at under 2000 ft over our area". – Forest Hill Society

"The noise benefits of the principal new aircraft, the Embraer E195-E2, are less than the airport highlights. London City has talked of a 6 decibel reduction in noise per plane. That indeed would be noticeable but, on closer examination, it only applies to departing planes and only within about 4 miles of the airport. For everybody else, the airport's noise consultants are clear the reduction is likely to be no more than 2-3 decibels. That would be barely noticeable". – HACAN East

"London City airport has failed to consider in its proposal for expansion the wider critical situation of the climate emergency and the contribution aircraft make to the carbon emissions". – Dulwich Society

"In view of Britain's changing position in the world and the worsening climate crisis, it is not the right thing to do to seek to increase the volume of flying: it should be decreasing over time". – Climate Action Lewisham

Statements that the airport should be progressing changes to its flight paths simultaneously with the current proposals was also a common feature of community group responses. As covered elsewhere in this document, airspace reform is subject to a separate regime (unconnected to the planning process) and will require input from both DfT, the CAA and other airports in London and the South East. Nonetheless, the airport acknowledges the desire among community stakeholders for the process to be expedited, and will make every effort to ensure the process is concluded promptly and with the genuine consent of local communities.

"Both City and Heathrow airports' flight paths go across SE London – for the detail see the map below. The airport should not apply for any further flight expansion or change of hours at the very least until the aircraft noise problems caused by London City's low altitude concentrated arrivals flight path and the crossing of its flight paths with Heathrow over SE London have been satisfactorily resolved". - Dulwich Society

"We are disappointed that airport staff openly seek to separate the change in flight paths project from this planning application. We see them as absolutely interlinked, and making operational changes such as those proposed in advance of the flight path changes will exacerbate the environmental problems for the overflown". - Forest Hill Society

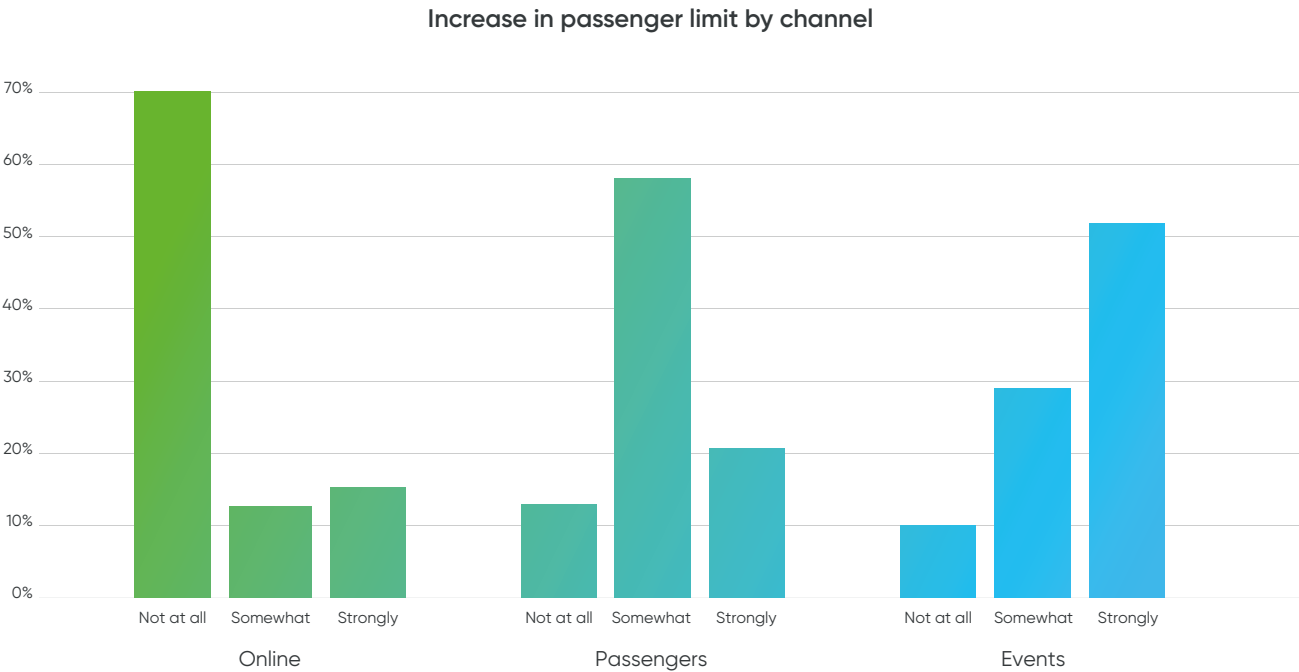
7.7. Consultation Feedback Form: Question by-question breakdown

The following pages provide a question-by-question breakdown of the responses to the public consultation feedback form, which was available to be completed online, at public exhibition events, at the unadvertised pop-up events around London and by passengers in the LCY terminal building. For each question, the sentiment is grouped by the channel used to submit the feedback form – online respondents, LCY passengers, staff members, or attendees at exhibition events.

For questions where respondents were asked to choose a number of options from a larger list, the same basic approach has been taken – with the responses of the full set of respondents collated first, before the feedback is separated into the different response cohorts.

7.7.1. Question 1

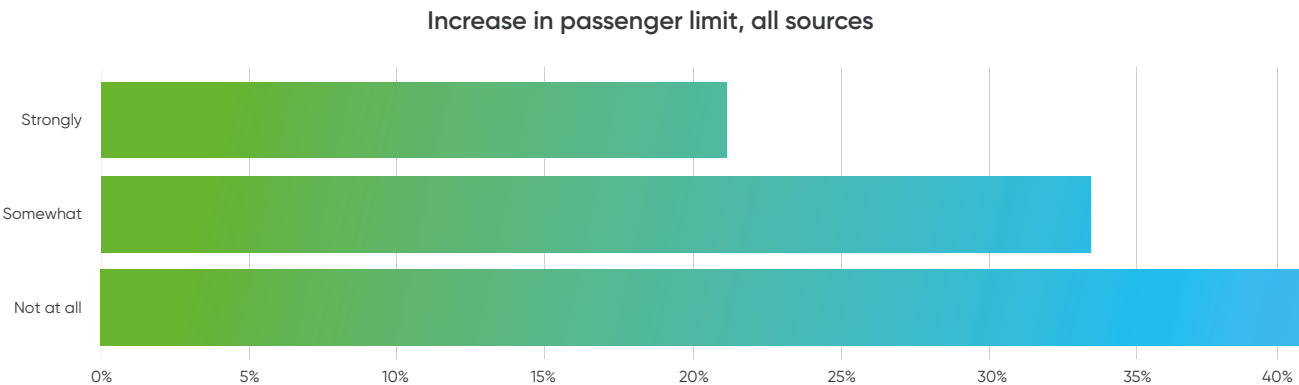
Q1: We propose to increase our annual passenger limit from 6.5 million to 9 million without increasing the permitted number of annual flights. To what extent do you support the increase in the passenger limit?



Support for the proposal to strongly the airport’s annual passenger limit was weighted heavily toward passengers and responses from attendees at consultation events. Online respondents on the other hand were strongly opposed to this proposition.

- 70% of the **Online** respondents did not support the passenger increase ‘at all’.
- 58% of **Passenger** respondents said that they ‘somewhat’ supported the increase.
- 52% of respondents at **Events** said that they ‘strongly’ supported the increase.

The combined total of responses to this question was as follows:



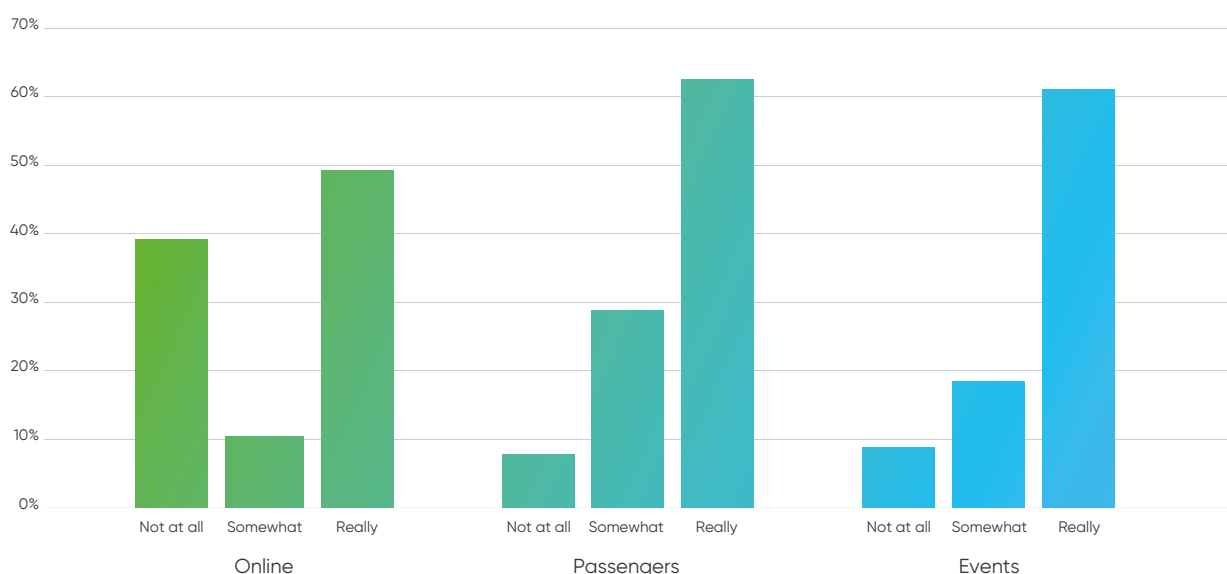
7.7.2. Question 2

Q2. We propose to extend our current Saturday operating hours to allow some flights in the afternoon and evening, but no later than 22:00.

Please tell us how important the following benefits are to you should the airport open later on a Saturday to allow some flights

2ai: A commitment that only cleaner, quieter, new generation aircraft will be allowed to fly during any extended hours

Q2ai: Saturday operating hours – only new gen aircraft in extended slots, by channel



The majority of all response groups said that a commitment to only permit new generation aircraft to fly in any extended hours was 'really' important to them. Most opposition to this proposition came from online feedback (39%) however most online feedback was in support.

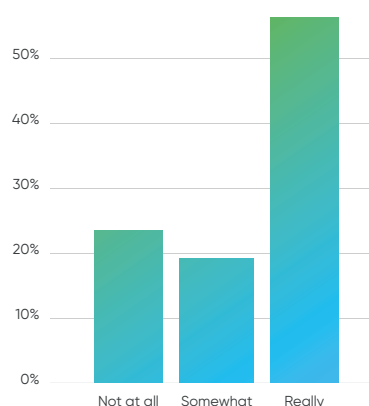
- 49% of **Online** respondents were 'really' in favour of the commitment
- 63% of **Passenger** respondents were 'really' in favour of the commitment
- 67% of respondents at **Events** were 'really' in favour of the commitment.

It is important to note here that many free-text responses to various questions took issue with the wording of some parts of the feedback form given there was no direct question which asked respondents whether they supported extended hours of operation in a general sense. This sentiment is analysed in more depth in section 5.7. A typical response is the following:

"There was no option to say NO to extending Saturday hours. It is the only day I can have my windows open and sit on my balcony. You should also tell us when you will only allow quiet planes by. Not just in the extended hours. You need to explain how you will monitor the plane emissions and sound."

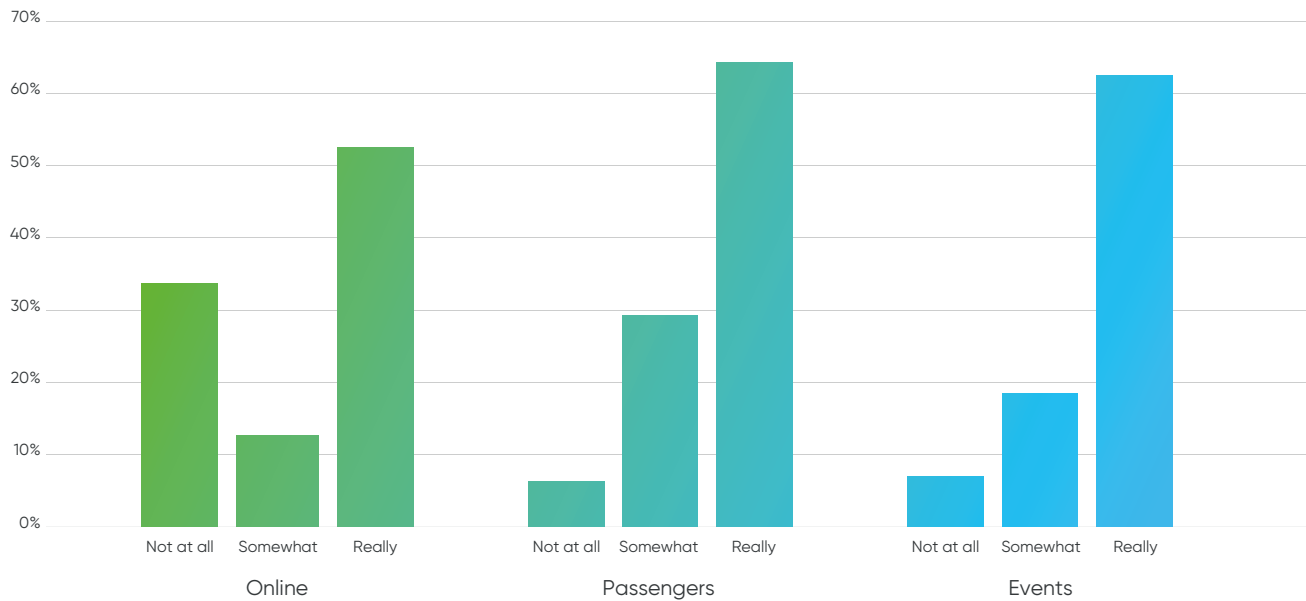
The combined total of responses to this question was as follows:

Q2ai: Saturday operating hours – only new gen aircraft in extended slots, all sources



2a11:

Q2A11: Saturday operating hours benefit - new gen aircraft throughout week, by channel

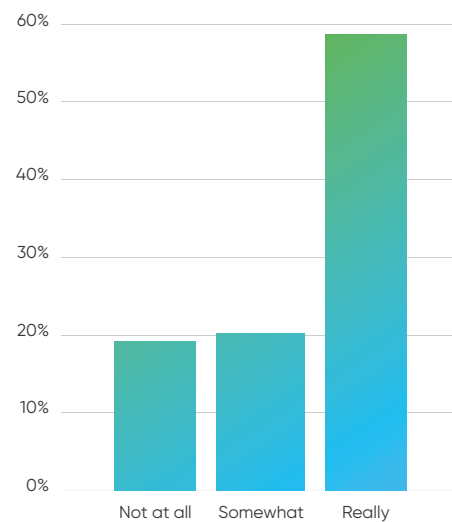


A majority of all groups said that they strongly supported the related benefit of new generation aircraft flying from LCY in slots throughout the week, and not only in extended slots. Again, most opposition came from the online feedback in which 33% of responses answered 'not at all' to the question.

- 53% of **Online** respondents said that this benefit was 'really' important
- 65% of **Passenger** respondents said that this benefit was 'really' important
- 69% of respondents at **Events** said that this benefit was 'really' important

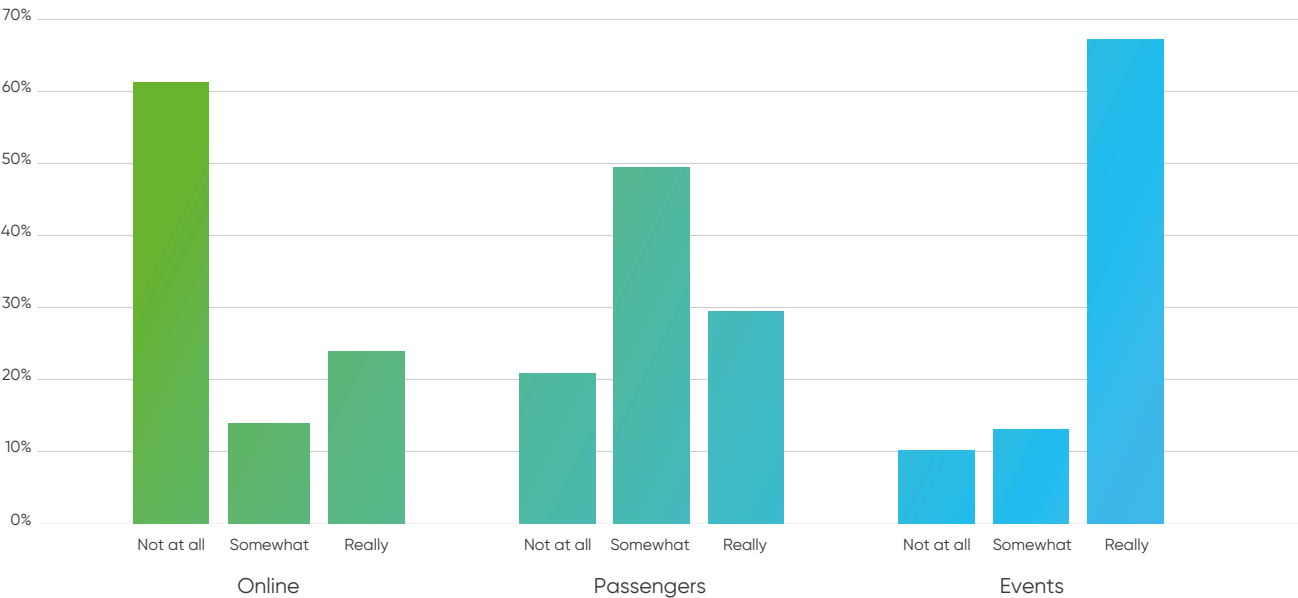
The combined total of responses to this question was as follows:

Q2A11: Saturday operating hours benefit - new gen aircraft throughout week, all sources



2aiii: More choice of holiday destinations becoming available from LCY, such as the Canaries and Greek Islands

Q2Aiii: Saturday operating hours benefit – choice of destination by channel

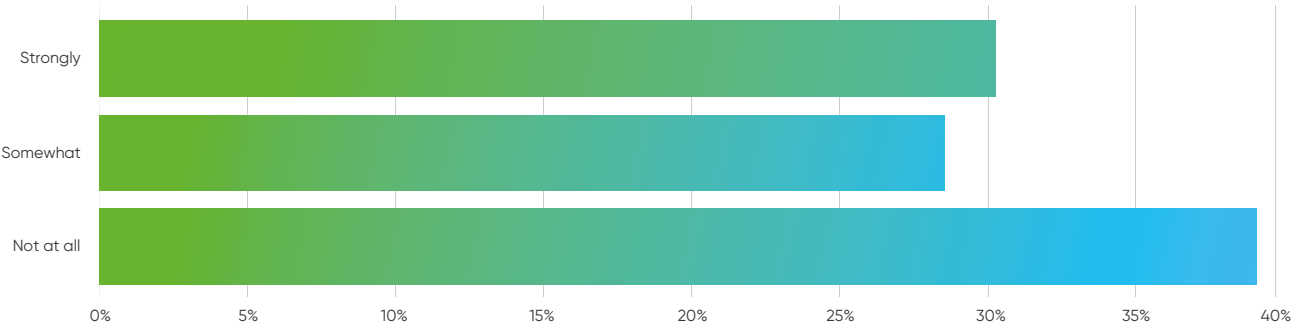


Each group of respondents responded differently to the question about how they regarded the benefit of a greater choice of holiday destinations becoming available from LCY.

- 61% of **Online** respondents said that such a benefit was 'not at all' important to them
- 49% of **Passenger** respondents said that such a benefit was 'somewhat' important to them
- 74% of respondents at **Events** said that such a benefit was 'really' important to them

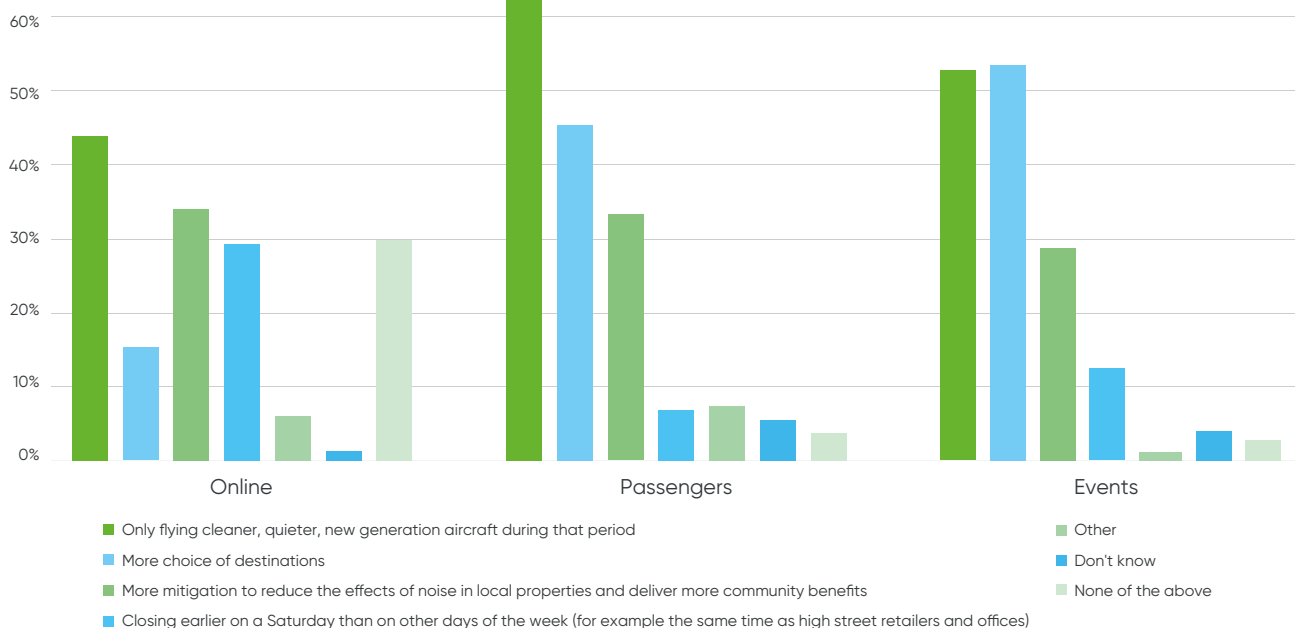
The combined total of responses to this question was as follows:

Q2Aiii: Saturday operating hours benefit – choice of destination all sources



2b: If operating hours are extended to allow some flights beyond 12:30 on a Saturday, which of the following would be most important for the airport to commit to? (Select ONE or TWO)

Q2B: Extended Saturday operating most important commitment by channel



When asked about a series of potential commitments that the airport could make to accompany any extension to hours of operation, consultation responses demonstrated support for the airport's commitment to only flying cleaner, quieter, new generation aircraft during any extensions to existing flight times. It also demonstrated support for the business case for including more choice of destinations.

