

## STATEMENT OF COMMON GROUND

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**Appeal against the refusal of Section 73 application 22/03045/VAR:** seeking to vary Conditions 2 (Approved documents) 8 (Aircraft Maintenance) 12 (Aircraft Take-off and Land Times) 23, 25, 26 (Daily limits) 35 (Temporary Facilities) 42 (Terminal Opening Hours) 43 (Passengers) and 50 (Ground Running) to allow up to 9 million passengers per annum (currently limited to 6.5 million) arrivals and departures on Saturdays until 18.30 with up to 12 arrivals for a further hour during British Summer Time (currently allowed until 12.30), modifications to daily, weekend and other limits on flights and minor design changes, including to the forecourt and airfield layout attached to planning permission 13/01228/FUL allowed on appeal APP/G5750/W/15/3035673 dated 26th July 2016

London City Airport, Hartmann Road, Silvertown, London E16 2PX

## 1.0 INTRODUCTION

1.1 This draft Statement of Common Ground (SoCG) comprises matters which London City Airport Limited (“the Appellant”) consider can be agreed with the London Borough of Newham (“LBN”) in relation to an appeal against the decision of LBN to refuse Section 73 Application 22/03045/VAR.

1.2 Where matters are not agreed these are set out in Section 17.0 of this statement.

1.3 On 19 December 2022, the Appellant submitted the following application (“S73 Application”) which was registered as valid as of this date:

***“Section 73 application to vary Conditions 2 (Approved documents) 8 (Aircraft Maintenance) 12 (Aircraft Stand Location) 17 (Aircraft Take-off and Land Times) 23, 25, 26 (Daily limits) 35 (Temporary Facilities) 42 (Terminal Opening Hours) 43 (Passengers) and 50 (Ground Running) to allow up to 9 million passengers per annum (currently limited to 6.5 million) arrivals and departures on Saturdays until 18.30 with up to 12 arrivals for a further hour during British Summer Time (currently allowed until 12.30), modifications to daily, weekend and other limits on flights and minor design changes, including to the forecourt and airfield layout attached to planning permission 13/01228/FUL allowed on appeal APP/G5750/W/15/3035673 dated 26th July 2016 which granted planning permission for; “Works to demolish existing buildings and structures and provide additional infrastructure and passenger facilities at London City Airport”***

1.4 The application sought minor material amendments under Section 73 (“S73”) of the Town and Country Planning Act 1990 (as amended) to the grant of planning permission for the City Airport Development Programme 1 (“CADP1”) (“the CADP1 Permission”) (13/01228/FUL) at London City Airport (“the Airport” or “LCY”) (“the S73 Application”).

1.5 At a special meeting of LBN’s Strategic Development Committee on 10 July 2023, in their Officers Report (OR), it was recommended that the application be refused by reason of additional morning and Saturday flights causing significant harm to the amenity of nearby residents, contrary policies DE13 and T8 of the London Plan (2021) and policies SP2 and SP8 of the Newham Local Plan (2018). Following referral to the Mayor of London, who confirmed on 20 July 2023 that he did not wish to intervene, LBN refused permission on 24 July 2023.