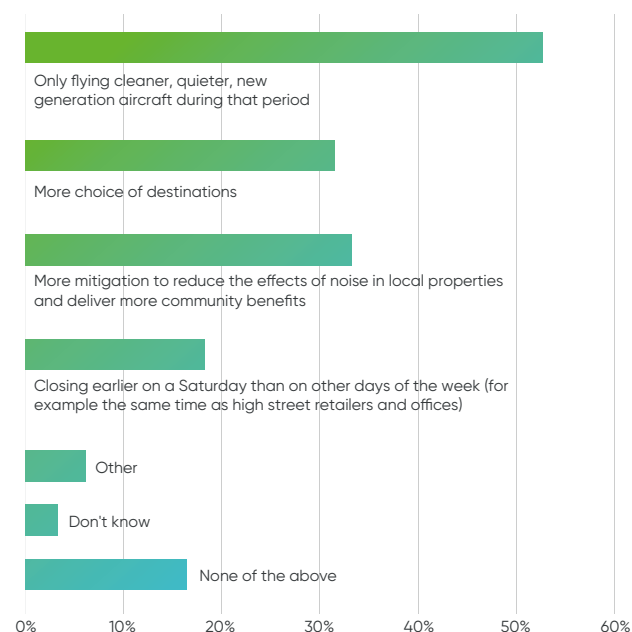
Online respondents were most strongly in favour of the airport closing earlier on a Saturday than other days of the week, with almost 30% of respondents in this category opting for this choice. By contrast, this option was chosen by less than 15% of respondents at events or in the LCY terminal.

A similar number of online respondents answered 'None of the above' to this question – an option selected by far fewer passengers or respondents who filled in the form at events. When 'none of the above' is discounted, the option to cease operations earlier on Saturdays than on other days of the week is the third most popular response from online respondents – far ahead of the potential for a wider range of destinations.

Given the prominence of the option to favour earlier Saturday closing among online respondents – who, as a group, were most sceptical of the proposals overall – the airport has reflected this sentiment in its changes to the planning application compared with the proposals originally consulted upon.

As mentioned elsewhere in this document, the airport now proposes flights until 18:30 on Saturdays rather than 22:00 as originally considered, with an additional hour in summer for arrivals, only up to a maximum of 12. This change has been introduced to help balance the operational and business needs of the airport and its airlines with the legitimate concerns of local communities that removing the ban on Saturday afternoon & evening flights could potentially negatively impact them.

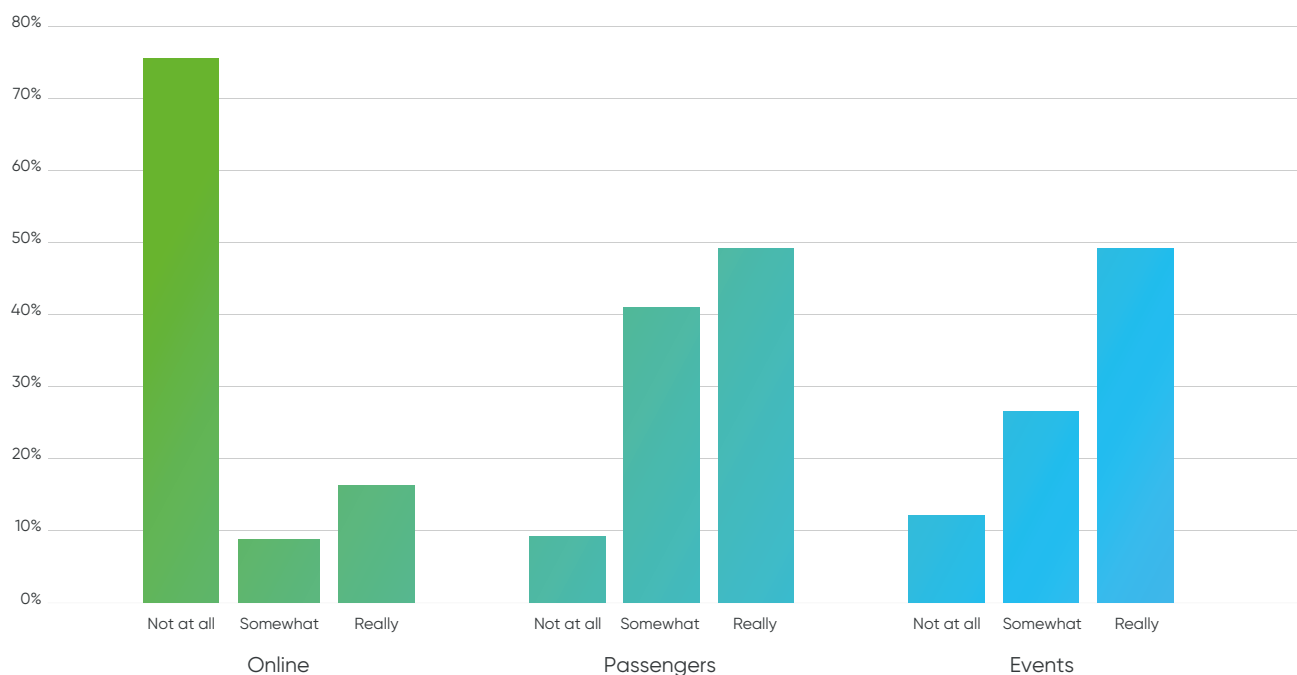
Q2B: Extended Saturday operating – most important commitment, all sources



7.7.3. Question 3

Q3. To what extent do you support an additional six flights between 6.30am and 6.59am if those flights were only on cleaner, quieter, new generation aircraft?

Q3: 6.30 – 6.59 flights by channel

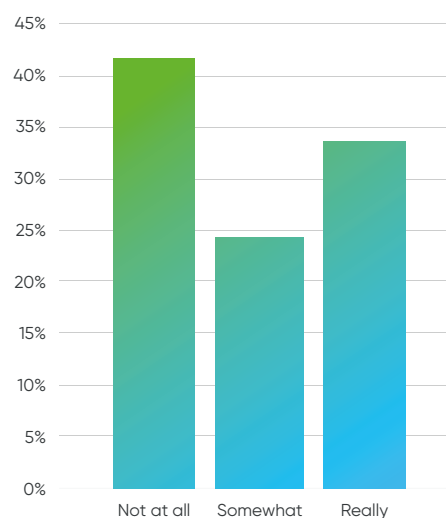


Event attendees and LCY passenger respondents were both strongly in favour of the proposal to increase the number of permitted flights in the first half-hour of operations, if such a change were to be accompanied by a commitment only to allow new generation aircraft to fly in these slots. However, online responses were strongly weighted towards 'not at all' supportive.

- 75% of **Online** respondents said that they did not support the proposal at all
- 49% of **Passenger** respondents said that they were 'strongly' in favour of the proposal
- 54% of respondents at **Events** said that they were 'strongly' in favour of the proposal

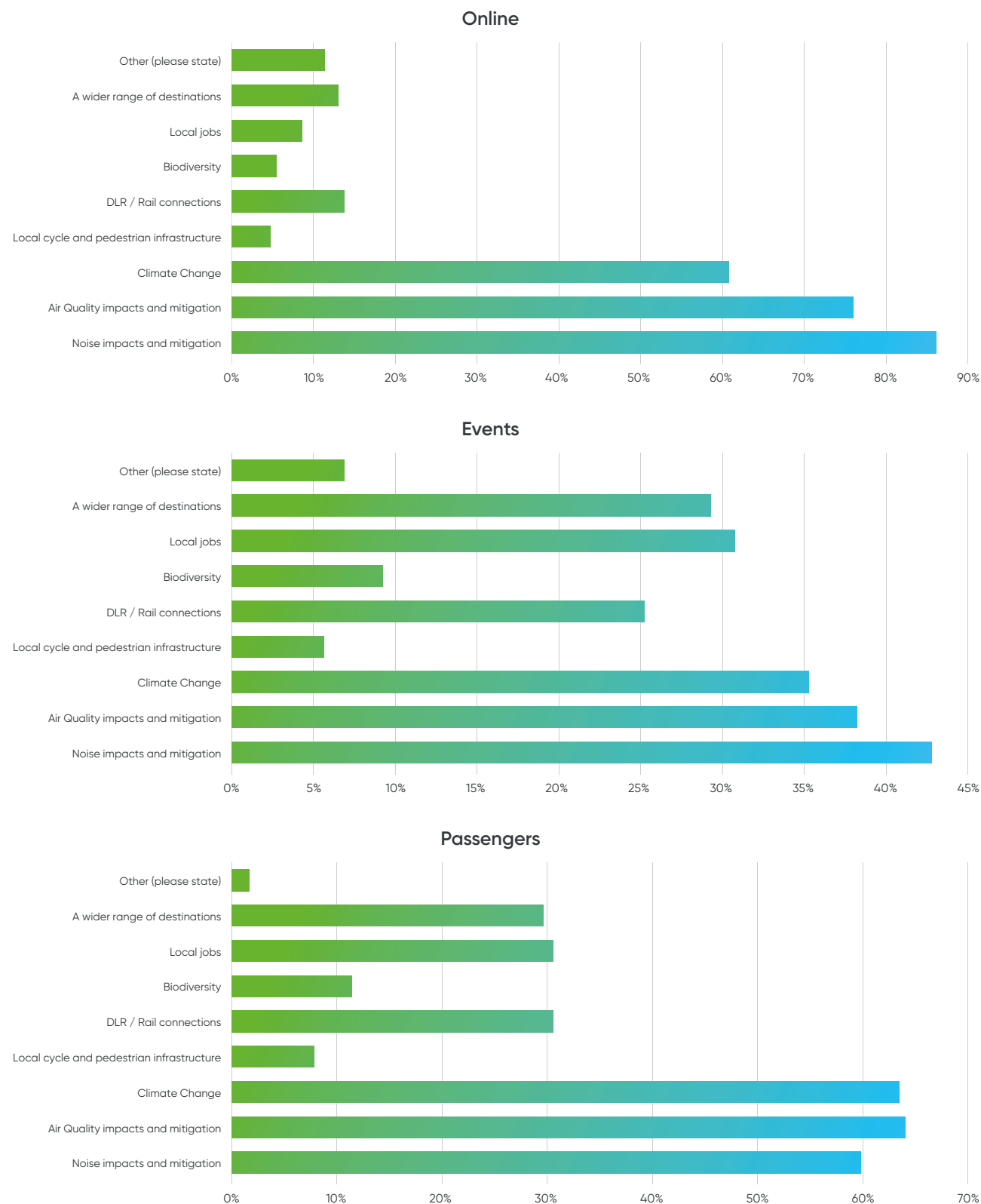
The combined responses to the question were as follows:

Q3: 6.30 – 6.59 flights all sources



7.7.4. Question 4

Q4. Please identify the THREE most important issues for the airport to consider in its proposals:



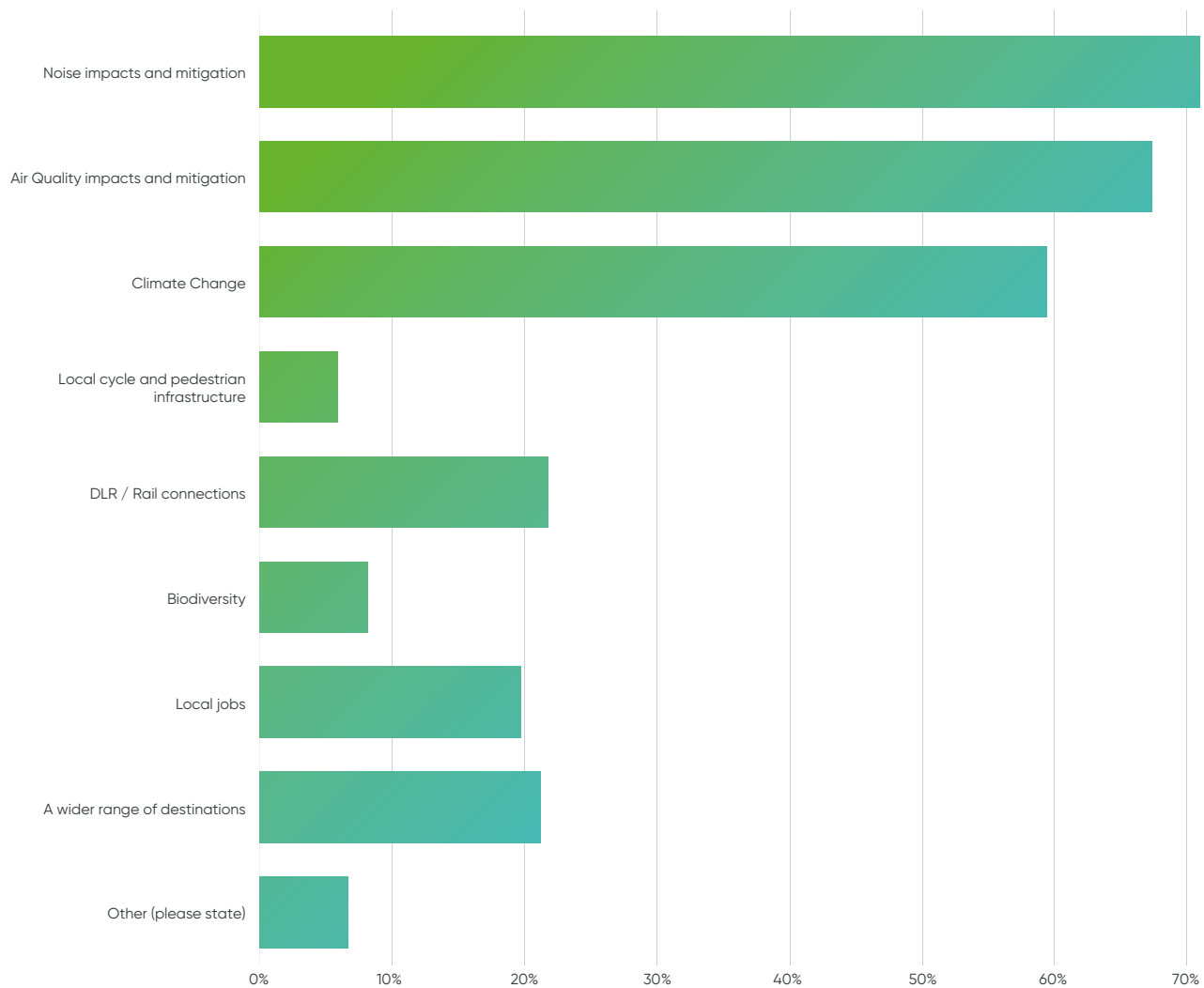
When asked about the importance of potential issues for the airport to consider in its proposals, consultation respondents in all three categories clearly identified three issues:

- 1. Noise impacts and mitigation
- 2. Air quality impacts and mitigation and
- 3. Climate change.

While these top three issues were consistent across online, passenger and event responses, the order differed for passenger responses. Specifically, passengers considered the most important issue to be air quality followed closely by climate change, then noise.

Online responses were heavily weighted toward noise and air quality issues (86% and 76%). Passenger and event responses were more balanced between the three issues. As seen in the charts above, despite the general agreement as to the top three leading issues, the various groups had different points of emphasis on other issues. For instance, passengers and event attendees were far more likely to select 'local jobs' and 'a wider range of destinations' as among their most important issues for the airport to focus on, at about a third of each cohort choosing these issues. Online responses were more heavily skewed towards the top three issues than were the other response cohorts.

Q4: Three most important issues, all sources



7.7.5. Question 5

Q5. We currently have a Sound Insulation Scheme that offers noise mitigation (including glazing and ventilation) to local residents adversely affected by aircraft noise from London City Airport flights. Are you aware of the scheme? If so, would you expect our proposals to be accompanied by further improvements?

The question on LCY's Sound Insulation Scheme was formatted entirely with free-text response boxes, giving respondents the opportunity to indicate both whether they were aware of the scheme, and whether they had specific comments regarding the scheme's operation or ideas as to how it could be improved.

As indicated in the figure above, pluralities or majorities of each response cohort (online respondents, event attendees, and LCY passengers) indicated that they were not already aware of the existence of the Sound Insulation Scheme.

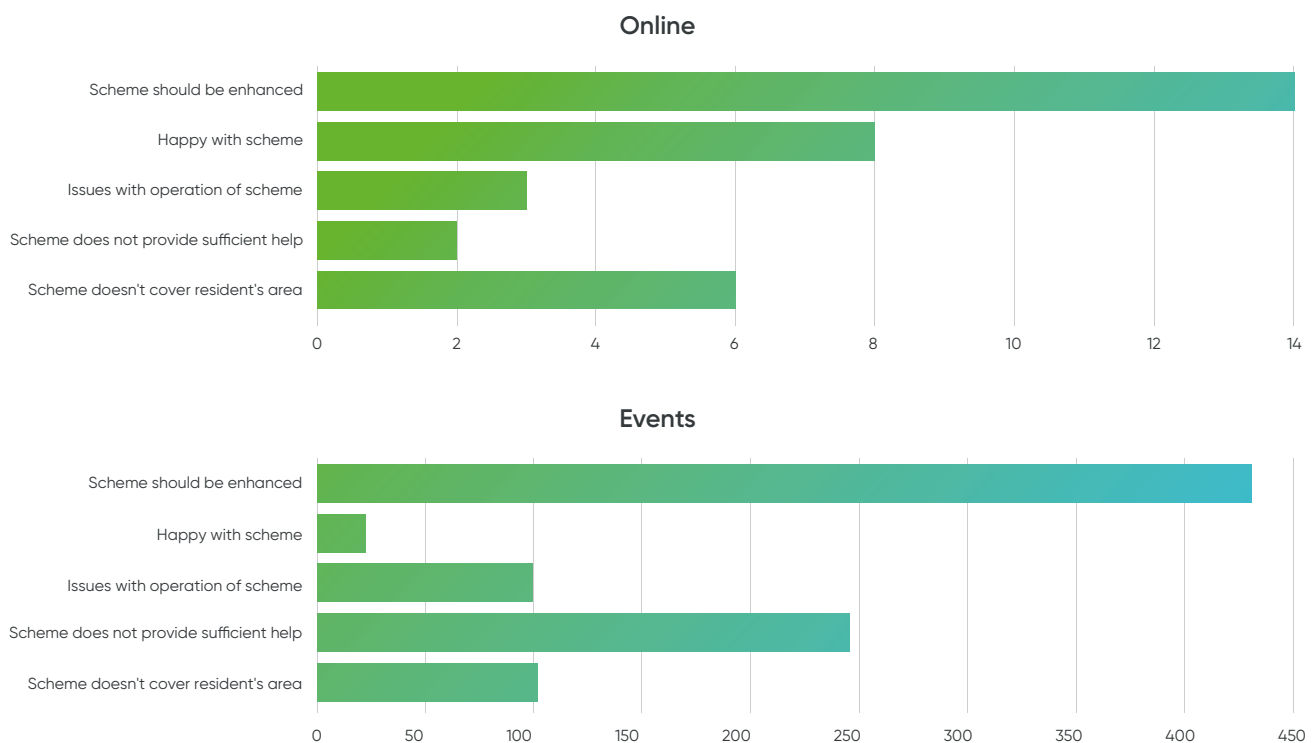
- 16% of **Online** respondents said they were aware of the Sound Insulation Scheme
- 5% of **Passenger** respondents said they were aware of the scheme
- 10% of respondents at **Events** said they were aware of the scheme

Respondents were also asked for their opinion on further improvements that could be made to the scheme in the event the proposals are approved.

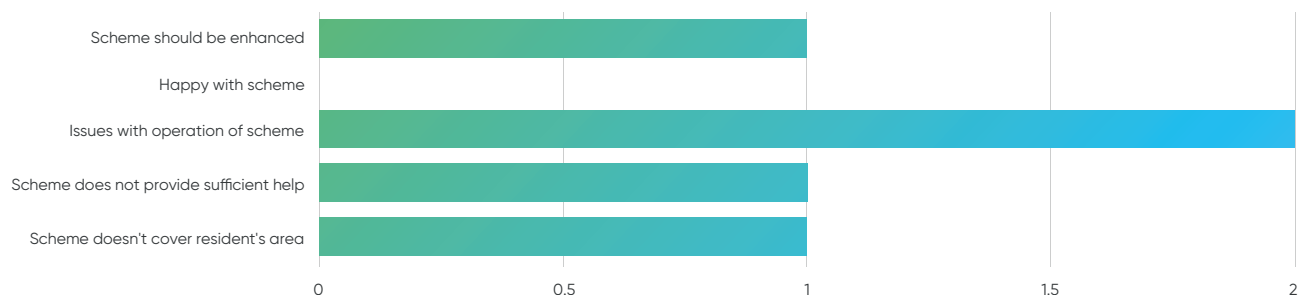
The proportion of respondents to provide an answer to this follow up question on the Sound Insulation Scheme were as follows:

- Online respondents: 75.4%
- Event attendees: 40.2%
- LCY Passengers: 2.8%

The main response themes to this follow up question are summarised below.



Passengers



Of the specific responses for improvements to the scheme, a plurality favoured extending the geographical scope of the scheme such that a higher number of households could avail of it.

"Yes and yes. If this could be improved and extended that would be beneficial".

"I am outside of the scheme area, yet the noise from aircraft is disruptive, annoying, and has an impact on my enjoyment in my own home. You need to extend the area the sound insulation covers".

A number further argued that the publicity around the scheme should be enhanced in order to drive awareness among nearby communities.