## **2.0 SITE AND SURROUNDINGS**

**2.1** The following descriptions of the site and surroundings are agreed by the parties.

### **Site Location**

- 2.2** LCY is a city centre airport located in the Royal Docks between the Royal Albert Dock and King George V Dock, adjacent to the Woolwich Reach and Gallions Reach of the River Thames. It is six miles east of the City of London, Europe's major financial district, and two miles east of Canary Wharf, London's business centre located in the Docklands. The Airport is half a mile from ExCel London, the exhibition and conference centre. The site of the airport makes use of the former Royal Docks in East London. It was constructed following the demise of the dock related use on the land available between the Royal Albert dock and the King George V dock as a result of planning permission granted in 1985 by the Secretary of State.
- 2.3** The Airport is located approximately a mile from the A13, three miles from the North Circular (A406) and 15 miles from the M25. The highway network links the Airport to Canary Wharf, Tower Hill and the centre of London.
- 2.4** The Airport site has recently been extended to an area of about 60 hectares with the addition of the CADP1 works over King George V Dock. The existing infrastructure includes a runway, parallel taxiway, aprons, a main passenger terminal, a corporate aviation centre (known as the "Jet Centre") on the western side, as well as other operational buildings and associated infrastructure to the east. The runway is surrounded by water in the Royal Albert Dock and the King George V Dock.
- 2.5** Aircraft take off and land in both easterly runway (09) direction and westerly runway (27) direction, depending on the direction of the prevailing wind; the majority of the time runway 27 is in use.
- 2.6** The Airport has 25 approved stands for scheduled commercial aircraft, but only 19 are currently operational.
- 2.7** The existing Main Terminal Building (MTB) is a flat roofed building of approximately 13 m in height with a conning air traffic control (ATC) tower at a maximum height of 15 m, located at the western end of KGV Dock. The air traffic control functions are now provided remotely via the new Digital Air Traffic Control Tower (DATCT) which was constructed on the southern dockside in 2019. The DATCT became operational in 2021, thus making the old ATC tower redundant.
- 2.8** To the south of the terminal, the existing forecourt provides passenger drop-off and pick-up facilities as well as direct access to the Airport's dedicated Dockland Light Railway (DLR) station. To the east of the MTB is the Airport's staff office building, City Aviation House (CAH), which is a 4-storey building, pick up facilities and the Airport's Main Stay Car Park. Further along the dockside is KGV House which is used for offices and as a staff training facility, the LCY Engineering Building, other storage sheds and surface car parking. Further east, towards Woolwich Manor Way, the remaining land within the ownership of the Airport is either vacant or used for goods storage.
- 2.9** A number of changes have occurred at the Airport in recent years as the first elements of the approved CADP1 have been constructed and implemented. In summary, the following have now been constructed:

- Extension to the deck over the KGV Dock to provide 8 additional 'Code C' aircraft stands and a new taxiway which runs parallel to the eastern part of the runway and connects with a holding point for up to 3 aircraft (known as Runway Hold 27) located at the eastern end of the runway;
  - Erection of a temporary noise barrier to the east of the existing East Pier;
  - Construction of the foundations and deck for the East Terminal Extension (ETE) and New East Pier (NEP);
  - Construction of temporary facilities at the Airport, including the Temporary Immigration Facility (TIF), Temporary Outbound Baggage (OBB) structure, Temporary Goods-In Facility (TGIF), temporary single deck car park and temporary car rental building; and
  - Installation of artificial fish refugia (an ecological enhancement feature) within the KGV Dock.
- 2.10** In addition to the airport improvements delivered as part of or as a consequence of CADP1, a number of other specific structures and airfield enhancements have been built out or implemented under the Airport's permitted development rights, in accordance with Part 8, Class F of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). These changes are identified on Figure 2.2 and include:
- The Digital Air Traffic Control Tower (DATCT) to the south of KGV Dock;
  - Runway and taxiway rehabilitation works; and
  - Introduction of an Engineered Material Arrestor System (EMAS) at either end of the runway.
- 2.11** Vehicle access to the Airport is provided from Hartmann Road, which is a private road with an east-west orientation that connects with the A112 Connaught Road at a signalised junction at its western end. This currently functions as the single point of access to the Airport from the wider highway network. At its eastern end, Hartmann Road forms a signalised junction with the A117 Woolwich Manor Way, although this junction is presently closed for public access to the Airport. As part of the CADP1 proposals, the eastern end of Hartmann Road will be opened to traffic, to provide enhanced access to the Airport.
- 2.12** The main passenger car parking area is located to the east of the terminal building and CAH. This car park is accessed via a barrier-controlled exit on to Hartmann Road. The Airport currently has just over 900 car parking spaces with consent for up to 1,251 car parking spaces under the existing CADP1 planning permission. Parking is also provided for motorcycles and cycles. Staff car parking is currently concentrated in the temporary single deck car park to the east of the main passenger car park.
- 2.13** The public roads within the vicinity of the Airport are covered by a Controlled Parking Zone (CPZ) in operation 0800 – 1830 Monday to Sunday. This includes parking bays on the residential streets of Silvertown and double-yellow lines on Connaught Road/Albert Road and Hartmann Road.
- 2.14** The Airport has a good Public Transport Accessibility Level (PTAL) of 3 (where 1 is the lowest level and 6b the highest level achievable). The Airport is well connected to London's public transport rail system via its onsite DLR station, which links directly into

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

- 2.15** The Airport is also served by bus routes 473 (Stratford – North Woolwich) and 474 (Canning Town – Manor Park), both of which stop in the Airport forecourt. Route 474 operates on a 24/7 basis and since May 2022 has been diverted to provide a direct link between the Airport and Custom House station to coincide with the opening of the Elizabeth Line.
- 2.16** As a result, it had the highest public transport mode share of any UK airport, with 73% of passengers using public transport (DLR/train, Bus and London Taxi) in the Baseline Year of 2019<sup>1</sup>.
- 2.17** The Airport is accessible on foot from the surrounding residential and commercial areas. Hartmann Road has a footway on its southern side which connects directly with footways on Connaught Road to the west. There are controlled pedestrian facilities at the traffic signal-controlled junction of Connaught Road and Hartmann Road. Pedestrians can also access the Airport from a dedicated pedestrian link between Hartmann Road and Newman Street.
- 2.18** Cyclists access the Airport from Hartmann Road. There are 20 sheltered passenger cycle parking spaces located beneath the DLR viaduct and adjacent to the motorcycle parking area opposite the passenger drop-off area on Hartmann Road. There are 58 cycle parking spaces dedicated for staff use, 48 are located within secure bike stores outside City Aviation House and the Western car park (24 at each location) and a further 10 lockable cycle stands outside CAH.
- 2.19** The current arrangement for London Taxi's is that on arrival at the Airport with passengers, the taxi will drop passengers at the front of the terminal building within the forecourt. Once the passenger has paid the taxi fare, the vehicle departs from the forecourt and either turns right, away from the Airport, or turns left and joins the back of the taxi queue that extends eastwards on Hartmann Road towards the Airport car parks.

### **Surrounding Area**

- 2.20** The surrounding area is in urban use with a mix of residential, industrial and commercial uses located on the northern and southern banks of the River Thames. Key residential locations include Silvertown and North Greenwich to the west of the Airport and Thamesmead to the east. To the north is the residential neighbourhood of Beckton, while to the south is North Woolwich on the north side of the Thames and Woolwich to the south.

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

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

**Airport Operations and Employment**

**2.22** Table 2.1 below shows the number of flights and passengers at the Airport between 2015 and 2021 and shows that after a period of steady growth in passenger numbers there was a dramatic decline in 2020 and 2021 due to the COVID-19 pandemic. LBN accepts the data presented below, but notes that LBN (and potentially other parties) will use Civil Aviation Authority statistics, which often have slight variations in number and sometimes definition from those in this table, although the variations are unlikely to have any material influence.

**Table 2.1: 2015-2021 Aircraft Movements and Passenger Numbers**

<b>Year</b>	<b>Commercial Passenger Aircraft Movements</b>	<b>Jet Centre Movements</b>	<b>Total Passengers</b>
2015	79,955	5,122	4,319,301
2016	81,161	4,798	4,538,735
2017	76,266	4,227	4,530,439
2018	75,751	5,116	4,820,403
2019	79,942	4,332	5,122,271
2020	18,081	988	908,105
2021	12,991	1,472	720,580

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

**Recent Planning History**

**2.24** A summary of the Airport’s planning history is provided in **Appendix 1**. It is agreed that the most relevant planning permissions are described below.

*Previous Permissions*

- 2.25** Outline planning permission was initially granted in May 1985 and permitted up to 30,160 ATMs (LPA ref. N/82.104). In September 1991 permission was granted for the extension of the runway and variations to the original 1985 permission to allow up to 36,000 ATMs (LPA Ref. LRP4/G57501/0 & LRP219/J9510/017) and in July 1998 permission was granted to allow up to 73,000 ATMs and included a condition limiting opening times similar to those imposed by the CADP1 consent which currently controls the Airport (LPA ref/P/97/0826). Prior to 1998 operating hours on Saturday were 0630 to 2200 and on Sunday 0900 to 2200. Since then, operating hours on Saturday have been 0630 to 1230 and on Sunday 1230 to 2200.
- 2.26** Subsequent permissions allowed the Airport to accommodate further growth and include permission granted in July 2009 to allow up to 120,000 ATMs (07/01520/VAR) whilst maintaining operating hours restrictions.