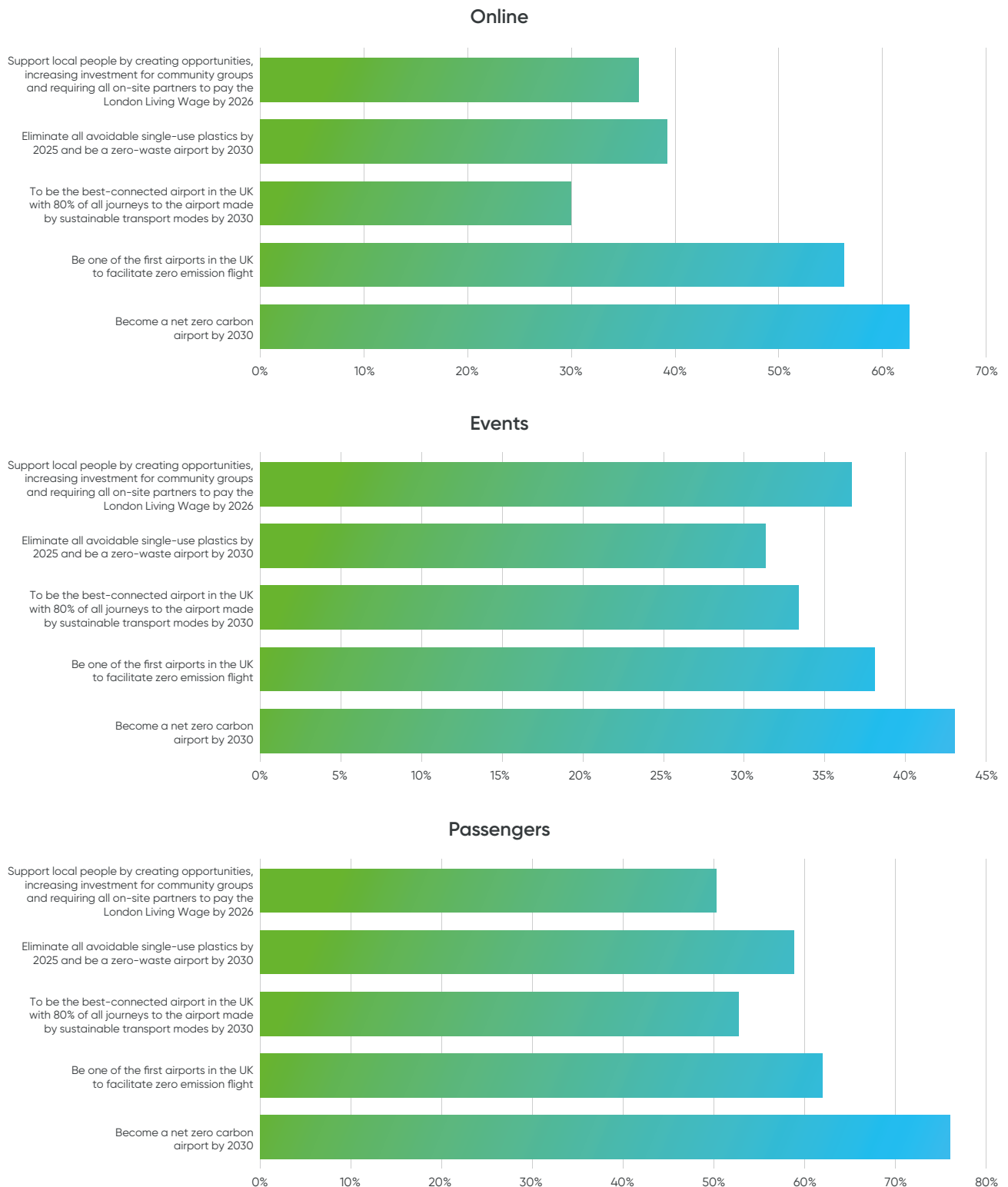
"Not aware. You should make people more aware and market what you offer to help us live and work from home with less noise".

A small number of these responses further offered specific recommendations as to the kind of mitigation measures they would wish to see in an improved scheme.

"Local residents within close proximity to the airport should be offered triple glazing if there is any increase in flights or noise, as it would have unfair impact on residents which always have to endure living near the airport which has exploded in popularity since its creation".

7.7.6. Question 6

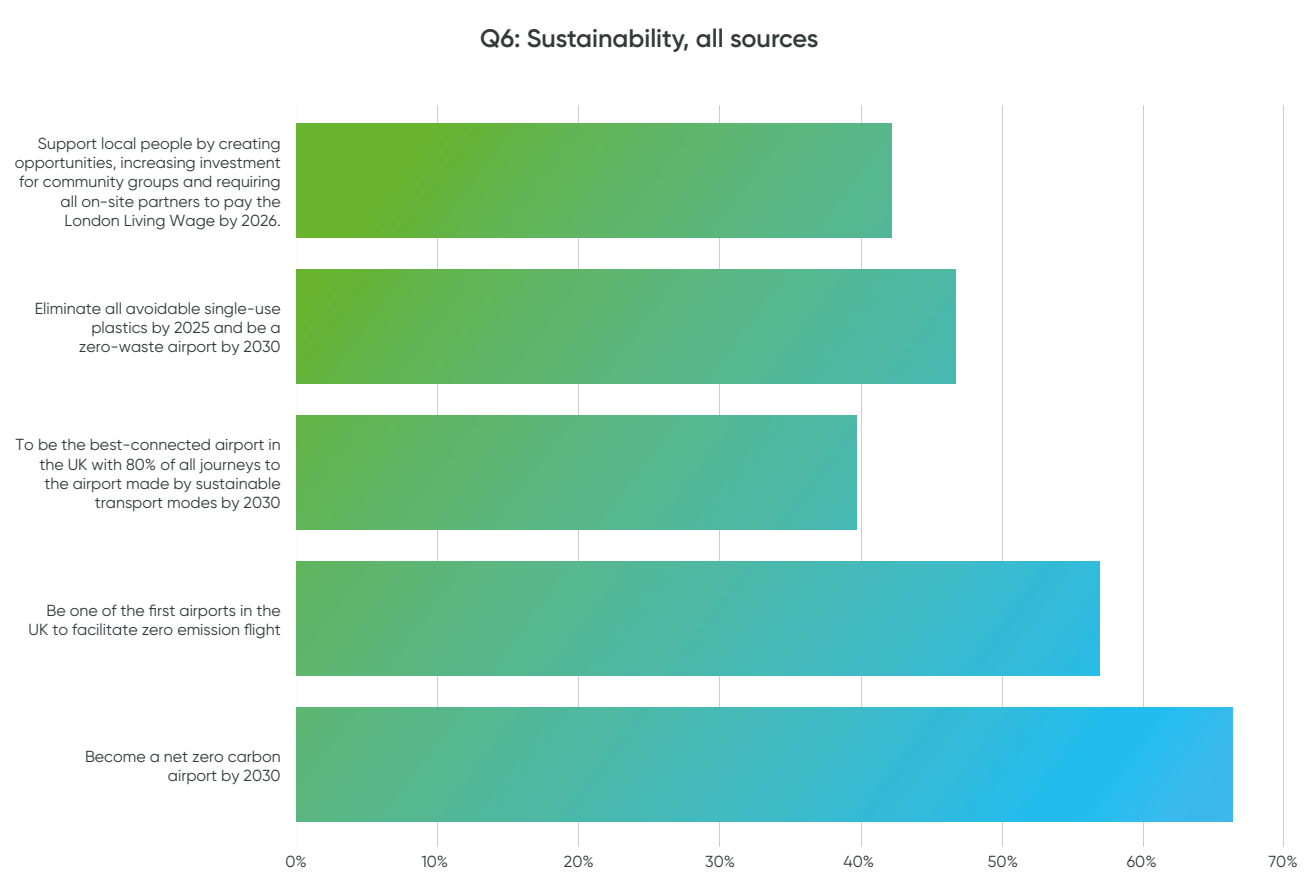
Q6. Our recently published Sustainability Roadmap outlines our plans to become London's first net zero emissions airport by 2030. Our current proposals will bring forward the delivery of our Roadmap commitments. Please identify what you think are the **THREE most important of these commitments**



The commitment to become a net zero carbon airport by 2030 was the most popular response to this question by the overall cohort of respondents.

- 63% of **Online** responses favoured the commitment to become a zero-carbon airport by 2030
- 76% of **Passenger** respondents favoured this commitment
- 42% of respondents at **Events** favoured this commitment.

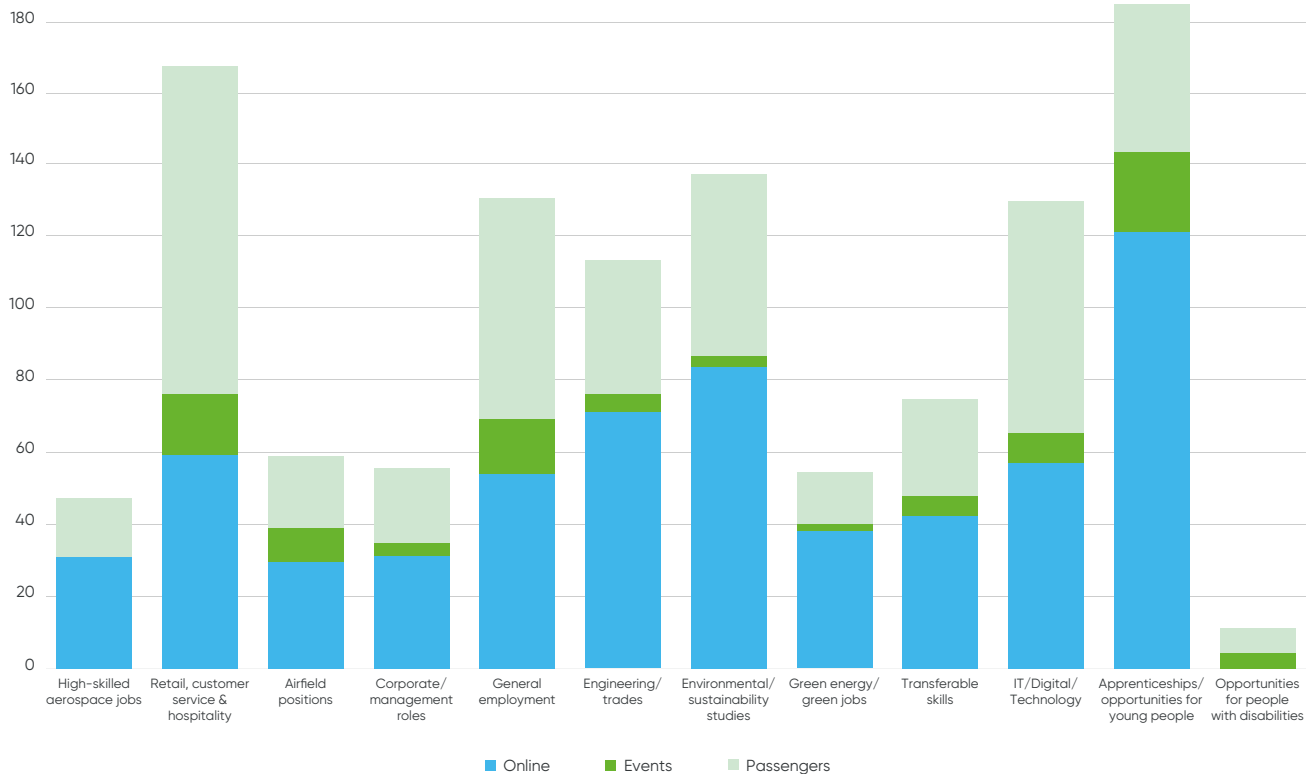
Among all three groups, the second most-favoured sustainability commitment related to being one of the first UK airports to facilitate zero emissions flight.



7.7.7. Question 7

Q7. Our proposals will enable more jobs and training opportunities for local people. What type of training and skills would you like to see the airport invest in as these new jobs are created?

Q7: Investment in Training



This question did not have a high number of answers. It was answered by

- 45% of online respondents
- 24% of event attendees
- 31.9% of LCY passengers

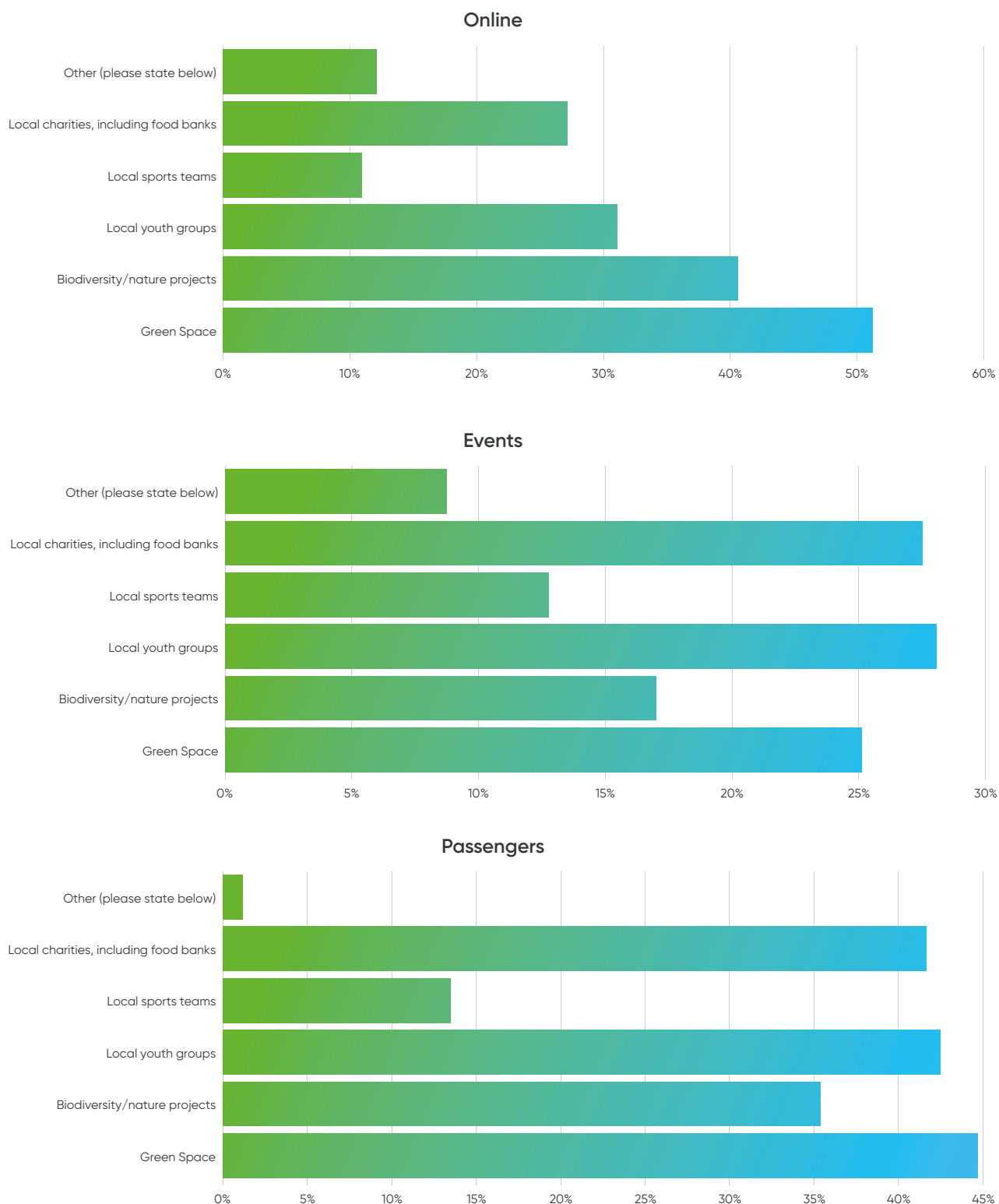
The most common recommendations for types of training and jobs to invest in are summarised in the above chart. Among online respondents and attendees at public events, the most common category of answer to this question related to apprenticeships and opportunities for young people. On the other hand, among passenger respondents in the LCY terminal, the most common response was to suggest retail, customer service and hospitality jobs. Overall, these two categories were the top two most frequent responses.

There followed a number of categories with roughly equivalent levels of support – ‘Environmental/Sustainability Studies’, ‘General Employment’, and ‘IT/Digital/Technology roles’.

One of the most common responses from online respondents related to ‘Engineering/Trades’ jobs. Given that the most popular online response overall related to apprenticeships and opportunities for young people, it is evident that this cohort of respondents’ views align with the airport’s own policy and commitments on local employment, apprenticeships and youth opportunities.

7.7.8. Question 8

Q8. Our Local Community Fund contributes £75,000 a year to local charities and not for profit groups. We are considering significantly enhancing this fund. What types of community projects would you like to see the airport target investment in? (please choose ONE or TWO)



When asked about potential investment areas for an expanded Community Fund consultation respondents favoured four out of the five potential options:

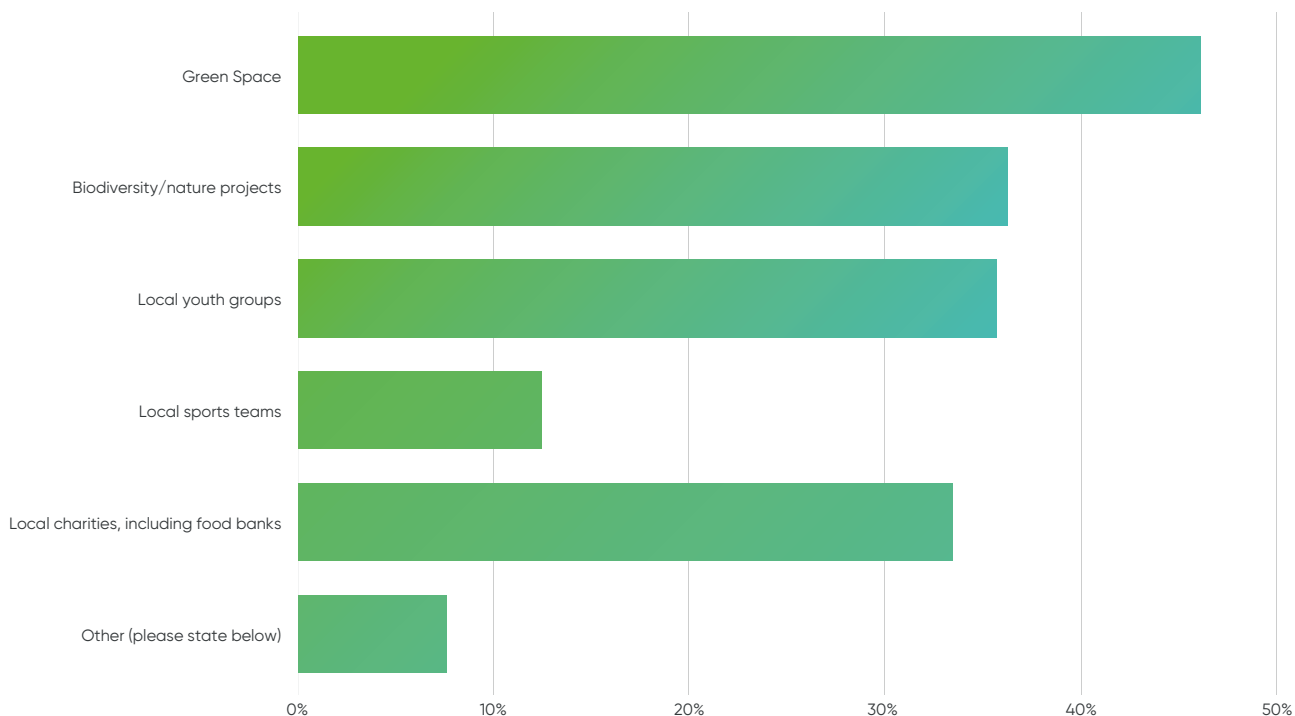
- Green Space
- Biodiversity/nature projects
- Local youth groups
- Local charities, including food banks.

Of five named options for this investment, green space near the airport and in neighbouring boroughs was the most popular response overall (51.81%). While there was an even spread of support for charities,

youth groups and nature projects, the proposal to target investment at local sports teams was only supported by 13.68% of respondents.

The breakdown of responses by cohort can be seen above. Support for local green space investment was twice as popular among passengers whose views were captured in the LCY terminal as among people who were engaged at consultation events. For this group the most popular options were local youth groups and charities – albeit it should be noted that a lower proportion of event-based respondents answered questions which were close to the end of the feedback form.

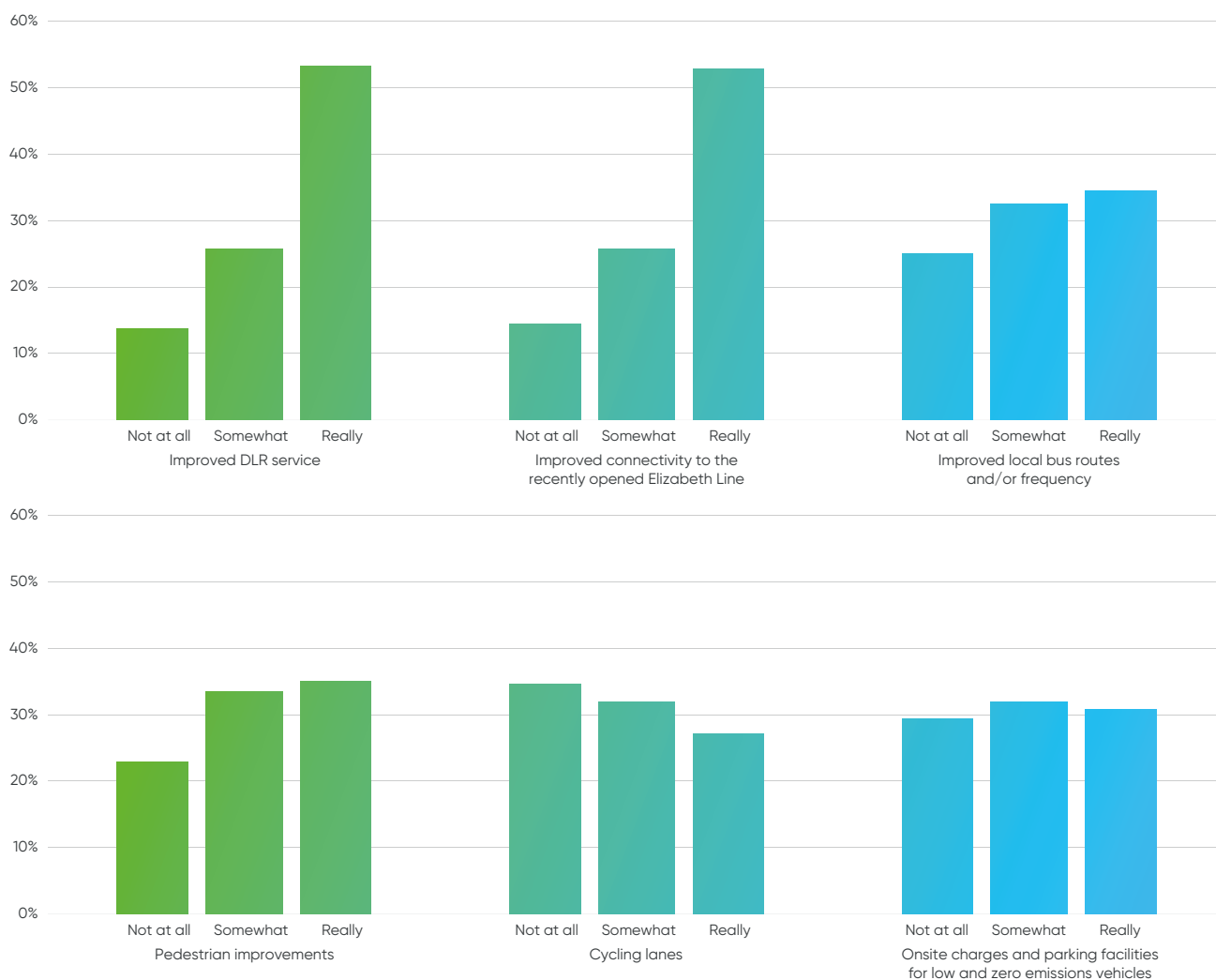
Q8: Community fund investment targeting



7.7.9. Question 9

Q9. We are considering ways to improve public and sustainable transport to and from the airport. Please tell us how important the following options are to you:

Q9: Importance of different sustainable transport options



When asked about a series of potential commitments that the airport could make to accompany any extension to the hours of operation, consultation respondents clearly favoured two key areas:

1. An improved DLR service
2. Improved connectivity to the recently opened Elizabeth line

In contrast, the opinion of respondents was split somewhat evenly with regards to local bus services, pedestrian improvements, cycle lanes and facilities for low and zero emissions vehicles.

Support for DLR improvements and Elizabeth Line connectivity were equally weighted across all respondents. Attendees at consultation events and pop-ups also favoured local bus network improvements (49.18%), while online respondents were more likely in general to say that a given transport improvement was 'not at all' important to them. This may reflect the higher level of opposition to the substantive proposals expressed by online respondents, and an inclination for this cohort to respond in a negative manner to questions in a wider range of topics.

Free-text responses and email correspondence

The group of consultation responses which included the feedback form, the pro-forma email campaign and individual emails from residents was analysed to identify main themes to have featured in the respondents' own words.

The numerical breakdown of such response was as follows:

- 4853 feedback forms
- 513 pro-forma campaign emails
- 57 individual email responses

The 44 campaign responses that were received from elected representatives, business stakeholders, community groups and other public sector bodies have been analysed separately and are covered in Sections 7.1-7.6.

The majority of free-text responses on the feedback came as answers to Q10, 'Do you have any other comments on our consultation proposals?'. A smaller number of free-text responses was also recorded in response to questions around the Sound Insulation Scheme, Community Fund and airport employment and training, as described in Sections 7.7.5-7.7.8. Information about the pro-forma email campaign can be found in Section 7.9, though the themes expressed in this campaign and in individual email submissions are also covered in this section.

As part of the data analysis, the responses received to this section have been qualitatively coded according to the themes and sentiment that they expressed. There was no limit placed on the number of themes that could be assigned to a given response, meaning that the full range of detail and sentiment from each response is captured in the coding matrix.

The following section summarises the main themes contained in these free-text responses, grouped under a number of key headings. As demonstrated below, the most prominent themes raised in the free-text responses were:

- Flying on Saturday afternoons
- Increased early-morning flights
- Increased flights in the last half hour of operations
- The general issue of aircraft noise

- Climate change
- Overall opposition to the airport expanding
- The current impact and potential reform of the airport's flightpaths
- Local air quality
- Critiques of the consultation process
- Transport issues, including the potential development of an LCY Elizabeth Line station

However, there was a significant breadth to the responses overall, and this section endeavours to capture their full diversity.

7.7.10. Concerns about flights on Saturday afternoons and into the evening, including for reasons of aircraft noise

Many responses took issue with flights on Saturday afternoon and into the evening due to perceived impacts on the local noise environment, air quality, and carbon emissions. It is important to remember that there was a great deal of overlap between different categories of responses, and that different respondents made different connections between the various themes to emerge.

While the majority of people with concerns about Saturday flying related these concerns to the issue of aircraft noise, others phrased their concerns about extended hours in the context of broader questions relating to the climate crisis, air quality or the principle of airport expansion.

This section disaggregates the various issues that were raised and deals with each of them fully. Concerns about the proposed extension of Saturday flight times was also a theme expressed in the 513 pro-forma email campaign responses which were received by the consultation inbox.

Specific concerns regarding Saturday afternoon noise

Specific reference is made to the potential for increased aircraft noise on Saturday afternoons in a significant number of feedback form responses.

Residents state opposition to the increased Saturday noise on the grounds that the weekend curfew is the only 'respite' offered to communities from the issue of aircraft noise. A number of responses stated their belief that the reduction in the weekend curfew will impact their quality of life, make enjoyment of their gardens and outdoor space more difficult, increase stress levels and undermine their trust in the actions of the airport. Statements of this theme are closely related to overall opposition to aircraft noise, and general opposition to the full package of proposals.

EXAMPLES

"City airport has no benefit to us as a household, as we don't fly. It does, however, have many disadvantages as we live directly under the flight path."

("...") We strongly disagree with any extra Saturday flights as this would impact one of our only quiet afternoons".

General concerns about extended Saturday flights

General opposition to extended Saturday flying was the most common comment, with many responses not giving a specific reason for their opposition to the proposal. As with many themes in the consultation, comments on Saturday flights were expressed alongside comments on noise impacts generally, local air quality, climate change, and overall opposition to the principle of expansion at the airport.

Among the responses to raise this issue, the theme was one of those expressed in the pro-forma email campaign responses.

EXAMPLES

"I think hours of operation with current movement restrictions should be maintained."

"The promise of more intensive use of quieter aircraft is not good enough".

7.7.11. Concerns about increased early-morning flights, including for reasons of noise

The proposal to increase the permitted number of flights between the hours of 06:30–06:59 from six to twelve received the second highest number of comments from residents, passengers and event attendees.

The reasons for opposition were similar to the reasons given against extended Saturday flights and overall expansion. A majority of people who expressed concerns around early-morning flights related the proposal to the potential for increased noise impacts, while others connected the proposal to broader issues around climate change, air quality or the principle of the airport's growth.

As with previous response themes, it should not be assumed that the only people with an opinion about this proposal are those who referenced it directly, – for instance, a number of other questions on the feedback form directly asked people their opinion on the proposed increase in early-morning flights, so some respondents may have considered their opinion was already taken into account by the time they reached Q10.

This was also a theme expressed in the 513 pro-forma email campaign responses which were received by the consultation inbox.

General concerns regarding increased early-morning flights

Numerous respondents stated their general opposition to the increased number of permitted early-morning flights. Given there are already six flights permitted to take off and land between 06:30 and 06:59, it is possible that responses in this category were partially reflective of the existing impacts of the airport's operation in the areas of noise and environmental factors, in addition to the proposed changes.

By contrast, the proposal to extend the Saturday hours of operation was generally perceived in terms of the impact of the changes rather than dissatisfaction with the status quo.

EXAMPLE

"Operating more frequent flight in the area will do more harm than good. More flights before 7am. This is a joke. You do realise that there are residential flats surrounding the airport. Just move out my neighbourhood. The least thing local residents wants is more flight and extended hour. Enough is enough".

Specific concerns regarding early-morning noise impacts

Closely related to the theme of general opposition to increased early-morning flying was the more specific response that noise impacts in particular could impact residents' lives above and beyond the current status quo. Some respondents stated they feared additional flights in the first half-hour of operations would impact their or their children's sleep patterns, increase stress levels, and decrease their overall enjoyment of living in their local area.

EXAMPLE

"Early morning flights are incredibly disruptive to those of us that live near the airport, any increase will have a detrimental effect on our lives. In a time if visible climate crisis, it is ridiculous to be taking us adding more flights to any airport, let alone surrounded by so many residents".

7.7.12. Aircraft noise impacting quality of life

'Aircraft noise impacts my existing quality of life'

Many respondents stated their belief that noise impacts from the airport already negatively impact their quality of life, and that these should be addressed before any attempt for the airport to expand its operations is brought forward.

Some of these respondents live close to the airport, while others are located in London boroughs further away from LCY, but under flight paths for arrivals or departures.

Respondents also stated that the volume of aircraft noise is the main problem, perceived as being loud enough to interrupt conversations or make working from home difficult. In other cases, it is the frequency with which planes fly nearby that is seen as the main issue.

Aircraft noise from the proposals will make quality of life worse

Connected to the existing perceived impacts of aircraft noise, many residents also responded to say that they believe the aircraft noise resulting from the proposals will make local quality of life worse if approved.

A primary concern for these residents relates to the reduction in weekend 'respite' from aircraft noise should Saturday afternoon flights be permitted. Similarly, increased stress or increased difficulty sleeping in the event of more frequent early morning flights is also mentioned by a number of respondents.

Many residents who responded with some variation to this sentiment also expressed explicit opposition to individual proposals, or to the current configuration of the airport's flight paths.

EXAMPLE

"This needs to be reviewed with local communities who will be affected by this proposal the worst. The increase in noise and pollution will not be covered by any potential job opportunities – it's a losing situation for local residents".

'New generation aircraft are unlikely to make a difference to the amount of aircraft noise that I experience'

Several publicly elected representatives and campaign stakeholders took issue with the commitments from LCY to only fly cleaner, quieter, new generation aircraft in any extended hours of operation. Some of these respondents felt that the incentives for the airlines to re-fleet would not be enough to prompt re-fleeting to happen.

Others felt that despite the commitments, the impacts of the new generation aircraft on the local noise environment would be negligible – for instance that the main reductions in noise occurred during take-off and landing, meaning that the noise reductions felt by communities further from the airport would be more subtle, and potentially counter-acted by the increase in the total number of flights from the airport.

On the other hand, a number of respondents favoured the re-fleeting to new generation aircraft, provided the airport could ensure that it happened.

EXAMPLES

"The new generation of quieter aircraft is a MUST. I have already noticed the effect of the one new Embraer E190-E2/E290 currently in service compared to the majority of E190s. Airline partners should update to these quieter models ASAP!"

"I would propose that you start by ensuring that all flights are made using the 'cleaner, quieter, new generation aircraft' first before proposing extending the hours of use. That way residents will know if these aircraft actually do make any difference to the noise and air pollution we experience."

7.7.13. London City Airport flight paths and area-specific issues

Living under a flight path affecting residents' lives

A common theme in the responses was the respondents' relationship to an LCY flight path for arrivals or departures. While living under a flight path was heavily implied in a significant portion of the responses, a smaller number referenced specific areas in East and South London which the respondents perceive to be negatively affected by aircraft noise or pollution. A few residents framed this in terms of the increasing number of flights to have overflowed their homes over the entire history of LCY, while others specifically referenced the concentration of LCY flight paths which has been implemented over the past decade.

EXAMPLES

"Low flying flights disturb people in Mottingham and New Eltham".

"As a Thamesmead resident directly under the flightpath of this airport and a C.O.P.D. (amongst other illnesses) sufferer, the noise and pollution caused to this area of SE London is already bad enough. Your proposal references East London so yet again we appear to be the forgotten area!"

The airport should consult on airspace reform

Several responses sought the inclusion of a consultation on flight path reform alongside the current proposals. While the progression of the consultation on airspace reform depends to a certain extent on stakeholders external to LCY, the airport is keenly aware of the frustration felt by certain respondents living under airport flight paths. Nonetheless, it is important to emphasise that there is no airspace reform proposed as part of the 'Section 73' application, and any airspace reform will be subject to a separate process. This is covered in more detail in Section 8.

EXAMPLES

"Your flight should have a more diverse path, so it doesn't always create noise at the same place."

"Planes are very low in the flightpath. Change flight path so planes climb more aggressively".

7.7.14. Climate Change

Concerns related to the climate crisis were a common theme in the free-text consultation responses.

Some respondents framed their comments in terms that made it clear they opposed the expansion of air traffic generally, given the impact that the aviation industry has on the total level of global carbon emissions.

Others commented more directly on the proposals themselves, saying that LCY's carbon impact would be increased should the proposals be implemented, with negative consequences for the planet.

Other respondents noted the information in the consultation relating to LCY's Sustainability Roadmap, which among other things sets out a path for the airport to achieve net zero emissions from its operations by 2030. Despite these commitments, a number of residents stated that the Roadmap is rendered irrelevant if it transpires that emissions from the aircraft themselves is predicted to increase.

Aviation contributes to climate change; airport expansion is the wrong thing to do

A common theme in the responses was the belief that given the climate crisis and the overall impact of the aviation industry on global emissions, there is no strong case for airports (both LCY and airports elsewhere) to expand. Many of these respondents wrote that the number of flights that people take should be reduced.

EXAMPLES

"Less flights not more if the airport really wants to reduce the effects of climate change".

"We are in the middle of a climate crisis and there is no way you should be encouraging more flying at all. Every single morning I am woken up by planes flying over my house. Sometimes they are so loud that they set off the baby monitor. I do not want any more".

Increase in carbon emissions from the airport

Related but separate to the general point of opposition to aviation expansion is the specific statement that the proposals have the potential to increase carbon emissions from the airport.

EXAMPLES

"I'm against the proposals as the airport could already introduce quieter, less polluting aircraft but hasn't done so. Aiming for net zero should be an objective irrespective of whether operating hours change".

"Increasing flights is not compatible with net zero, this expansion cannot be allowed".

LCY's sustainability commitments are irrelevant if emissions from aircraft increase

Another climate-related theme is criticism of the commitments made by LCY in its recently published Sustainability Roadmap. As outlined in the consultation materials, the Roadmap proposes actions to enable LCY to become a net-zero carbon airport by 2030 for Scope 1 and 2 emissions.

Some respondents questioned these commitments, given the potential for carbon emissions directly from aircraft (Scope 3 emissions) to increase over the lifetime of the Roadmap. Many such respondents specifically worried that the proposals themselves in some way undercut the drive towards greater sustainability expressed in the Roadmap.

EXAMPLES

"You can kid yourselves that you're going to be zero emissions airport but the reality is you will always put profit above the environment".

"The term 'net zero airport' is extremely misleading when it only refers to the actual airport buildings. Commit to net zero in all of your activities, including flights that leave from the airport, by 2030, and then you will not be green washing".

7.7.15. Overall opposition to the proposals

Some respondents used the feedback form to object to the proposals and the concept of LCY expansion in broad terms. In some cases, this was limited to opposition to the current proposals, while others mentioned the expansion of the airport since it opened in 1987, or recent consultations such as that related to CADP1 or the 2020 master plan, which also included proposals to either expand the airport's infrastructure or alter its conditions of operation.

There were a limited number of responses that directly addressed the proposal to raise the airport's annual permitted passenger cap to 9 million. It may be seen that opposition to this specific measure was felt less intensely than opposition to Saturday or early-morning flying, which generated a higher number of free-text comments and email submissions.

On the other hand the existence of a direct question on the feedback form (Q1) regarding the passenger cap means many respondents likely felt their views on this proposal were already accounted for.

Members of the public opposition to the airport expanding generally

As seen elsewhere in this section, many respondents expressed outright opposition to the airport expanding on a point of principle regardless of the details of the specific Section 73 proposals.

Many of these responses also mentioned issues including climate change, aircraft noise, air quality and related issues.

EXAMPLES

"I am completely against any further expansion of the airport's activities."

"I do not support any expansion of the airport".

Specific references to opposing increasing the permitted annual passenger cap

As referenced above, responses that directly mention the proposal to increase the annual passenger limit were of a lower volume than responses about Saturday or early-morning flying, possibly because this matter had already been canvassed in Question 1.

While most of the negative responses on this theme expressed opposition on a point of principle, others referenced what they saw as potential operational problems facing the airport should it proceed with the changes.

EXAMPLE

"I support the above looking at it from a business perspective however from an operational perspective. The terminal and current equipment cannot handle the extra load of passengers in the first 30mins of opening. The terminal queues currently overflow out of the terminal so adding additional passengers will increase the pressure on the terminal space".

LCY should be shut down and the land used for housing

A number of respondents raised a point that has been made by some political and campaign stakeholders in recent years, namely that given the impact that LCY has on the local noise environment, the airport should be either be moved to a location further from central London, or else shut down entirely.

EXAMPLE

"The only proposals you should realistically be looking at is closing down the airport to make way for a different investment, such as building homes on the area. This airport does not have a place in a climate emergency and will become irrelevant now that the Elizabeth Line exists and now that most city workers are doing a large part of their work from home".

LCY is no longer needed as London is already well-served by multiple major airports

Connected with the desire for the airport to cease operations, a number of respondents also expressed a view that the relevance of LCY to London's transport network was undermined by the presence of other major airports in the city region. Some members of the public felt that the benefit from the section 73 proposals to link LCY in better with major 'hub' airports was questioned by the presence of Heathrow and Gatwick as hub airports in London itself. Others made the point that London is the only city in the world to be served by five major airports, and that the importance of LCY to the city's connectivity was less than the airport stated in the consultation materials.

EXAMPLE

"Don't see why there is a need to expand this airport when it supports a niche sector and sufficient airport capacity is already in or around London already".

7.7.16. Local environmental issues

The issue of local air quality and local environmental impacts was referenced relatively frequently in the free-text portions of the feedback form.

The proposals will harm local air quality, and lead to increased health impacts

Comments ranged from statements that LCY is already perceived to be a significant polluter, to concerns that the proposals if implemented would lead to a deterioration in local air quality and negatively affect the health of local people.

EXAMPLES

"I do not want any expansion. Personally I am not flying and do not think people should be encouraged to fly. There is too much pollution and traffic in Newham already. This will only make things worse."

"I accept living close to airport is not for everyone but it has now got to the stage that if I leave my windows open overnight my flat always smells of aircraft fuel in the morning – this can't be right."

7.7.17. Critiques of the consultation process

A number of respondents took issue with the way the consultation was carried out – for instance raising issues around the way the consultation survey was drafted, the advertising of the consultation exhibitions, and the accessibility of the exhibitions themselves.

The consultation survey was biased

Some members of the public claimed that they believed the consultation survey to be 'biased', i.e. written with a particular outcome in mind, and laid out in a way to forestall opposition to the proposals. Some of these responses highlighted that not all of the survey questions were of direct relevance to the planning application, while others took issue with how the proposals and related benefits were framed. This was accompanied by a feeling from certain respondents that the consultation itself was merely a 'box-ticking' exercise rather than a genuine attempt to engage the community in the airport's decision-making process.

EXAMPLE

"These consultation proposals are biased and based on the presumption there will be more flights. This is not what local people want. They do not want more flights from this airport. This consultation does not allow people to express this view – so it is not fair or open consultation".

The feedback form gave no opportunity to directly object to extended Saturday flights

Criticism of the layout of the feedback form featured in a number of responses. Aside from generalised opposition to the consultation process overall, several residents took issue with the survey not including a direct question which gauged levels of support for the extension in Saturday hours of operation. This is a feature of the pro-forma email campaign.

EXAMPLES

"I do not agree with a change to the Saturday flight restrictions."

"This survey did not ask that question, it think it is important to ask that question."

"There is no option to raise my concerns around increase in noise pollution for most of the weekend when people are outside. This drastically decreases the value of the area in terms of desirability to live. I am opposed to any additional flights".

The consultation was badly advertised

Despite the campaign of print newspaper and social media advertising which was undertaken to promote the launch of the consultation, a number of responses nonetheless felt that an insufficient amount of advertising had gone into the proposals, and that community members were forced to hear about the consultation from friends and neighbours rather than via direct advertising.

EXAMPLES

"You are not seriously trying to inform the public affected otherwise We would have heard of it directly from you rather than finding out by a third parties website".

"None of the unfortunate residents who live under the appalling flight path want any of this. You haven't notified many residents subject to this blight either have you, when many of us living in Dartford, Bexley et al, have not been informed of this consultation. Indeed, I found this quite by accident because of debate concerning this on a local neighbourhood page. Seems you've tried to fly this one under the radar!"

7.7.18. Transport issues

There should be an Elizabeth Line stop built to serve LCY

Many of the members of the public who responded to the consultation expressed an opinion on the recently opened Elizabeth line. A number of these responses stated that given how close the Elizabeth line tunnel runs to the airport, it would make sense for a London City Airport station to be constructed over the coming years. Some felt it made no sense for a station not to have been opened already and felt that it would enhance the connectivity of the airport to the wider London region, which has been opened up since the Elizabeth line opened.

EXAMPLE

"Why didn't you get an Elizabeth line station -- it goes right under the runway!"

LCY is no longer relevant as the Elizabeth Line provides a rapid link to Heathrow

Contrary to the above point, a number of respondents alternatively felt that the opening of the Elizabeth line, which includes a speedier connection from East London to Heathrow Airport, in fact undermines the relevance of LCY. Some of these responses sought to depict the Section 73 proposals as an attempt for LCY to gain market-share among London airports rather than positive changes in their own right.

EXAMPLES

"The airport does not bring any benefit to local residence. The airport is outdated we have the Elizabeth line now that takes us to Heathrow in 35 minutes".

"The Elizabeth line now means people can get to Heathrow a lot quicker and from all over London. There is no real reason to have London City Airport".

LCY should consider other transport improvements – e.g. an improved DLR service, or measures to help with local road traffic

Several additional responses addressed the broader set of issues connected with surface access to the airport. Some of these responses focussed on existing road traffic congestion and argued that expansion of LCY without addressing this traffic could have a negative impact on local people. Others focussed on either the treatment or behaviour of taxi and Uber drivers in the drop-off/pick-up areas of the airport campus.

A number of respondents also wrote about the need for enhancements to the DLR and local bus networks.

EXAMPLES

"The new Elizabeth Line station at Stratford will become a major transit point for LCA. LCA should fund (a) full step free access to/from the DLR, (b) DLR hours and frequency of services to fully match airport operations, and (c) new DLR rolling-stock designed specifically for air travellers and non-stop LCA-Stratford services over DLR tracks".