*CADP1 Permission (2016) ("Parent Permission")*

- 2.27** The CADP1 Permission was approved jointly by the Secretaries of State for Communities and Local Government and for Transport (SoS) in July 2016 following an appeal and public inquiry which was held in March 2016. This permitted the comprehensive upgrade to the infrastructure and passenger facilities at the Airport and permitted up to 111,000 ATMs and for the first time included an annual cap on passenger numbers of 6.5 million. The full description of development was as follows:

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

- a. Demolition of existing buildings and structures;***
- b. Works to provide 4 no. upgraded aircraft stands and 7 new aircraft parking stands;***
- c. The extension and modification of the existing airfield to include the creation of a taxiway running parallel to the eastern part of the runway and connecting with the existing holding point;***
- d. The creation of a vehicle access point over King George V dock for emergency vehicle access;***
- e. Laying out of replacement landside Forecourt area to include vehicle circulation, pick up and drop off areas and hard and soft landscaping;***
- f. The Eastern Extension to the existing Terminal building (including alteration works to the existing Terminal Building) to provide reconfigured and additional passenger facilities and circulation areas, landside and airside offices, immigration areas, security areas, landside and airside retail and catering areas, baggage handling facilities, storage and ancillary accommodation;***
- g. The construction of a 3 storey Passenger Pier to the east of the existing Terminal building to serve the proposed passenger parking stands;***
- h. Erection of a noise barrier at the eastern end of the proposed Pier;***
- i. Erection of a temporary noise barrier along part the southern boundary of the Application Site to the north of Woodman Street;***
- j. Western Extension and alterations to the existing Terminal to provide reconfigured additional passenger facilities and circulation areas, security areas, landside and airside offices, landside retail and catering areas and ancillary storage and accommodation;***
- k. Western Energy Centre, storage, ancillary accommodation and landscaping to the west of the existing Terminal;***
- l. Temporary Facilitation works including erection of a noise reduction wall to the south of 3 aircraft stand, a Coaching Facility and the extension to the outbound baggage area;***

- m. Works to upgrade Hartmann Road;**
- n. Landside passenger and staff parking, car hire parking and associated facilities, taxi feeder park and ancillary and related work;**
- o. Eastern Energy Centre;**
- p. Dock Source Heat Exchange System and Fish Refugia within King George V Dock; and**
- q. Ancillary and related works.”**

- 2.28** Condition 2 required the development to be carried out in accordance with Approved Plans and documents listed in the decision notice, including the Energy and Low Carbon Strategy and Sustainability Statements.
- 2.29** The principal operational controls and restrictions imposed on the Airport by the planning conditions the following conditions.
- 2.30** Condition 17 controls the times which aircraft can take-off and land at the Airport. Except in cases of immediate emergency to an aircraft and/or the persons on board, the Airport shall not be used for the taking off or landing of aircraft at any time other than between the hours of:
- 0630 and 2200 on Monday to Friday inclusive;
  - 0900 and 2200 on Bank Holidays and Public Holidays (with the exception of Christmas Day in condition 27);
  - 0630 and 12.30 on Saturdays; and
  - 1230 and 2200 on Sundays.
- 2.31** Other conditions replicate these time restrictions in relation to aircraft maintenance and repair (condition 8); and ground running, testing and maintenance (condition 50).
- 2.32** Condition 23 permits a maximum of 111,000 Actual Aircraft Movements at the Airport per calendar year. It also imposes daily limits with a maximum of 100 per day on Saturdays; 200 per day on Sundays (but not exceeding 280 on any consecutive Saturday and Sunday); 592 per day on weekdays; and individual limits for specified Bank Holidays.
- 2.33** Condition 25 permits a maximum of 6 Actual Aircraft Movements between 0630 and 0659 hours on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the Airport shall be closed for the use or operation of aircraft between these times). In tandem with this, condition 26 requires that the number of Actual Aircraft Movements in the period between 0630 hours and 0645 shall not exceed 2 on any of these days.
- 2.34** Condition 43 requires that the annual passenger throughput of the Airport shall not exceed 6.5 million passengers.
- 2.35** A series of other conditions impose environmental controls and restrictions on the Airport, including operation of the Aircraft Noise Categorisation System (conditions 18 and 19); the Noise Management and Mitigation Strategy (condition 31); as well as other conditions relating to sustainability, biodiversity, air quality, lighting and surface access, amongst others.
- 2.36** Since the CADP1 Permission was approved and implemented, approval has been granted for several non-material amendment applications ('S96A applications') which

have made amendments to the CADP1 Permission. The details of each application are summarised in Appendix 1.