"Unless you fix the traffic on the A13 A12, Blackwall tunnel then any extra passengers would need to be accommodated. The roads leading to the airport are awful. You are also missing out the impact on events at the Excel and their road capacity at major events."

7.8. Email campaign

In addition to the airport's feedback options it received 513 responses from a dedicated consultation email address sent via the advocacymessaging.org service. This service allows members of the public to submit letters *en masse* to public consultations or political stakeholders. Respondents are asked to provide a name and postcode, before being offered the option to make any changes to a pre-written, pro-forma email summarising a series of points regarding the consultation. These responses are then delivered via email to a single address – in this case, the dedicated LCY consultation inbox.

There were **513 responses** received by the consultation team in this way – approximately 9.5% of the total number of consultation responses. The first email was received on 18 August, with the highest number of responses coming in the first week after this date.

Although the service allowed the option of altering the proforma text, the majority chose not to select this option, and so the text reproduced in Appendix 4 is reflective of the campaign's messaging.

The primary reasons stated for opposition to the proposals in the majority of email campaign responses were as follows:

Opposition related to carbon emissions and climate impacts

The standard email campaign response included reasoning related to the potential for the increased carbon emissions from aircraft movements as a result of the proposals and connected this to broader messaging around the climate emergency and the UK's recent experience of record-breaking heat:

"...the resulting harm this will cause to our climate".

"As you know, the UK is experiencing record-breaking heat and dangerous drought due to climate change. We should be urgently cutting emissions and ending the use of fossil fuels. The airport's plans to expand its operations are the last thing we need. I would like the airport to instead plan to reduce flights, particularly private jet flights which produce incredibly high amounts of emissions per passenger".

Opposition related to noise impacts

The other main reason for opposition expressed by the email campaign related to the potential for increased noise impacts, which the campaign claims will not be offset by the accelerated introduction of new generation aircraft.

"I am writing to you to give my views on London City Airport's proposed expansion, and express my strong opposition to the planned increases in passenger numbers, aircraft noise, and size of plane..."

"I am opposed to the increase in the annual passenger limit and the extension of operating hours. I do not believe that encouraging newer planes will be anywhere close to sufficient to counteract the resulting increase in aircraft noise and emissions. The result will therefore be even more noise suffered by local residents and people living under the airport's flightpaths..."

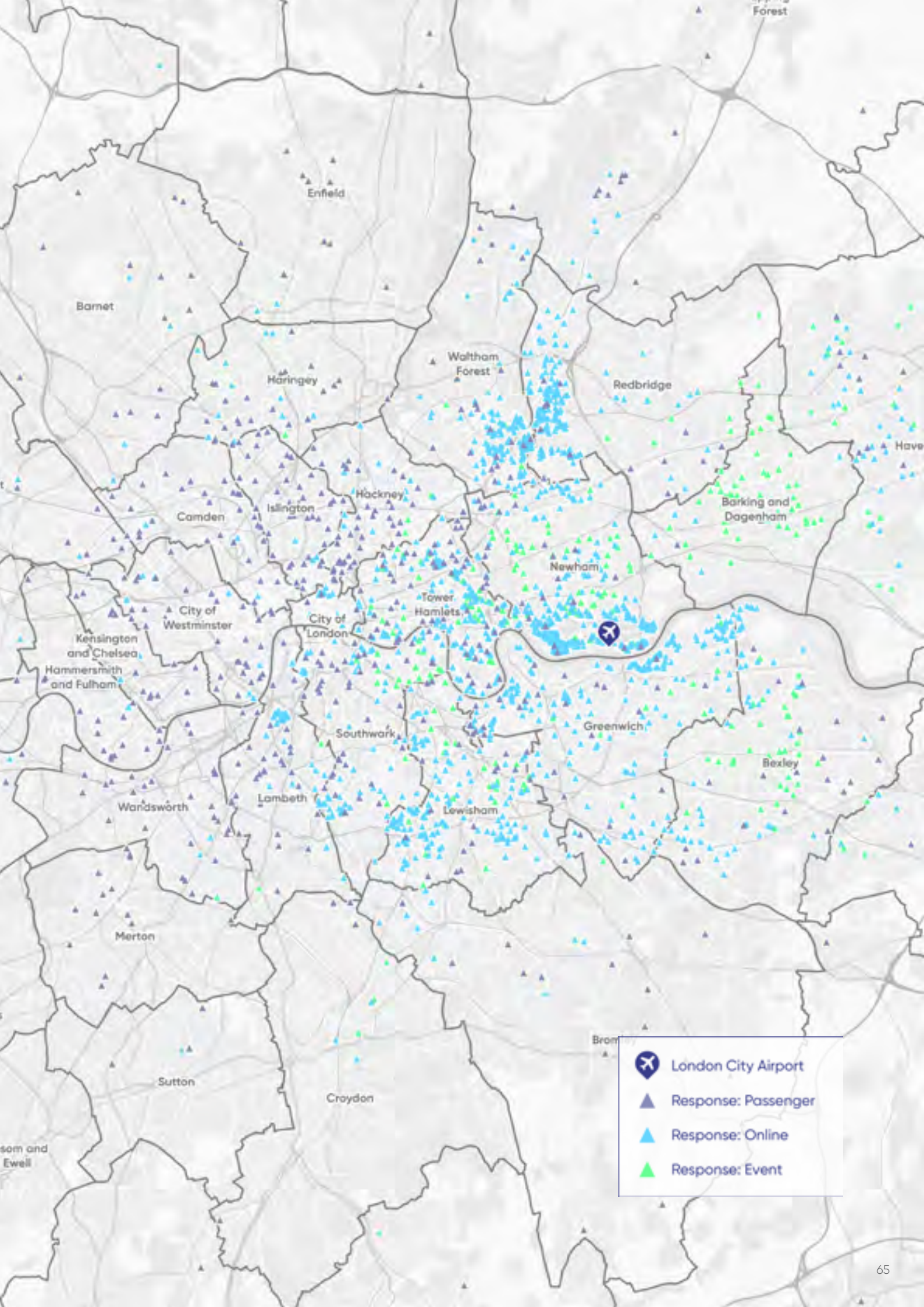
7.9. Geographical location of respondents

Ensuring a balanced and representative geographical spread to the public consultation was identified as a key priority. As highlighted above, public exhibitions and pop-up events were held in numerous boroughs neighbouring the airport in recognition of the fact that interest in the proposed changes would be generated across a wide area.

In addition, passengers who responded to the feedback form in the LCY terminal building were asked for their home postcode. **2,034 passengers** completed feedback forms and the plan below shows the location of the passengers who gave a postcode in the London region. The strongest concentration of postcodes are in North and East London, with additional clusters around the city. Among the passengers engaged as part of the consultation, respondents were recorded as coming from all but two London boroughs (Croydon and Sutton). 614 (30%) of passenger responses were London-based, while the remaining 1,420 (70%) came from outside London.

The online feedback form requested a valid postcode be entered before proceeding. Over 80% of online responses provided a valid UK postcode. At events, printed versions of the feedback form also requested respondents' addresses, with valid postcodes being recorded for over 86% of this cohort.

Maps of the three primary cohorts who engaged with the public consultation and provided their postcodes are reproduced below. As expected, the map of event attendees is concentrated around areas where the events themselves took place, while the passenger heatmap is more reflective of LCY's overall catchment, and the online responses demonstrate a clustering both in the immediate vicinity of the airport, and in a select number of additional locations around London which to some extent reflects the typical flightpaths of LCY arrivals and departures.



The postcodes received as part of the feedback forms were also correlated with the relevant London boroughs. The most common 12 local authorities for each of the cohorts are reproduced below.

The most common borough for both event attendees and online respondents was Newham – unsurprising given both the location of the airport and the fact that three of the consultation events (one public exhibition, and two pop-ups) were located there.

Whereas online and event respondents were quite tightly concentrated in areas adjacent to the airport and its flightpaths, the passengers engaged for the consultation in the LCY terminal were more widely distributed, in a way that reflected the airport's overall catchment area.

Online feedback form by local authority	
Newham	734
Greenwich	246
Redbridge	191
Waltham Forest	171
Lewisham	164
Tower Hamlets	155
Southwark	73
Lambeth	61
Bexley	61
Havering	39
Hackney	13
Haringey	11
Bromley	11

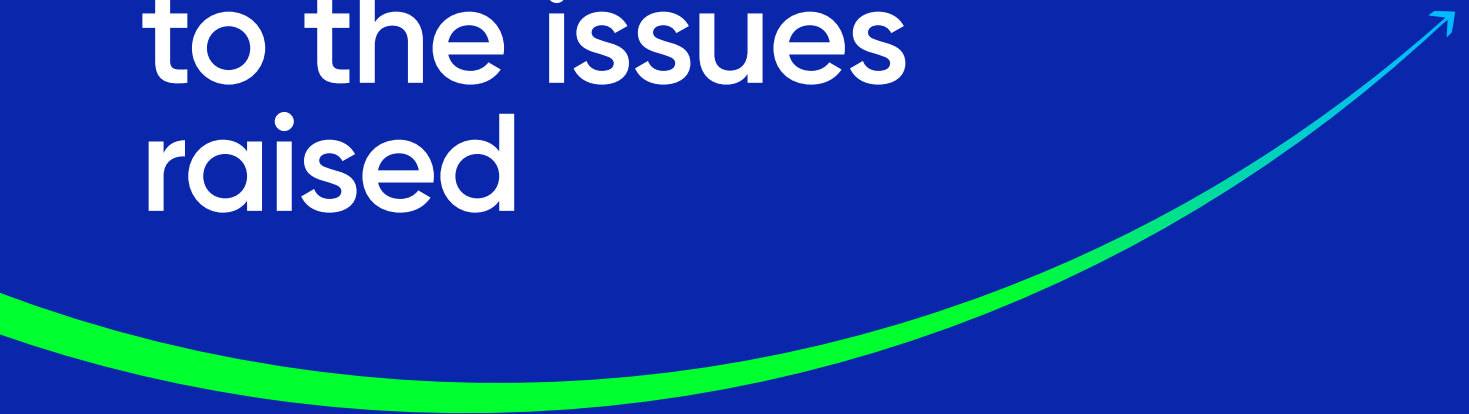
Event attendees by local authority	
Newham	76
Barking and Dagenham	53
Lewisham	48
Southwark	45
Tower Hamlets	42
Bexley	34
Havering	24
Greenwich	11
Redbridge	10
Thurrock	4
Croydon	3

Passenger respondents by local authority	
Tower Hamlets	55
Southwark	47
Islington	44
Hackney	43
Westminster	36
Camden	32
Wandsworth	31
Lambeth	30
City of Edinburgh	27
Greenwich	27
Waltham Forest	23
Newham	23





Airport responses to the issues raised



This section sets out the airport's response to the main themes raised by the consultation feedback and, where relevant, explains how this has influenced the revised proposals in the S73 Application. All consultation feedback was comprehensively analysed by Cratus who then produced 'typical themes' based on the text in all responses. The airport team then reviewed these themes and populated responses, including, where appropriate, revisions to the proposals based on the feedback received.

ISSUE RAISED

General expansion of the airport

SUMMARY OF ISSUES

- General opposition to extended Saturday flying
- Specific opposition to extended Saturday flying for reasons of noise impacts

LONDON CITY AIRPORT'S RESPONSE

LCY recognises and appreciates the concern that many residents may have at the prospect of LCY flights continuing into Saturday afternoons and into the evening (up to 10pm). We also recognise the sensitivity in terms of noise, and that any proposals need to balance the requirements of our airlines with the concerns of local residents and stakeholders as well as mitigating the potential impacts. With these considerations in mind, we have limited the proposed extension to operating hours on Saturday afternoons to what is necessary to operate sufficient movements to enhance the investment case for cleaner, quieter new generation aircraft.

Extended opening hours on Saturdays will allow the airlines to deliver more choice for passengers with new routes enabled by the longer operating period, so delivering economic benefits including additional jobs. Fundamentally, the longer opening period will improve aircraft utilisation and improve the viability of investment and accelerate the transition to cleaner, quieter, new generation aircraft.

To ensure that only the cleanest, quietest aircraft can operate in the new Saturday operating hours, the airport is proposing a condition commitment that only new generation aircraft will be allowed to operate in any newly extended hours on Saturdays as well as any additional flights in the first half hour of the day (0630-0659). This will require airlines to replace their older fleets sooner, 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.

However, taking into account consultation responses received, particularly the desire of almost 30% of online respondents to see earlier closing on Saturday compared to weekdays, **we propose to limit Saturday afternoon opening to 6:30pm**, with an additional hour during the summer season for 12 arrivals (rather than the 10pm suggested in our consultation). This will allow the necessary flexibility for airlines to add more choice for passengers and accelerate re-fleeting while limiting the impacts on residents by maintaining an 18-hour weekend curfew. Our proposals for extended operating hours is the minimum required by the airlines to provide the financial business case to re-fleet.

Feedback on the consultation revealed that noise was the most common concern of respondents. The noise analysis of the proposals shows that the overall amount of noise (taken as the area of the 57 dB LAeq,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. Overall noise at the weekend is forecast to remain similar to 2019 levels, despite the extended Saturday hours, due to greater use of quieter new generation aircraft.

In addition, we will be **significantly enhancing our Sound Insulation Scheme** to lower the noise threshold for eligibility so that more residents affected by noise receive a higher specification of treatment in their homes.. **We will also increase our Community Fund** to £3.85 million and this will target improvements to outdoor amenity areas, particularly those close to the airport and along the flight paths.

Early morning flights

SUMMARY OF ISSUES

- General opposition to increased early-morning flying
- Specific opposition to early-morning flying for reasons of noise

LONDON CITY AIRPORT'S RESPONSE

LCY recognises and appreciates the concern that many residents may have at the prospect of changes to the number of flights in the first half hour of operations (0630–0659). In response to the feedback received from the environmental assessment team, and in discussion with our airlines, we have revised proposals to limit the potential noise impacts while also allowing additional flexibility for airlines to operate early morning routes. The revised proposals limit the number of proposed flights in the first half hour to 9 (an increase of 3 flights compared to the current limit of 6 and a reduction from the consultation stage which originally suggested an increase to 12).

The 3 additional flights between 06:30 to 06:59 will **only be available to cleaner, quieter, new generation aircraft**. Allowing this small number of additional movements will enable additional new generation and quieter aircraft to be based at the airport overnight so facilitating improved connections to hubs enabling passengers to make global connections from LCY as well as enabling the home based operators to make better use of their aircraft, delivering a broader range of services and further enhancing the incentives to refleet.

The 3 additional early morning flights will only result in minor increases in early morning noise, due to the greater use of quieter, new generation aircraft. Early morning noise levels are forecast to remain generally low overall. A new eligibility criterion for the sound insulation scheme will ensure all of those exposed to the highest levels of early morning noise will be eligible for the highest level of sound insulation in their homes.

The additional 3 flights will take place in a period when flights are already permitted and they would be well below the peak hour movements already permitted in the CADP1 permission (45 movements).

Air quality

SUMMARY OF ISSUES

- "The proposals will affect local air quality, and will run the risk of affecting local people's health"

LONDON CITY AIRPORT'S RESPONSE

The airport is located within Newham's whole-borough Air Quality Management Area, and Newham have also approved LCY's Air Quality Management Strategy. There is a pre-existing and comprehensive air quality monitoring network in and around the airport, which includes 16 nitrogen dioxide diffusion tube sites and two automatic monitoring stations.

Our analysis indicates that pollutant concentrations around the airport (such as NO₂, PM₁₀ and PM_{2.5}) will remain below statutory limits with the proposals these pollution concentrations will progressively decrease into the future. The statutory limits are set by Government to protect people's health. The airport will continue to comply with any changes in those limits if they reduce in the future.

LCY is also delivering initiatives to help reduce air pollution in the area. Its aim is for 80% of passenger journeys to the airport to be made by sustainable modes by 2030 which will benefit local air quality on top of their positive impact on carbon emissions. Additionally, LCY is not proposing any increases to the number of car parking spaces already permitted at the airport to encourage other sustainable transport modes and to reduce emissions over time.

Aircraft Noise

SUMMARY OF ISSUES

- "Aircraft noise impacts my existing quality of life"
- "Aircraft noise from the proposals will make quality of life worse"
- "New generation aircraft are unlikely to make a difference to the amount of aircraft noise that I experience"

LONDON CITY AIRPORT'S RESPONSE

A key driver of the proposals has been to incentivise our airlines to re-fleet to cleaner, quieter, next generation aircraft. Taking into account the feedback received we will only permit cleaner, quieter new generation aircraft to fly beyond 12:30 on Saturday afternoons and the 3 movements between 06:30 and 06:59.

This restriction is an important way to incentivise the airlines to accelerate the use of new generation aircraft at LCY.

It is expected that the benefits of this re-fleeting will be felt throughout the week, as airlines operate these newer planes on their existing rotations, and not just on Saturday afternoons or weekday mornings.

Measured noise levels from the new generation aircraft already operating at the airport show that they are significantly quieter, with the biggest improvements on departure.

Due to the greater use of these quieter new generation aircraft and no change to the existing aircraft movement cap, the overall amount of noise (taken as the area of the 57 dB LAeq,16h contour) is forecast to be lower in the future, being less than occurred in 2019 and over 20% less than our currently permitted limit.

In addition to the operational changes that can influence the noise environment, LCY has committed to the rollout of a significantly enhanced Sound Insulation Scheme to lower the noise threshold for eligibility so that more residents affected by noise receive a higher specification of treatment in their homes. We will also increase our Community Fund to £3.85 million and this will target improvements to outdoor amenity areas, particularly those close to the airport and along the flight paths

Concerns about the public consultation

SUMMARY OF ISSUES

- The consultation survey was biased
- The feedback form gave no opportunity to directly object to extended Saturday flying
- The consultation was badly advertised

LONDON CITY AIRPORT'S RESPONSE

The intention of the consultation exercise was to share our proposals with the community and key stakeholders so that feedback from those most affected could help shape our application. The questions in the survey forms were designed to prompt answers on key matters, but 'free text' options were also available for general feedback. Furthermore, a consultation email and postal address were available for those who wanted to express an opinion separately from the survey.

The survey was designed to seek feedback on certain aspects of the proposals. Hence, no question asking respondents to support or oppose Saturday afternoon flights was provided.

As set out in section 4 of this report, the consultation was widely advertised across various media. This generated over 5,000 responses.

Climate change

SUMMARY OF ISSUES

- "Aviation contributes to climate change; airport expansion is the wrong thing to do"
- "The Section 73 proposals will increase carbon emissions from the airport"
- "LCY's sustainability commitments are irrelevant if emissions from aircraft increase"

LONDON CITY AIRPORT'S RESPONSE

The proposals are consistent with the Government's July 2022 Jet Zero Strategy which has set a clear trajectory for the aviation industry to reach net zero emissions by 2050 through a range of measures, including the introduction of sustainable aviation fuels, zero emission aircraft and clear targets for airports themselves.

The Government is clear that a combination of sector carbon targets can be met through technological and other means. Jet Zero recognises that there can be continued growth in the aviation sector without demand management measures to limit flying. The proposals are entirely consistent with this approach. For example, the measures we have taken to incentivise new generation aircraft mean that flights from the airport will become 10% more carbon efficient (on a per passenger basis) than if the airport remained capped at its current limits. Alongside greater use of Sustainable Aviation Fuels our assessment shows that by 2050 the emissions from flights will have reduced eight fold by 2050 compared to emissions in 2019. This means that our proposals, which do not include increasing flight numbers, are fully consistent with the government's objectives to reach net zero aviation emissions by 2050.

Even if our proposals were not approved, the demand for passengers to fly would remain substantially unaltered and passengers from the area served by LCY would have to travel further to alternative airports to make their journeys and potentially fly on older generation aircraft without the same benefits in terms of reducing carbon emissions on a per passenger basis.

LCY's recently published Sustainability Roadmap outlines how the airport will become London's first net zero emissions airport (Scope 1 and 2 emissions). Emissions that the airport does not control but can influence (known as Scope 3) resulting predominantly from flights are predicted to be consistent with the Government's Jet Zero Strategy which sets out an ambitious trajectory for reducing carbon emissions nationally.

LCY continues to actively engage with manufacturers and academic institutions through Project NAPKIN to realise the potential of commercial carbon-free flight. The Airport has also updated and enhanced its CADP1 energy strategy that sets out how we will decarbonise our energy use and accelerate the use of low carbon technologies at the Airport.

Airport flight-paths and area-specific issues

SUMMARY OF ISSUES

- "My local area is disproportionately affected by an LCY flight path – these proposals would make my quality of life worse"
- "Flight path reform is very important to my local community – the airport should consult on the flight path changes before attempting to expand"

LONDON CITY AIRPORT'S RESPONSE

Changes to flightpaths are controlled through a separate Airspace Change Process. This is necessarily a strategic process which requires co-ordination of airports across the South East and is subject to its own comprehensive consultation and assessment process. The application proposals are independent of airspace change. As we have done in the past, we will work with the Civil Aviation Authority and others involved in the Airspace Change Process to prioritise equitable noise management and reduced noise where possible.

Passenger cap and general concerns about the airport

SUMMARY OF ISSUES

- "I'm opposed to the proposed increase to the annual permitted passenger cap"
- LCY should be shut down, and the land used for housing instead
- LCY is no longer needed, as London is already well-served by a number of large airports

LONDON CITY AIRPORT'S RESPONSE

Permitting the growth of the airport to 9 million passengers per annum (mppa) will deliver substantial economic benefits to East London and particularly to those areas identified as in need of 'levelling up' such as in Newham. The proposals will create a substantial number of new jobs for local residents and support economic activity in the local area. The additional connectivity offered through growth in the range and frequency of air services will enhance the attractiveness of the local area to business investment and tourism more generally as well as continuing to support the global role of the City of London.

As air travel demand recovers from the effects of the pandemic, the other London airports will become full again and not able to accommodate the passenger demand. This is why policy supports all airports making best use of their existing runways. The proposal is aimed at making best use of LCY's runway to unlock capacity during a period when there will be restrictions at the other London airports. Failure to expand would lead to passengers having to travel significantly further to access air services, so increasing costs and inconvenience.

The proposals will bring better connectivity, more jobs and other economic benefits

Transport

SUMMARY OF ISSUES

- "There should be an Elizabeth Line stop built to serve LCY"
- LCY should consider other transport improvements – e.g. an improved DLR service, or measures to help with local road traffic
- LCY is no longer relevant as the Elizabeth Line provides a rapid link to Heathrow

LONDON CITY AIRPORT'S RESPONSE

LCY has supported an Elizabeth line station at the airport since the inception of Crossrail. A feasibility study previously found that a new station serving the airport and North Woolwich would have significant benefits. The principle of a new station is also supported in Newham's Local Plan. The airport will continue to work with TfL and stakeholders to examine detailed feasibility over the longer term for such development (separate to the current application).

While the Elizabeth line has created a direct, fast link between Heathrow and east London, LCY offers a much different proposition. It is still the closest and quickest to central London as well as offering a faster transition from check-in to gate.

In any event, as passenger demand recovers from the effects of the pandemic, Heathrow Airport will become full again. LCY needs to be able to accommodate increased passenger demand that cannot be accommodated at Heathrow, or the other London airports, and for which LCY represents the most convenient option.

The Airport is proposing to establish a Sustainable Transport Fund which will provide opportunities for enhanced DLR services, improved bus links especially between the airport and the Elizabeth Line station at Custom House along with improvements to walking and cycling infrastructure. These measures will further support improved performance against the airport's surface access targets.



Conclusion



This report has outlined the consultation exercise that was carried out in summer 2022 in advance of the airport submitting a S73 Application to the London Borough of Newham to change some conditions attached to the airport's current planning permission (CADP1).

In addition to summarising the activities which took place as part of the multi-channel, ten-week, non-statutory consultation, the report has highlighted the consultation responses from each group of relevant stakeholders. This included:

- official responses from local authorities
- elected representatives
- business stakeholders
- campaign groups
- individual emails from members of the public
- a major pro-forma email campaign
- nearly 5,000 individual feedback forms completed online, by attendees at events, and by passengers in the LCY terminal building

While the full range of feedback received as part of the consultation has been balanced, LCY has recognised that there are a number of concerns held by members of the public in particular around the issues of aircraft noise, both as it currently stands and the prospect for higher levels of noise during Saturday afternoons and at each end of the weekday hours of operation. For instance, it was noteworthy that a large number of online respondents said they could not support an increased number of early morning aircraft movements, many respondents from public events or in the LCY terminal indicated they were broadly in favour.

LCY has taken on board both positive and negative feedback to the proposals – in response to these concerns, the proposals that were consulted on have been revised in the S73 Application to take on board and respond to the feedback received.

In particular:

- The application now seeks a reduced extension on Saturday with a proposed closing time of

18:30 (with an additional hour for 12 arrivals only in summer months) rather than 22:00 indicated at the consultation stage.

- Rather than seeking six additional aircraft movements between the hours of 06:30–06:59, limiting the proposals to 3 additional movements.
- no longer pursuing any increased flexibility for delayed departures and arrivals in the last half-hour of operations (the consultation had proposed to remove the annual limit of 400).

These changes to the S73 planning application compared with what was originally envisaged sit alongside a number of commitments that LCY is making to accompany the application. For instance, as outlined in the consultation materials, the airport intends to mandate that only cleaner, quieter, new generation aircraft be permitted to fly in any extended hours of operation. By incentivising the airlines to accelerate their re-fleeting processes with new generation aircraft, a knock-on benefit will be created as the quieter aircraft are used in slots at LCY throughout the week.

In addition, the application is accompanied by a comprehensive mitigation package which will help to lessen the impact on neighbouring communities of the airport's operations, and which will help to share the benefits arising from the airport among a wider range of community stakeholders. This includes:

- working with TfL to enhance the surface access arrangements to and from the airport
- a significantly enhanced Sound Insulation Scheme which builds on the existing scheme with more comprehensive insulation to a greater number of nearby residents
- a significantly enhanced Community Fund (£3.85m)
- increased education and employment funding to better link the operations of the airport with students and workers in surrounding communities

Cratus is confident that the consultation undertaken as part of this Section 73 planning application has been of a high-standard, and has afforded a wide range of stakeholders the opportunity to express their views on both the application itself and a broader range of issues relating to the airport's operation. Having taken account of the feedback presented, a number of changes have been proposed to both the planning application and the suite of mitigation measures which the airport intends to accompany it.



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Appendices

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Appendix 1: Community, local authority, political, business stakeholders

Over the course of the public consultation, responses were received from politicians, local authorities, businesses, representative bodies and community groups. The full list of these stakeholder responses is below:

NAME	ROLE	ORGANISATION	DATE RECEIVED	CATEGORY
Martin Holland	Project Director	8Build	17-Aug	Business
David Bradbury	Chief Commercial Officer	BA City Flyer	18-Aug	Business
Adam Tyndall	Programme Director, Transport	BusinessLDN	09-Sep	Business
Moinul Choudhury	Director – Corporate Affairs	Canary Wharf Group	30-Aug	Business
Simon Dishman	Senior Policy Advisor, CBI	CBI	09-Sep	Business
Zaria Greenhill	Chair	Climate Action Lewisham	08-Sep	Community
Andrew Griffith MP	Minister for Exports	Department for International Trade	18-Jul	Political
Zhanine Smith	Spatial Planning	Essex County Council	14-Sep	Political
Jeremy Rees	Chief Executive	ExCel London	15-Aug	Business
Tim Walker	Chair	Forest Hill Society	09-Sep	Community
Sadiq Khan	Mayor of London	GLA	16-Sep	Political
Zack Polanski AM	London Assembly Member	Green Party	20-Sep	Political
John Stewart	Chair	HACAN East	01-Sep	Community
Howard Dove	Operations Manager	Holiday Extras Ltd	06-Sep	Business
Warner Rootliep	Managing Director	KLM CityHopper	01-Sep	Business
Len Duvall AM	London Assembly Member	Labour	09-Sep	Political
Cllr Larry Ferguson	Thamesmead East Ward Councillor	LB Bexley	09-Sep	Political
David Freestone	Senior Transport & Development Officer	LB Bexley	08-Sep	Political
David Cartwright, Will Rowlands	Mottingham Ward Councillors	LB Bromley	05-Sep	Political
Cllr Matt Hartley, Cllr John Hills	Mottingham, Coldharbour and New Eltham Ward Councillors	LB Greenwich	09-Sep	Political
Daniel Douglas	Team Leader Transport Planning	LB Havering	02-Sep	Political
Eliane Foteu	Environmental Protection Manager, LB Lewisham	LB Lewisham	08-Sep	Political

NAME	ROLE	ORGANISATION	DATE RECEIVED	CATEGORY
Cllr Jo Blackman, Cllr Sheila Bain	Cabinet Members for Environment & Civic Pride, and for Planning & Planning Enforcement	LB Redbridge	09-Sep	Political
Cllr Clyde Loakes	Deputy Leader and Cabinet Member for Climate and Air Quality	LB Waltham Forest	06-Sep	Political
Cllr Clyde Loakes	Deputy Leader and Cabinet Member for Climate and Air Quality	LB Waltham Forest	05-Jul	Political
Richard Burge	Chief Executive	LCCI	19-Jul	Business
Caroline Pidgeon MBE	London Assembly Member	Liberal Democrats	27-Jul	Political
Marcel Hess	Senior Manager – Airport Economics	Lufthansa	31-Aug	Business
Ian Heyhoe	Managing Director, Aviation	Marsh McLennan	05-Aug	Business
Richard Parker	Station Manager	Menzies Aviation	16-Aug	Business
Ian Hackett	Superintendent Operations – SO18 Aviation Policing	Metropolitan Police Service	17-Aug	Business
Deborah Frimpong	Chair	Moorings Neighbourhood Forum	02-Sep	Community
Richard Constable	Global Head of Government Affairs and Social Impact	MSG Entertainment	09-Sep	Business
Helen Hayes	Member of Parliament – Dulwich and West Norwood	Parliament	19-Aug	Political
Ellie Reeves MP	Member of Parliament – Lewisham West and Penge	Parliament	09-Sep	Political
John Cryer MP	Member of Parliament – Leyton and Wanstead	Parliament	05-Sep	Political
Lyn Brown MP	Member of Parliament – West Ham	Parliament	05-Sep	Political
Clive Efford MP	Member of Parliament – Eltham	Parliament	30-Aug	Political
Wes Streeting MP	Member of Parliament – Ilford North	Parliament	14-Jul	Political
Sir Stephen Timms MP	Member of Parliament – East Ham	Parliament	13-Jul	Political
Ryan Nibbs	Assistant Director – Transport	RB Greenwich	27-Jul	Political
James Thompson	Chair	The Dulwich Society	08-Sep	Community

Appendix 2: Planning policy documents referenced in this report

Aviation Policy Framework

The Aviation Policy Framework highlights the importance of local collaboration and provides useful guidance in how airports and local stakeholders work together. It also acknowledges that there is not a 'one size fits all' model for local engagement [para. 4.3] and instead encourages good practice to 'strengthen and streamline' the way in which airports and stakeholders work together.

Beyond the Horizon – the future of UK aviation: Making Best Use of Existing Runways

Guidance contained within the Government's document "Beyond the horizon – the future of UK aviation. Next steps towards an Aviation Strategy" acknowledges the balance that must be struck by decision makers in considering proposals by airports seeking to make the best use of their existing infrastructure and the potential environmental impacts faced by communities surrounding airports. While it is not explicit about pre-application engagement, it states that:

"As part their planning applications airports will need to demonstrate how they will mitigate local environmental issues, which can then be presented to, and considered by, communities as part of the planning consultation process. This ensures that local stakeholders are given appropriate opportunity to input into potential changes which affect their environment and have their say on airport applications." [para. 1.24]

National Planning Policy Framework

Consultation work has complied with the National Planning Policy Framework (2021) in relation to pre-application engagement and front-loading consultation. These principles are outlined below:

"Pre-application engagement and front-loading

39. Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.

40. Local planning authorities have a key role to play in encouraging other parties to take maximum advantage of the pre-application stage. They cannot require that a developer engages with them before submitting a planning application, but they should encourage take-up of any pre-application services they offer.

They should also, where they think this would be beneficial, encourage any applicants who are not already required to do so by law to engage with the local community and, where relevant, with statutory and non-statutory consultees, before submitting their applications.

41. The more issues that can be resolved at pre-application stage, including the need to deliver improvements in infrastructure and affordable housing, the greater the benefits. For their role in the planning system to be effective and positive, statutory planning consultees will need to take the same early, pro-active approach, and provide advice in a timely manner throughout the development process. This assists local planning authorities in issuing timely decisions, helping to ensure that applicants do not experience unnecessary delays and costs.

42. The participation of other consenting bodies in pre-application discussions should enable early consideration of all the fundamental issues relating to whether a particular development will be acceptable in principle, even where other consents relating to how a development is built or operated are needed at a later stage. Wherever possible, parallel processing of other consents should be encouraged to help speed up the process and resolve any issues as early as possible.

43. The right information is crucial to good decision-making, particularly where formal assessments are required (such as Environmental Impact Assessment, Habitats Regulations assessment and flood risk assessment). To avoid delay, applicants should discuss what information is needed with the local planning authority and expert bodies as early as possible."

London Borough of Newham

As the airport is situated within the London Borough of Newham, particular care was taken to ensure that the consultation exercise was not only in line with their Statement of Community Involvement, but exceeded their recommendations. The SCI, which was approved by the London Borough of Newham in September 2022, encourages applications to abide by good practice regarding early community engagement:

4.7. National policy encourages applicants to hold informal discussions with the local planning authority prior to formally submitting a planning application. The Council encourages applicants to engage with the Council's pre-application process and to show evidence of early and meaningful engagement with local people, particularly on large or complex proposals.

4.8. The Council recognises that generally, other than on large scale infrastructure projects, the choice to undertake pre-application discussions with the Council lies with the applicant and not all development proposals will go through this process. Where they do however, we strongly encourage applicants to undertake continued and meaningful

engagement with the local community and other stakeholders, recognising that consultation is key to shaping a development, ensuring its impact are acceptable to the community and stakeholders, enable better coordination between public and private resources and improved outcomes for the community.

4.9 The following table outlines engagement approaches that the Council would recommend in relation to different scales of development proposal, though note that these are recommendations only and we cannot require that these recommendations are followed. However, the Local Plan now requires that all Strategic Sites (and other development of a similarly significant scale) are 'masterplanned' and clarifies that:

Such masterplanning should be the subject of early engagement with the public and other technical stakeholders, as well as consultation on different iterations as details are established. The Council's Statement of Community Involvement will be a relevant consideration in formulating a consultation strategy. (Policy S1 para 1.9)

TYPE	EXAMPLES	RECOMMENDATION
Householder and small business	<ul style="list-style-type: none"> Development (that requires planning permission) within the curtilage of a house (some extensions, conservatories, loft conversions, dormer windows etc.) Business premises up to 300m² 	<ul style="list-style-type: none"> Discuss proposal with neighbours and other nearby occupiers / owners of properties and land. Use of the Council's pre-application advice service is encouraged.
Minor development	<ul style="list-style-type: none"> New dwelling(s) comprising fewer than 10 homes Less than 1000m² of nonresidential floorspace (new or change of use) 	<ul style="list-style-type: none"> The above + Engage with local interest groups (e.g., neighbourhood forums / residents associations) at earliest possible stage in developing the proposal. Use of the Council's pre-application advice service is encouraged.
'Small' Major development	<ul style="list-style-type: none"> 10 – 24 homes; or, 1,000 – 4,999m² of nonresidential floorspace 	<ul style="list-style-type: none"> The above + Discuss proposal with relevant statutory bodies, flyers/mail drop to interested parties. Use of the Council's pre-application advice service is strongly encouraged.

TYPE	EXAMPLES	RECOMMENDATION
Medium' Major development	<ul style="list-style-type: none"> • 25 – 150 homes: or, • 5,000 – 14,999m² of nonresidential floorspace 	<ul style="list-style-type: none"> • The above + • Public meeting with interested parties / an exhibition and drop-in session in an accessible local venue. • Publicise via website, local press, social media and flyers. • Engage with relevant ward councillors • Use of the Council's pre-application advice service is strongly encouraged.
'Significant' Major development	<ul style="list-style-type: none"> • 151 or more homes • 15,000 m² or more of nonresidential floorspace or on a site of at least 2 hectares • Any waste facility development 	<ul style="list-style-type: none"> • The above + • Two rounds of consultation. • Workshop/public meeting with statutory bodies, nearby occupiers, businesses, ward councillors and local interest groups (e.g., neighbourhood forums and residents' associations). • Use of the Council's pre-application advice service is strongly encouraged.

Given the existing scale of the airport, and the number of people potentially affected by changes to aspects of the airport's operations, it was agreed to treat the application as a significant major application for the purposes of consultation. By undertaking the following engagement activities the airport both met and exceeded the recommendations of the SCI:

- A ten-week consultation period
- 16 exhibition events
- 9 Pop-up
- A wide-ranging communications campaign
- A dedicated consultation website including a virtual exhibition room
- An extensive series of direct meetings with political, community and industry stakeholders
- The airport's usage of Newham Council's pre-application service

Appendix 3: Text of pro-forma email campaign

As outlined above, an organised campaign of email responses resulted in 513 further responses being addressed to the dedicated public consultation inbox. This accounts for slightly over 9.5% of all responses received. While a small number of respondents made edits to the text or subject line of the email, for the most part the emails received as part of this campaign were identical to the below.

Response to London City Airport consultation

Hello,

I am writing to you to give my views on London City Airport's proposed expansion, and express my strong opposition to the planned increases in passenger numbers, aircraft noise, and size of plane - and the resulting harm this will cause to our climate. I am responding by email because the questions in the consultation did not allow me to fully express my views and concerns about the airport's proposals.

I am opposed to the increase in the annual passenger limit and the extension of operating hours. I do not believe that encouraging newer planes will be anywhere close to sufficient to counteract the resulting increase in aircraft noise and emissions. The result will therefore be even more noise suffered by local residents and people living under the airport's flightpaths - and even higher emissions of dangerous greenhouse gases, worsening the climate crisis which is already causing huge harm to people around the world.

As you know, the UK is experiencing record-breaking heat and dangerous drought due to climate change. We should be urgently cutting emissions and ending the use of fossil fuels. The airport's plans to expand its operations are the last thing we need. I would like the airport to instead plan to reduce flights, particularly private jet flights which produce incredibly high amounts of emissions per passenger.

Yours,


[Name]

[Postcode]

Appendix 4: Consultation Feedback Form

The below is a full reproduction of the layout of the feedback form which was filled out online, by attendees at LCY events, and in the LCY terminal building.

London City Airport Consultation Feedback Form



1. We propose to increase our annual passenger limit from 6.5 million to 9 million without increasing the permitted number of annual flights. To what extent do you support the increase in the passenger limit?

☐ Strongly
 ☐ Somewhat
 ☐ Not at all

2. We propose to extend our current Saturday operating hours to allow some flights in the afternoon and evening, but no later than 22:00.

2a. Please tell us how important the following benefits are to you should the airport open later on a Saturday to allow some flights:

	Really	Somewhat	Not at all
A commitment that only cleaner, quieter, new generation aircraft will be allowed to fly during any extended hours	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The related benefit of more quieter, cleaner, new generation aircraft flying throughout the week	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More choice of holiday destinations becoming available from LCY, such as the Canaries and Greek Islands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2b. If operating hours are extended to allow some flights beyond 12:30 on a Saturday, which of the following would be most important for the airport to commit to? (Select ONE or TWO)

☐ Only flying cleaner, quieter, new generation aircraft during that period

☐ Closing earlier on a Saturday than on other days of the week (for example the same time as high street retailers and offices)

☐ More choice of destinations

☐ Other

☐ More mitigation to reduce the effects of noise in local properties and deliver more community benefits

☐ Don't know

☐ None of the above

3. We are currently permitted to operate up to six flights between 6.30am and 6.59am Monday to Saturday. This restriction limits passengers' ability to fly to hub airports such as Paris and Amsterdam that connect to other global business and leisure destinations. To what extent do you support an additional six flights between 6.30am and 6.59am if those flights were only on cleaner, quieter, new generation aircraft?

☐ Strongly
 ☐ Somewhat
 ☐ Not at all

Wider Considerations

4. Please identify the THREE most important issues for the airport to consider in its proposals:

- | | |
|--|--|
| <input type="checkbox"/> Noise impacts and mitigation | <input type="checkbox"/> Biodiversity |
| <input type="checkbox"/> Air Quality impacts and mitigation | <input type="checkbox"/> Local jobs |
| <input type="checkbox"/> Climate Change | <input type="checkbox"/> A wider range of destinations |
| <input type="checkbox"/> Local cycle and pedestrian infrastructure | <input type="checkbox"/> Other (please state below) |
| <input type="checkbox"/> DLR / Rail connections | |

5. We currently have a Sound Insulation Scheme that offers noise mitigation (including glazing and ventilation) to local residents adversely affected by aircraft noise from London City Airport flights. Are you aware of the scheme? If so, would you expect our proposals to be accompanied by further improvements?

If 'yes' do you have any suggestions on how our Sound Insulation Scheme could be further improved?

6. Our recently published Sustainability Roadmap outlines our plans to become London's first net zero emissions airport by 2030. Our current proposals will bring forward the delivery of our Roadmap commitments. Please identify what you think are the THREE most important of these commitments:

- | | |
|---|---|
| <input type="checkbox"/> Become a net zero carbon airport by 2030 | <input type="checkbox"/> Eliminate all avoidable single-use plastics by 2025 and be a zero-waste airport by 2030 |
| <input type="checkbox"/> Be one of the first airports in the UK to facilitate zero emission flight | <input type="checkbox"/> Support local people by creating opportunities, increasing investment for community groups and requiring all on-site partners to pay the London Living Wage by 2026. |
| <input type="checkbox"/> To be the best-connected airport in the UK with 80% of all journeys to the airport made by sustainable transport modes by 2030 | |

7. Our proposals will enable more jobs and training opportunities for local people. What type of training and skills would you like to see the airport invest in as these new jobs are created?

8. Our Local Community Fund contributes £75,000 a year to local charities and not for profit groups. We are considering significantly enhancing this fund. What types of community projects would you like to see the airport target investment in? (please choose ONE or TWO)

- | | |
|---|--|
| <input type="checkbox"/> Green Space | <input type="checkbox"/> Local sports teams |
| <input type="checkbox"/> Biodiversity/nature projects | <input type="checkbox"/> Local charities, including food banks |
| <input type="checkbox"/> Local youth groups | <input type="checkbox"/> Other (please state below) |

9. We are considering ways to improve public and sustainable transport to and from the airport.
Please tell us how important the following options are to you:

	Really	Somewhat	Not at all
Improved DLR service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved connectivity to the recently opened Elizabeth Line	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved Local bus routes and/or frequency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian improvements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycling lanes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Onsite charge and parking facilities for low and zero emissions vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

10. Do you have any other comments on our consultation proposals?

Data protection: Your information and comments will be held by Cratus Communications on behalf of the applicant. Your information may be passed to the Local Planning Authority as part of a future planning application. By filling in this form you agree to be contacted in relation to this planning application.

For any other comments or questions, please email londoncityairport@cratus.co.uk



CADP Minor-Material Amendment Proposals – Approach to Consultation

In June 2019, the airport published its draft Master Plan which was followed by a 16-week consultation from June to October 2019. The final Master Plan was published in December 2020 and set our sustainable direction to accommodate 11m passengers per year by the mid to late-2030s.

The first step in delivering our Master Plan ambition is a S73 application to amend the current CADP consent to allow 9m passengers per year, while not increasing the number of flights capped at 111,000 per year. This will involve changes to our operating hours on Saturdays and increasing operational flexibility early mornings and evenings.

We propose to undertake pre-application public consultation on these proposals from 1 July 2022 for a period of 10 weeks, ending 9 September. The LCACC will be briefed the day before the launch, 30 June. This consultation is a natural progression from the previous master plan consultation undertaken in 2019.

Although there is no statutory obligation to undertake pre-application consultation for this S73 application, we acknowledge the benefits that engagement with our community and stakeholders will bring to help shape our proposals. The NPPF (para. 40, 41) highlights the importance of this engagement to resolve more issues at the pre-application stage, particularly to assist the local planning authority to issue timely decisions and avoid unnecessary delays and costs to the applicant.

We are aware that the consultation period will overlap with the summer school holidays, that is why we have allowed three weeks in July and an additional week in September to be clear of the holiday period.

A total of seven public consultation events will be held before the summer school holidays, specifically from the 11th to the 22nd of July. These will be at the following locations:

- Newham – Britannia Village Hall, Tuesday 12 July
- Tower Hamlets – Bernie Cameron Community Centre, Wednesday 13 July
- City of London – Dutch Church, 7 Austin Friars, Thursday 14 July (evening)

- Lewisham – St Mary's Centre, Thursday 14 July (day)
- Greenwich – Clockhouse Community Centre, Tuesday 19 July
- Redbridge – Central Library, Wednesday 20 July
- Waltham Forest – Priory Court Community Centre, Friday 22 July

The locations of the events are shown below.



Consultation events will also be held for passengers and staff within the terminal, and further pop-up events will also be held at local community events. These are:

- Airport – Thursday 30 June
- Crisp Street Market, Tower Hamlets – Friday 1 July
- Broadway Shopping Centre, Bexley – Friday 8 July
- The Mercury, Romford – Thursday 21 July
- One Borough Festival, Barking & Dagenham – Saturday 23 July
- Gallions Reach, Newham – Saturday 6 August
- The Glades, Bromley – Saturday 13 August

We will be advertising the consultation and events through local press, flyers and social media. Information will be made available online through a dedicated website, and key documentation, feedback forms and Q&A leaflets will be available via the website and at public events.

We will also be advertising in our community newsletter, which provides physical copies to 9,000 properties in the Royal Docks and to community centres in Newham.

Other publications in Newham that will carry the advertisement include the Newham Recorder (circulation – c.6,000 copies) and Wharf Life (circulation – 15,000 copies).

Local politicians will be contacted directly at the start of the consultation and invited to engage in the process through direct meetings. We also intend to brief Newham's Members Forum.

East London Borough Councils and politicians will receive a letter with details about our proposals and our consultation, including, how they can provide feedback throughout the 10-week consultation and where appropriate, our consultation events taking place in their Borough. Details about our consultation will also be supported by local newspaper and social media advertising, flyers and further pop-up events across various other Boroughs.

Following the public consultation, feedback will be considered and taken into account before finalising our plans and submitting the application. The application will be accompanied by a Statement of Community Involvement which will summarise the consultation process and findings.

Appendix 6: Press release announcing consultation, 30 June 2022

London City Airport begins 10-week consultation on changes to its existing planning permission

- The airport expects to welcome 3 million passengers this year and is predicting a return to pre-pandemic passenger numbers (2019) of 5 million, potentially as soon as 2024
- The consultation outlines how the airport can meet future demand of up to 9 million passengers by 2031, by making best use of its existing runway and infrastructure, in line with its 2020 master plan and the UK Government's aviation policy
- Central to the plans is a commitment to become the first UK airport to mandate the use of cleaner, quieter, new generation aircraft at specific times of the day – benefiting local residents throughout the week
- The additional passenger numbers can be delivered with no additional flights, no changes to the current 8hr night-time curfew and no additional infrastructure, helping London to recover more quickly, and prosper, in the decade ahead
- 2,100 additional jobs will be created while the plans will also provide a boost to business productivity locally equivalent to £530m a year as well as supporting tourist expenditure in London of around £600m a year and contributing an additional £750m annually to London's economy
- Plans are welcomed by the airport's biggest carrier, British Airways
- The 10-week consultation includes 7 public events across East London as well as pop up events through the summer. All the information can be found here: www.consultation.londoncityairport.com

London, UK – 1 July, 2022

With passenger volumes set to reach 3 million this year, London City Airport today launched a 10-week public consultation on how it can meet passenger demand in the decade ahead.

Following the pandemic, the London aviation market has rebounded strongly, with the airport's own analysis suggesting it is set to surpass its current planning cap of 6.5 million passengers a year by the middle of this decade.

In the consultation plans released today, the airport sets out how it can play an important role in meeting the increased demand in London as well as providing more choice and flexibility for travellers planning business and leisure trips domestically and internationally. Most importantly, growth to 9 million passengers a year can be delivered without requiring any additional infrastructure and ahead of longer term, strategic, aviation planning decisions for other airports in the South-East.

Following the publication of the airport's master plan in 2020, the airport is inviting views on additional flexibility to operate on a Saturday afternoon and evening, as well as additional flexibility in the first and last half hour of daily operations (0630-0700hrs and 2200-2230hrs).

The plans come with a commitment from the airport that only cleaner, quieter, new generation aircraft, such as the Airbus A220 and Embraer E2, would be allowed to fly in the new operating periods. This would bring forward the delivery of more of these aircraft to the airport and allow better connections to new destinations.

The consultation also details how the current 8-hour night time curfew will remain as well as the current operating hours on Sunday, with no flights being permitted until early afternoon (1230hrs). No increase to the current annual limit on flights is proposed. In order to meet its targets of achieving 80% of journeys to and from the airport by sustainable transport modes, no additional car parking is proposed either.

As London recovers from the pandemic, East London is set to play a significant role. The proposed changes will create additional choice with connections to new destinations, contribute towards levelling up, and deliver an additional 2,100 jobs, including 1,250 good quality, London Living Wage jobs directly from the airport's operation, with a further 850 jobs created across London through its supply chain. The airport also intends to share the benefits with the local community through an enhanced Community Fund, to help local communities level up and achieve their full potential.

Commenting on the consultation, the **airport's Chief Executive Officer, Robert Sinclair**, said:

"London City Airport plays an incredibly important role in quickly and easily connecting London to the rest of the UK and the world for both business and leisure travel. The strength of our rebound demonstrates the huge pent up demand for air travel and the need to plan responsibly for the future."

Most importantly, following our commitment to be the first net zero airport in London by 2030, these proposals set out how London City and its airlines can meet future demand in a sustainable way. In particular, it will accelerate investment in cleaner, quieter, new generation aircraft, for use in the extended periods, delivering the benefit of quieter aircraft to our local community throughout the whole week.

During the 10-week consultation we want to hear from everybody so that we have the most informed plans for the future as possible."

Tom Stoddart, CEO of British Airways CityFlyer, said:

"We welcome these proposals, which will provide more choice and flexibility for our customers, increase local jobs and help to drive London's economic recovery. At British Airways, we remain focused on a sustainable future and these proposals put sustainability at the forefront of change at London City."

At British Airways we have a clear roadmap to get us to net zero emissions by 2050, including flying more fuel-efficient aircraft, progressively introducing sustainable aviation fuel and looking at how we can help accelerate the growth of new technologies such as zero emissions hydrogen-powered aircraft."

Warner Rootliep, Managing Director of KLM Cityhopper, said:

"London City is a key airport in our UK network, providing fast and convenient connections to and from the rest of the world via KLM's hub at Amsterdam Schiphol Airport.

KLM has recently acquired a fleet of new generation Embraer E195-E2 aircraft, which is ideally suited to airports like London City, and more operational flexibility will help us grow this vital route using our new aircraft, reducing noise and emissions. We look forward to reviewing the proposals in detail."

The 10-week consultation includes 7 public events across East London between July 12th and 21st as well as pop up events through August. Additionally, for people unable to attend any of the events, all of the consultation materials can viewed in the airports online consultation portal which can be viewed here: www.consultation.londoncityairport.com

Ends.

Notes to Editors:

- In June 2022, the airport welcomed 311,000 passengers
- The current planning permission for London City Airport was granted in 2016 by the then Secretary of State for Transport, Communities and Local Government.
- The permission allows the airport to take up to 6.5 million passengers and 111,000 flights a year
- After public consultation, the airport published a Masterplan in 2020 that sets out its vision for growth. The Masterplan can be viewed on the link below.
- https://downloads.ctfassets.net/ggj4kbqgcch2/4auw6GSrzHWwMJkflxRBF2/c1ac4a3870e9caf2b53a8c53f8052a58/p01-100_LCY_MP.pdf
- The current consultation is non-statutory and seeks comments to proposed planning changes by the airport.
- For more information, contact Liam McKay, Director of Corporate Affairs: liam.mckay@londoncityairport.com - +447545439073

Appendix 7: Copies of consultation press advertisements

Newham & Stratford Recorder Series

6th Jul 2022

Circulation: 6,432

Full Page



Docklands & East London Advertiser

7th Jul 2022

Circulation: 4,562

Full Page



Ilford & Woodford Recorder Series

7th Jul 2022

Circulation: 5,614

Full Page



Barking & Dagenham Post

6th Jul 2022

Circulation: 2,360

Full Page



Southwark News

7th Jul 2022

Circulation: 6,741

Full Page



Greenwich & Lewisham Weekender

6th Jul 2022

Circulation: 16,000

Full Page



13 Jul 2022
Circulation: 16,757
Full Page



13 Jul 2022
Circulation: 16,757
Full Page



East London Guardian Series

7th Jul 2022
Circulation: 7,408
Full Page



South London Press

8th Jul 2022

Circulation: 63,000

Full Page



Wharf Life

6th-20th Jul 2022

Circulation: 15,000

Full Page



8th Jul 2022

Circulation: 11,839

Full Page



Appendix 8: Copies of online advertisements, July 2022

The screenshot displays the Travel Weekly website. At the top, there is a navigation bar with the Travel Weekly logo and a search bar. Below the navigation bar, a large banner features the text "Have your say on our future development plans." with a "Share your ideas now" button. The main content area is titled "COMPETITIVE" and contains a grid of video thumbnails. Each thumbnail is accompanied by a title and a brief description. The thumbnails include:

- Interview: IT's often insights for the future of travel** (by David Middleton)
- Interview: Gloria Lamellin on the future of IT** (by Tom H. Jones)
- Interview: Garging IT Travel Executive** (by Tom H. Jones)
- Interview: IT's a community, not an agency can drive change** (by Michael G. Garging)
- Interview: Interview with Travel's Executive Director** (by Michael G. Garging)
- Interview: Limited IT's Travel Agency as a new Global City/Global News** (by Tom H. Jones)
- Have your say on our future development plans.** (with a "Share your ideas now" button)

The screenshot displays the Aviation Week website and a browser window showing the website's content. The website header includes the 'AVIATION WEEK' logo and navigation links: HOME, ABOUT, CONTACT, PRESS, EVENTS, CAREERS, and LOGIN. A prominent banner reads 'Have your say on our future development plans.' with a 'Share your comments' button. Below the banner, a navigation bar lists categories: General, All Topics, Business, Aviation, MRO, Defense & Space, and Engineering. The browser window shows the website's main content area, featuring a grid of articles with images and headlines. A sidebar on the right contains a video player and a social media feed. The overall layout is clean and professional, with a focus on aviation-related news and events.

Appendix 9: Permanent link to video played at exhibitions

A video featuring London City Airport Chief Executive Robert Sinclair outlining the Section 73 proposals was played on a loop at each of the public exhibition events in July 2022. This video can be accessed at the below link.

<https://www.youtube.com/watch?v=LSJHJ5Xttq4>



Appendix 10: Consultation boards

A Better Approach



We have launched a 10-week public consultation on proposals which describe how we can meet increased passenger demand in the coming decade whilst also delivering 2,500 jobs for London and our local community and an additional £750 million for the London economy.

We are predicting a return to pre-pandemic passenger numbers of 5.1 million as soon as 2024 and expect to reach our current passenger level of 4.4 million within the next five years. Our proposals will accommodate increasing passenger demand both for leisure and business journeys over the next decade, without having to build new infrastructure or increase the number of permitted flights.

We want to hear your comments so they can inform our plans for the future.

Our story so far...

London City Airport is the capital's most central airport, located in London's Royal Docks, on the edge of rapid regeneration and investment, just five miles from the City of London and east of East London's diverse and vibrant community.

We opened in 1987 with a plan to connect business travellers in the City of London and the four newly established Canary Wharf with domestic and European routes. Since then, the airport has grown progressively alongside East London, and in 2019 we welcomed over 4.4 million passengers on 85,355 commercial flights, with services to 45 airports, and European destinations.

While business travel remains a core part of our service, in recent years our catchment area and passenger mix have expanded beyond our traditional markets, with diverse selection of multinational flag carrier airlines, ultra-low cost airlines to boost inter-city destinations and connections through major airports to longer distance destinations worldwide, we now have a more diverse passenger base, with an direct route split between passengers travelling for business and for leisure, and with an increasing number of arrivals from our local communities. In 2019 more than 400,000 of our passengers lived within five miles of London City Airport, demonstrating our appeal to the community around us.

The airport is known for being one of the world's most convenient and innovative airports in the world. It is also widely recognised for its commitment to supporting and creating opportunities for its local community. We are also very conscious of our responsibility to ensure that our operations are sustainable, recently publishing our plans to become London's first airport to achieve net zero emissions from airport operations by 2030.

What are we proposing?

We are making plans for a proposed increase in the annual passenger limit to 9 million, additional flexibility to operate on Sunday afternoon and evening, as well as adding flights to the first half hour of our morning operations. These will be in addition to the current operating hours on Sundays, with no flights before 07:30 pm, the current 8-hour night-time curfew with operations in place.

These proposed changes are vital to enable us to invest in and to deliver a more diverse passenger mix at London City Airport and in doing so open up more choice for holidaymakers and business travellers to fly to new destinations at new times. Day classes, shorter haul, general aviation would be allowed to fly in the new operating periods.

We are already the UK's best performing airport for public transport use by passengers in order to meet our future target of achieving 80% of passenger journeys to and from the airport by sustainable and public transport, no additional car parking is proposed.




Investment | Innovation | Responsibility

Our role in the local community



We believe in our local community and supporting them in every way we can to help the local area and its people achieve their potential.

We are proud of our record working with our community in the following ways:

Education

Teacher Based Work Academy Programme (TBWAP) London City Airport, Newham College and Our Neighbourhoods are working together to deliver Teacher Based Work Academy (TBWAP) training to potential candidates for employment by London City Airport. The outcomes from the training will include academic qualifications, employability skills, work experience and a guaranteed interview. In June 2020 the programme had an intake of 40.

In 2021, our new **Youth Mentoring Programme** was launched with support from Oxleas Academy (Newham), helping young people reach their potential.



Employment

Before the pandemic, over **2,500 people** were employed at the airport, of whom 40% live within 5 miles. While the city of London airport is not accredited by **South London Living Wage** and the Mayor of London's **Child Work Standard**.

We are proud to be a member of the **Good Business Charter** in 2020, recognising the responsible business practices of our airport, including the trust & contracts, diversity & inclusion, and employment responsibility.



Community

We launched our **Community Fund** in 2014 and are proud to have awarded over **£270,000** in grants to more than 10 local charities and non-profit organisations.

During the peak of the Covid-19 pandemic in April 2020, we pledged an extra **£10,000** towards supporting local foodbanks. We also paid a total **£40,000** donation to nine foodbanks, offering essential support to vulnerable people in Newham, Croydon, Tower Hamlets and Barking & Dagenham.





Investment | Innovation | Responsibility

Consultation on adjustments to our existing planning permission



Why are we seeking your views?

In 2019, before the onset of the Covid-19 pandemic, we welcomed 5.1 million passengers on 85,000 commercial flights.

As recovery from the profound impacts of Covid-19 gathers pace, it is clear that people want to travel again and demand from both business and leisure travellers is increasing rapidly. It is expected that recent passenger numbers could return to pre-pandemic levels as soon as 2024.

In addition, our passengers are not been changing over the years with the majority of our passengers now flying for leisure or to see friends and family, including visitors coming to Luton for university or weekends. Many of our passengers now also use the airport to fly to and from destinations across the world by connecting at European hub airports, such as Amsterdam, Frankfurt, Zurich and Dubai.

Our current operating hours do not allow our airlines to fully cater for passenger demand, and this undermines the business case and justification for our airlines, particularly our larger carrier, British Airways, to invest in quieter, newer generation aircraft.

Planning permission is already in place for up to 50,000 aircraft movements, with the infrastructure to enable this, but we are seeking to rebalancing passenger demand in a sustainable way, while contributing significantly to London's post-pandemic economic recovery. We can do this by making better use of our existing capacity and infrastructure as follows:

- Meet expected passenger demand of up to 6 million passengers per year by 2025
- Create the necessary conditions for our airlines to deliver more quieter, quieter new generation aircraft, which carry more passengers per flight
- Provide capacity more quickly than at other London airports (who would need additional consent and time to build new buildings and infrastructure)
- Provide more choice for passengers (enabling visitors to travel to more destinations)
- Create more jobs and training opportunities for local residents
- Increase tourism and inward investment for East London

What are we proposing?

Adjustments to part of the conditions attached to our current planning permission designed to allow for:

- An increase in the annual number of passengers from 4.5 million to 6 million
- An extension to operational hours on Saturdays to allow flights to take place throughout the afternoon and potentially into the evening, but no later than 2200 hours on 1200
- Consequential modifications to noise limits and other limits, including:
 - An increase in the number of flights permitted between 0430 and 0630 from 4 to 12
 - More flexibility for quieter departures and arrivals in the last half hour of operations each day (currently limited to 400 per year)

We propose to seek agreement to extend our build programme which has been delayed due to the pandemic and require the use of temporary facilities and construction compounds.

We are also seeking minor adjustments to the location of perimeter-protection stands on the existing apron, and the delivery of commitments to accommodate our net zero plans.



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Consultation on adjustments to our existing planning permission



What we are not proposing

Our proposals do not include:

- ✗ any increase to the current limits on the number of arrivals or hourly flights
- ✗ any change to the existing 8 hour night-time curfew
- ✗ any change to the operating hours on Sundays, with no flights before 12.30
- ✗ any significant additional infrastructure (such as a new or extended runway)
- ✗ any changes to the airport's safeguarding controls
- ✗ any increase in car parking

Despite the increase in passenger numbers, our proposal will reduce our permitted noise contour back to the time we reach 6 million passengers annually.

Only quieter, quieter, new generation aircraft will be allowed to operate in any newly extended periods. This will accelerate our airlines replacing their older aircraft fleets with quieter, quieter, new generation aircraft in order to benefit from the increased flexibility. This means that the benefit of quieter aircraft will be felt by local residents throughout the week.



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Benefits at a glance



Substantially increased Local Community Fund - you more able to fund training opportunities for local residents



Create 2,000 jobs across London with 1,250 under-represented people of London's most deprived communities

Support for additional £700m a year to London's economy - a £400m increase spend a year and £300m a year in business productivity



Enabling 80% of passenger journeys to be made by sustainable means to access the airport, improving our position as the UK's best performing sustainable transport airport



Reduced noise contour area



Improved sound insulation - Scheme for airports affected by aircraft noise



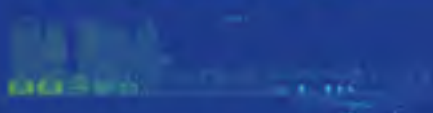
We plan to become London's first Net Zero airport by 2050



Committed to only offer quieter, new generation aircraft in any newly extended operating hours



More choice of where & when to fly for both leisure & business destinations - for example Osaka, the Osaka's brand and global hub connectivity



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Benefits explained



Varied and exciting career opportunities

Our proposal will create an additional 2,000 jobs across London. Around 1,250 of these will be at the airport site, as well as roles created locally in companies that support the airport and provide local services. There is a huge variety of employment opportunity across the airport campus, from passenger-facing roles in retail, hospitality, on-board and customer service to roles in engineering, ground handling and 'behind the scenes' support services. The majority of these jobs will be available to local residents and will be London Living Wage accredited. Additional operating flexibility on Saturdays will also create more opportunities for people seeking part-time employment.

Economic contribution across London

The employment and training opportunities, coupled with the associated investment and improved regional connectivity, will contribute towards the building up of some of the most deprived areas across London and help communities and small businesses bounce back from the Covid-19 pandemic. Areas such as Barking, Barking & Dagenham, Hackney and Waltham Forest have been identified by Government as requiring investment to tackle recent increases in unemployment. More choice and availability of domestic flights will also help to connect other regions in London, leading with leading air connectivity in the UK.

It is forecast that the proposals will significantly contribute to the economic recovery of London and the areas local to the airport including:

- Providing a boost to business productivity supporting the growth of small investment in key sectors in the local economy equivalent to £300m a year
- Supporting tourist expenditure in London of c. £400m a year
- Contributing an additional £700m annually to London's economy

Sharing the benefits – an improved Community Fund

Our proposals include a commitment to significantly increase our Community Fund to share the benefits of growth with the local community as well as mitigating any effects of changes to our operating hours on outdoor events.

Subject to your views, this fund could be administered to fund community projects and initiatives that help to improve the quality of life in the surrounding area and benefit our flight paths.

More flight options from your local airport

The increased range of the classic, quieter new generation aircraft and the extended operating hours on a Saturday would unlock more holiday destinations with cheaper fares at least that people want to travel.

The flexibility would also give more choice for businesses who can fly from their local airport, travelling from shorter airport queues compared to alternative airports such as Gatwick or Heathrow.



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Cleaner, quieter, new generation aircraft



New generation aircraft are cleaner, quieter and more fuel efficient than their predecessors. They can carry more passengers per flight and can also travel over a longer range, opening up new destinations. The first new generation aircraft (A320neo) started operations at the airport with Swiss Air lines in 2017. Since then, the Embraer E175-42 has been certified to operate at this airport and we expect the Embraer E175-42 to be certified later this year.



A320neo aircraft on the tarmac at London City Airport

The figure below shows that the departure noise footprint for the new generation Embraer E175-42 is 10% smaller than departure noise footprint of the older Embraer E175. This represents a significant improvement in departure noise levels which will be delivered throughout the week, as almost all new generation aircraft.



A comparison of the noise footprint of a new generation Embraer E175-42 with the footprint of an older generation Embraer E175. The new footprint is 10% smaller than the old footprint.



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Improving environmental performance



Assessing the potential environmental effects

As the proponent, we have the potential to give rise to environmental effects. We are committed to preparing a thorough Environmental Impact Assessment (EIA) at the conclusion of the process. An Environmental Statement (ES) will be prepared and will include an assessment of the following:

- The effect of our proposals on the location of additional jobs at the airport and affecting floors and lowest investment to the local area.
- The noise generated by aircraft taking, taking off and landing, together with other sources of noise.
- The effect of outdoor pollution to and from the airport on different forms of public transport body.
- The impacts of our proposals on the level of air pollutants, including nitrogen dioxide, fine particulate matter (PM2.5), very fine particulate matter (PM10), and carbon dioxide.
- Any implications of our proposals on public health.
- The effect of our proposals on climate change.

We have prepared an Initial Environmental Report (IER) which has been published as part of the consultation. This outlines our approach to the EIA, the potential effects and the proposed findings. The IER can be accessed on our consultation website (consultation.londoncityairport.com) or by viewing the QR code at the bottom of this page.

Reducing our noise contour area

Our existing planning permission includes an aircraft noise contour area of 10km² (measured at 55dB). These proposals will facilitate a reduction in the contour area over time and the number of people that would otherwise be within it.

The proposals will deliver reductions in the contour area of around 150km² (15%) when compared with the current limit of 10km² due to the approved offsetting by gains.

We will further improve the works offered to eligible homes and public buildings as part of an improved Sound Insulation Scheme.

We welcome your views on how we might do this.

What does 'noise contour' mean?

A noise contour is a commonly used way to estimate the impact of aircraft noise, which can be complex, and need to consider the number of noise events and their loudness.



Investment | Innovation | Responsibility

Improving environmental performance



Supporting our journey to net zero by 2030

We recently published our Sustainability Roadmap and the details of our plans to achieve climate net zero emissions below.

We have made five (5) commitments:

- Achieve net zero emissions for airport operations by 2030
- Be one of the first airports in the UK to facilitate zero emission flight
- Be the first connected airport in the UK, with 80% of all passenger journeys to the airport made by sustainable and public transport modes by 2030
- Minimize all sustainable single-use plastics within the airport by 2030 and be a zero-waste airport by 2030
- Support local people by creating opportunities, increasing investment for community groups and working to invite partners to join the London Living Wage by 2030

Our proposals are integral to the delivery of our net zero commitments. One of the substantial contributions of the proposals towards achieving this will be the proposed delivery of the deeply connected terminal buildings which will allow for the delivery of more energy efficient structures as well as a much improved and decentralised heating system.

Increased employment opportunities and long-term levels of sustainable and public transport use by both staff and passengers will also contribute significantly. You can read more about our net zero commitment at <https://sustainability.londoncityairport.com/> or by scanning the QR code at the bottom of this board.

Carbon emissions and climate change

Around our long-term goal to facilitate zero emission flights, three proposals will accelerate the production of more cleaner, quieter, new generation aircraft which will contribute towards reducing CO2 emissions per passenger mile flown:

Did you know?

New generation aircraft are at least 17% more fuel efficient than current passenger jet aircraft, with more seats per flight, this means carbon emissions per passenger mile flown will be lower than with existing fleets.



Investment | Innovation | Responsibility

Improving environmental performance



Air quality

We have an extensive network of air quality monitoring stations positioned around the airport. The data from these stations show that levels in the immediate vicinity of the airport are below the statutory air quality objectives and there has been a steady reduction in concentrations over the past few years. This trend is expected to continue.

The airport already operates a comprehensive Air Quality Management Strategy and will continue to monitor progress on air quality improvements, working in partnership with the relevant authorities and planning additional monitoring locations where appropriate.

Accessing the airport

Even in the Covid-19 pandemic, we were the UK's best performing airport for public and sustainable transport use by passengers. As restrictions have eased and confidence returns, we are confident that we can build on our existing standing and reach our target of 80% of passengers travelling to and from the airport by sustainable modes by 2030.

This will be achieved through a variety of measures, and collaborating with partners, including transport for London (TfL) to:

- Invest in improved walking and cycling infrastructure
- Better connect to the recently opened Elizabeth line
- Extend the DLR operating hours
- Improve local bus connections

Highway and public transport networks are unlikely to be significantly impacted by our proposals as the forecast increase in passenger demand is expected to primarily fill the gaps between the existing morning and evening peaks of the airport. Extensive transport modelling is underway and we are currently engaging with both the London Borough of Newham and Transport for London.

We are not proposing any additional car parking spaces beyond what has already been considered, although we will continue to support the transition to zero emission vehicles, including the roll out of further electric vehicle charging facilities.

We are also considering the establishment of a new fleet to meet directly in local transport infrastructure for both staff and passengers and would welcome views on where this might be targeted.



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Next Steps



Thank you for taking the time to engage with our consultation materials

The consultation process is planned to run from 1st July to 31st September. Today's event is one of several public consultations that we are holding to outline our proposals, while we will also be holding a series of drop-in events across the airport area around 1st October.

Any feedback that you provide us with today or during the consultation period, will be taken into account in developing our proposals further.

Subject to the nature of the feedback received from all stakeholders, we plan to prepare a planning application for submission to the Scottish Government of November 2016.

You will find paper feedback forms which you can fill out and submit on the event or you can join the QR code to complete the feedback online.



**Our City.
Your Airport.
Your Say.**

You can also find feedback forms online at:
www.dunfermlineairport.com/consultation
or access them directly through the QR code.

Appendix 11: Banners used at pop-up events

About London City Airport




Since opening our doors in 1982, we have connected other parts of the UK, Europe and the rest of the world to East London.

We have a track record in creating opportunities for our local community and in helping young East Londoners achieve their potential.

With an increasingly diverse route network, and reliable, cheap, fast and regular services to the terminal doors via the DLR, more and more local residents are using the airport – in 2019 400,000 of our passengers lived within 5 miles of LCA.

Through the pandemic, London City Airport continued to support all its local community. As we all emerge from it, we have an ambition to do even more, as well as becoming the first airport in London to achieve net zero carbon emissions.

A Better Approach

Our current planning permission was approved in 2016 and allows for the delivery of the City Airport Development Programme, which includes new airfield infrastructure and extended passenger facilities. The permission includes a comprehensive set of planning controls, including 17 planning conditions and additional agreements.

We are inviting views on proposed amendments to our existing planning permission:

- a proposed increase in the annual passenger limit from 6.3 million to 7 million;
- additional flexibility to operate on Saturday afternoon and evening;
- adding six flights in the first half hour of our morning operations;
- more flexibility for delayed departures and arrivals in the last half hour of operations.

There will be no change to the current operating hours on Sunday, with no flights before 12.30pm. The current 8-hour night-time curfew will also remain in place. Our proposals do not include any increase to the current limits on the number of flights, and we are not proposing any significant additional infrastructure (such as a new or extended runway).

These proposed changes are vital to:

- enable airlines to invest in and fly **cleaner, quieter, new generation aircraft** at London City Airport
- open up more choice for holiday makers and business travellers to fly to new destinations at new times.



Benefits at a glance



Substantially increased Local Community Fund also made with and more is agreed earlier for local residents.



Create 1,000 jobs across London with 1,200 on-site building jobs and 1,000 on-site and off-site construction jobs.



Support an additional £700m of spend in London including a £400m increase in spend over £100m of spend in London business productivity.



Reduced noise around airport



Improved (new) Heathrow Schedule for residents affected by aircraft noise



Targeting 80% of passenger journeys to be made by sustainable means to ensure the airport improving our position as the UK's best performing sustainable transport airport



We plan to become London's first Net-Zero airport by 2030



Commitment to only offer cleaner, quieter, new generation aircraft in any newly extended operating hours



More choice of where & when to fly for both leisure & business destinations for example Geneva, the Canary Islands and global hub connectivity

Cleaner, quieter, new generation aircraft

Only quieter, cleaner, new generation aircraft will be allowed to operate in any newly extended periods. This means that the benefit of quieter aircraft will be felt by local residents throughout the week.



Our City.
Your Airport.
Your Say.

Appendix 12: Consultation postcards

The following postcards were produced and printed to be distributed at public consultation and pop-up exhibition events. Two separate postcards were produced. The first, in July 2022, was handed out at events and contained information about each formal public exhibition that formed part of the consultation. The second, produced in August 2022 after the formal events had concluded, contained information regarding the Section 73 proposals and the airport's consultation in a more general sense.

Postcard 1: July 2022



Postcard 2: August 2022





Message from Robert Sinclair

Hello everyone, I hope you are all keeping safe and well.

The airport recently outlined its plans to become the first net zero airport in London by 2030. The sustainability roadmap is split into three key priorities: decarbonising our airport, improving our environment and helping East London grow and prosper. You can read more about it by following this link: <https://sustainability.londoncityairport.com/>.

We will publish yearly reports on progress and we will share regular updates with you directly via this newsletter.

The summer, as you may have seen, has been busy at London City. For June, July and August, we are on course to welcome close to 1 million passengers for that period. We've also largely escaped many of the issues seen at other airports as we have been fully staffed throughout the summer peak.

In partnership with Our Newham Work, we've been delighted to recruit and train up many new local residents right across the business. This is something that has always been really important to us and I look forward to creating more opportunities as our recovery continues. Indeed, on September 10th, in partnership with British Airways, we will be hosting a recruitment day in the airport itself.

As part of our commitment to attract more new generation aircraft to London City, in July, during the Farnborough Air show, we were visited by the Embraer E195-E2. The aircraft, the largest in the E2 family, seating up to 146 passengers, was flown into the airport on a 39% blend of Sustainable Aviation Fuel.

We are hopeful that the E195-E2 will be certified for operation at London City by the end of the year and come into operation in 2023. And with a 60% reduction in the departure noise footprint area compared to the Embraer aircraft you see daily at the airport, it will come with significant local benefit.

You will also be aware that in July we launched our planning consultation on changes to our existing planning permission. We have held a number of local events and we would love to hear your views by September 9th. More information is below.

Thank you for reading.

Yours sincerely,

Robert Sinclair
CEO of London City Airport



Planning Consultation

In July we launched our planning consultation on proposals which set out how we can meet increased passenger demand with no increase in the permitted number of annual flights.

Following the publication of the airport's master plan in 2020, we are inviting views on extending operating hours on Saturday into the afternoon and evening, as well as more flexibility in the first and last half hour of daily operations (06:30-07:00hrs and 22:00-22:30hrs).

The proposals include a commitment to become the first UK airport to require that airlines only fly decarbonised, quietest, new generation aircraft in any newly extended period. This would bring forward airlines' investment in the new generation aircraft to the airport sooner.

With these proposals we are not proposing any change to the current 8-hour night-time curfew, or any change to the current operating hours on Sunday. In order to meet targets of achieving 80% of journeys to and from the airport by sustainable transport modes, no additional car parking is proposed either.

As London recovers from the pandemic, East London is set to play a significant role. The proposed changes will create additional choices with connections to new destinations, contribute towards levelling up and deliver an additional 2,700 jobs, including 1,250 London Living Wage jobs directly from the airport's operation, with a further 850 jobs created across London through its supply chain. The airport also intends to share the benefits with the local community through an enhanced Community Fund to help local communities level up and achieve their full potential.

You can access our virtual consultation room and provide your feedback via the link below or by scanning the QR code with a smart phone. The consultation closes on Friday, 9th September 2022.

www.consultation.londoncityairport.com



WHAT WE ARE PROPOSING

- An increase in the annual number of passengers from 6.5 million to 9 million.
- An extension to operational hours on Saturday to allow flights to take place through the afternoon and potentially into the evening, but no later than 22:00 (currently 12:30).
- Consequential modifications to daily flight and other limits, including:
- An increase in the number of flights permitted between 06:30 and 06:59, from 6 to 12.
- More flexibility for delayed departures and arrivals in the last half hour of operations each day (currently limited to 400 per year).

WHAT WE ARE NOT PROPOSING

- Any increase to the current limits on the number of annual or hourly flights.
- Any change to the existing 8-hour night-time curfew.
- Any change to the operating hours on Sunday, with no flights before 12:30.
- Any significant additional infrastructure (such as a new or extended runway).
- Any changes to the airport's safeguarding controls.
- Any increase in car parking, other than what is already consented.

LONDON CITY AIRPORT COMMUNITY

Over June and July, the airport really began activating [LC1] pillar 3 of the sustainability roadmap (helping East London grow). Our Volunteering Fortnight took place, which saw airport colleagues get involved in a range of activities across East London. Colleagues spent time volunteering at the Community Food Enterprise (CFE) making food parcels and delivering items directly to foodbanks and also helping at Redbridge foodbank making lunch at homeless shelter, Providence Row.

Thank you



for supporting

COMMUNITY

DID YOU KNOW..?

The airport donates over 500 pieces of fresh fruits to local foodbanks and charities every week. Since March 2020 we have donated over 63,500 pieces of fruits, which equates to 9,848 kg or 10 tons. Organisations like the West Silvertown Foundation, Royal Docks Learning and Activity Centre and other Newham organisations have benefited from the donations.



LONDON CITY AIRPORT COMMUNITY

To inspire local, young people into aviation jobs, we have been working with the International Air and Space Training Institute (IASTI), who are based in Beckton. We hosted 45 students for a guided tour of the airport, seeing how the airport operates, how to turnaround an aircraft and learning about how the airport is becoming a net zero emissions airport by 2030.

As part of the finale for our mentorship programme, we welcomed 14 students from Oasis Academy Silvertown to the airport for a guided tour. The programme started back in June 2021 in partnership with 15 Billion GBP to raise youth aspiration, foster resilience and support mental health and wellbeing.

Through mentoring, the students have been able to gain a role model and connection to the airport they otherwise may not have had and the feedback has been overwhelmingly positive.



"The programme has been great getting mentors and mentees together, it has been really useful for the students, they've really enjoyed it, we would love to do it again, the Headteacher is keen to have LCY mentor our students next year. The airport tour has been excellent and a great eye opener to all the opportunities available!"

Teacher

"I loved the mentoring programme and wish we had more sessions, I enjoyed going through the different topics with my mentor and trying to figure out what I want to do after school, I'm going to miss it all!"

Student

Since launching the London City Airport Community Fund in May 2019 we are delighted to have awarded Grants totalling more than £270,000 to 90+ organisation in the 13 local boroughs.

LONDON CITY AIRPORT COMMUNITY FUND



£75,000

To support local charities and organisations that represent inclusive and diverse communities across East London.



Eligibility

See below the eligible locations:

Barking & Dagenham | Bexley | Ealing Forest
Dorset Council | Greenwich | Hackney | Haringey
Isle of Dogs | Lambeth | Lewisham | Redbridge
Southwark | Tower Hamlets | Waltham Forest

Funding Criteria

Applications are open to charities and not-for-profit organisations. To qualify your project needs to fit within the following categories:



- Building stronger, safer and healthier communities
- Creating more sustainable and greener communities
- Raising aspirations of East Londoners
- Creating pathways into employment

Apply Now

To apply, please fill out the application form on our website:

www.londoncityairport.com/corporate/responsible-growth/community-fund
or communityfund@londoncityairport.com

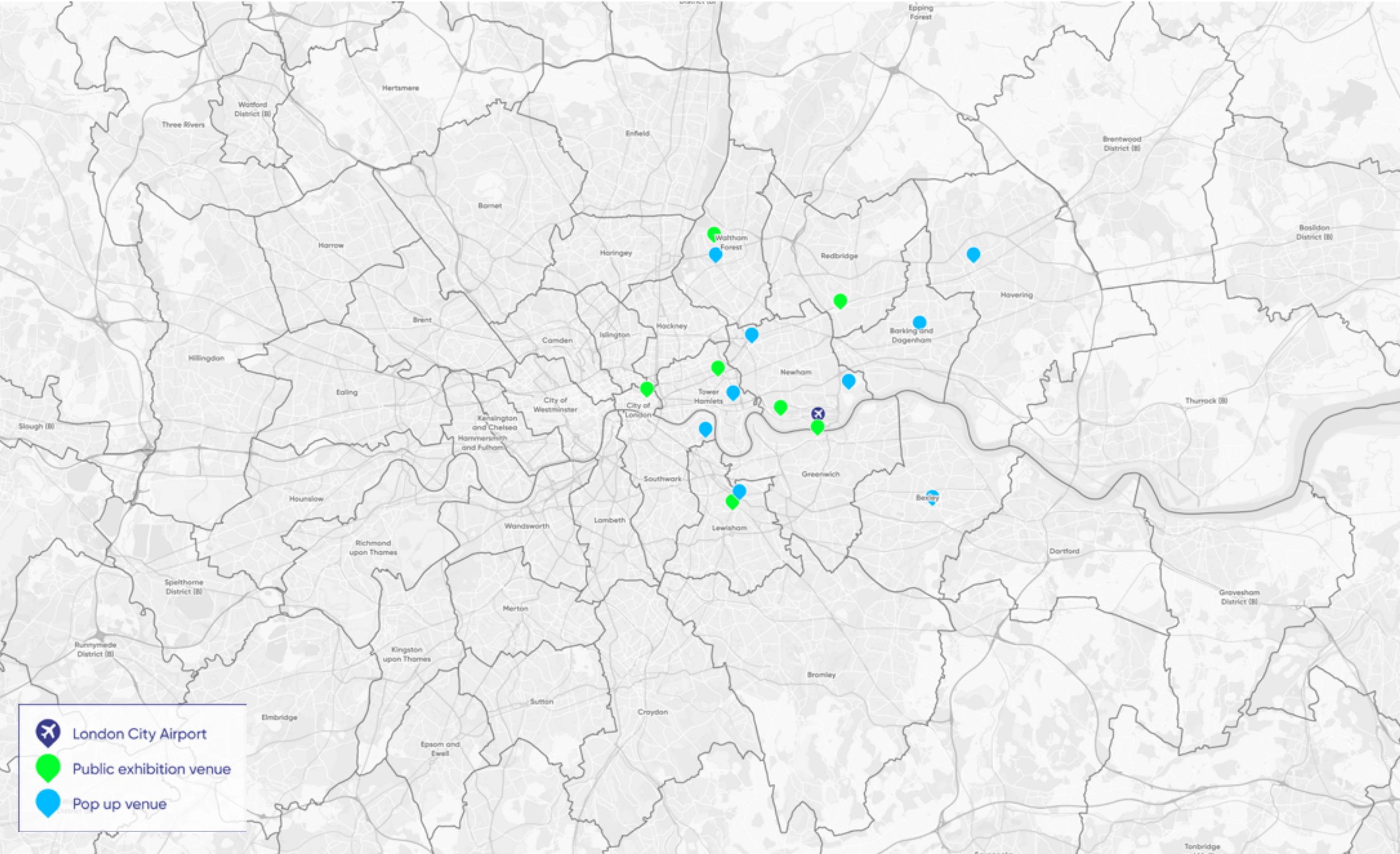
For more information, please visit our website:

www.londoncityairport.com/corporate/responsible-growth/community-fund

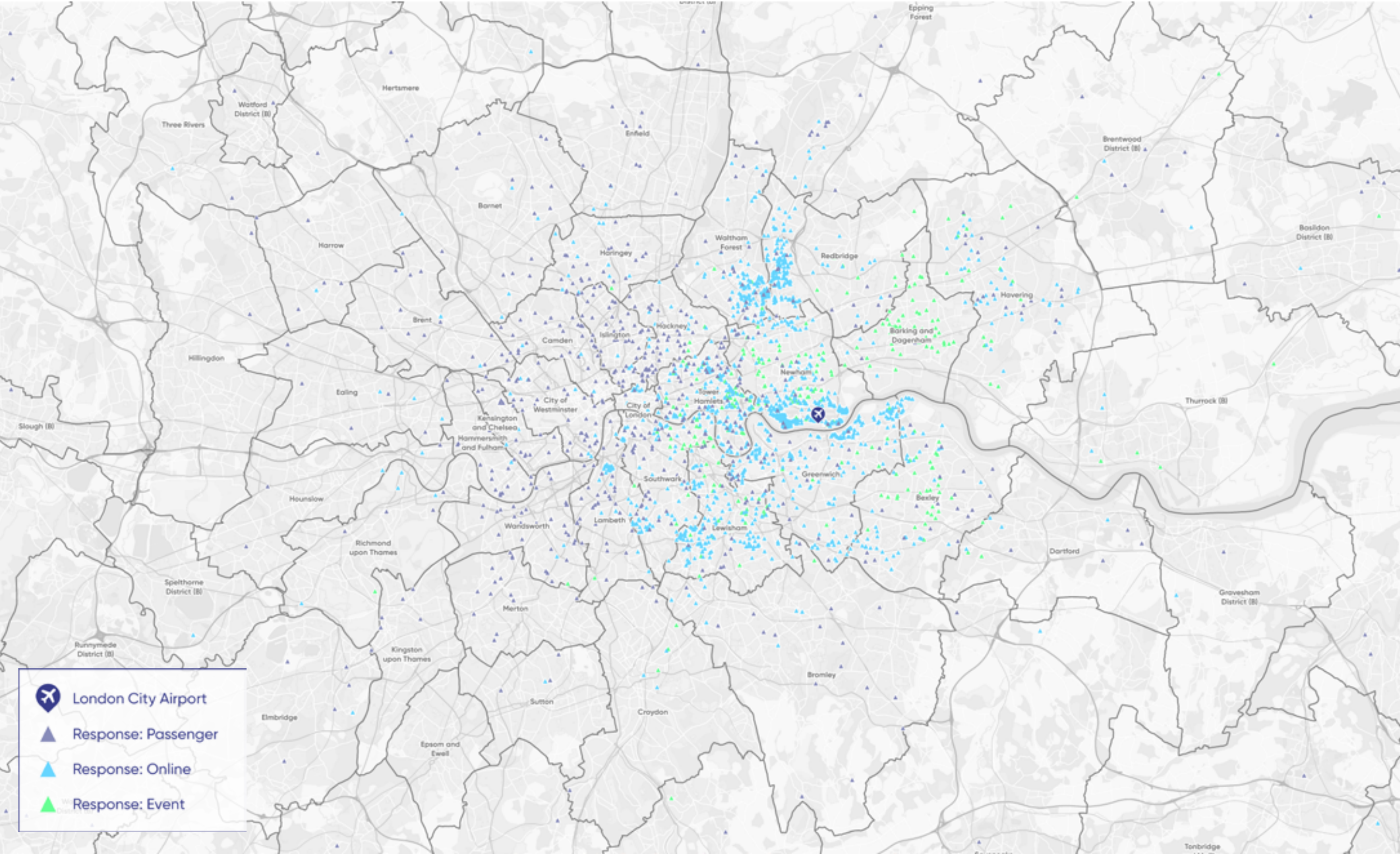


If you are interested in applying for, or would like more details about London City Airport's Community Fund (including criteria), please visit our website here: <https://www.londoncityairport.com/corporate/responsible-growth/community-fund>
Or email CommunityFund@londoncityairport.com

Appendix 14: Map of consultation locations



Appendix 15: Map representing locations of consultation respondents, by source





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