*Permitted Development Facilities Permission (2023)*

- 2.37** On 21 April 2023, LBN granted planning permission for the retention and erection of Permitted Development Facilities for a period of up to 10 years (LPA ref 22/03047/FUL). These works are required to help facilitate the construction of the CADP1 development following the unavoidable delays to the CADP1 project as a consequence of the pandemic. They enable the Temporary Goods-in Facility (GIF) Temporary Immigration Facility (TIF) Temporary Outbound Baggage Facility (TOBB) temporary decked car park, temporary car rental building to stay in situ and the construction of a Temporary Gate Room pending the completion of CADP1.

*CADP2 Permission (2016)*

- 2.38** Shortly before the determination of CADP1 in 2016, outline planning permission was also granted for the erection of a 260-bedroom hotel and associated development (the CADP2 Permission) (LPA ref. 13/01373/OUT). The CADP2 Permission has not as yet been implemented and remains extant<sup>2</sup>.

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<sup>2</sup> Reserved Matters must be submitted by 4 July 2024

### **3.0 THE APPLICATION PROCESS**

2.41 The following description of the application process is agreed by the parties.

#### **3.1 Pre-application**

3.2 The Airport entered into a Project Planning Performance Agreement with LBN on 7 April 2022. As part of this process it held several meetings, agreed the scope of the S73 Application and contributed towards the cost of officer time and LBNs consultant team led by Land Use Consultants (LUC) who provided advice on the scope of the Environmental Statement.

3.3 Pre-application meetings were also held with the Greater London Authority (GLA), Transport for London (TfL) and the Environment Agency (EA). The specific meeting dates with LBN and the discussion topics for those meetings were as follows:

#### **LBN**

3rd May 2022 – LCY presentation to LBN on the S73 proposals and proposed outline scope of the EIA and component technical assessments;

15th June 2022 – discussion on technical scope of EIA, specifically noise and carbon;

29th June 2022 – discussion on scope of EIA, specifically air quality and surface access;

3rd August 2022 – meeting with LBN's aviation advisor (CSACL) to discuss aviation forecasts;

14<sup>th</sup> September 2022 – discussion with LBN's EIA advisors (LUC and Air Pollution Solutions) on the assessment of Ultra Fine Particulates (UFP's);

20<sup>th</sup> September 2022 – discussion on scope and methodology of the health and public wellbeing assessment with LBN's Deputy Director of Public Health; and

2<sup>nd</sup> November 2022 – discussion on particular outstanding matters with respect to the EIA scope, including the assessment of UFPs, health, carbon emissions and assessment scenarios.

#### **Public Consultation**

3.4 LCY undertook a major public consultation exercise on the proposals between 1 July 2022 and 9 September 2022 which 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.

#### **The Planning Application**

3.5 The S73 application registered by LBN as valid as of 19 December 2022 (LPA ref 22/03045/VAR).

3.6 The Council carried out consultations including site notices, advertisements in the local press, advertised in a number of newspapers where residents are overflowed by the

Airport and sent consultation letters to 57,379 properties within the CADP1 54dB noise contour.

- 3.7 The application documents and their authors are listed in Table 3.1 below.

**Table 3.1: List of Application Documents**

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

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

- 3.9 A list of the S73 application drawings is provided at **Appendix 2**.

### **Post-Submission**

- 3.10 At its Full Council meeting on 27 February 2023, LBN resolved as follows:

***“For the Lead Member to write to the Secretary of State for Transport, Rt Hon. Mark Harper and lobby the government to reject any application to extend Saturday flights at London City Airport.”***

- 3.11 As set out in LBNs Committee Report (Update), as part of its consultation on the application LBN sent out 57,379 letters. The Council’s stated deadline for the receipt of consultation responses was 19 March 2023.

- 3.12 The Council received 1,721 responses, with 74 responses in support, 1,646 objections and 3 other representations (neither objection or supporting). Of those comments that wrote to object to the proposals, the concerns related mainly to:

- Increased noise pollution and disturbance to residents;

- Impact on health and wellbeing of residents;
- Increase to greenhouse gas emissions and wider environmental impacts;
- Impacts to air quality;
- Increase in traffic movements; and
- Expansion of the Airport during a climate emergency.

3.25 Table 3.1 below lists the consultation responses received from organisations, bodies and political representatives at the time of lodging the appeal.

**Table 3.1 : List of consultation responses to the application**

<b>Consultee</b>	<b>Date of comment</b>
<b>Airline Support</b>	
LUFTHANSA	08-Mar-23
BA CityFlyer	10-Mar-23
City Hopper	14-Mar-23
<b>Greater London Authority</b>	
GLA Stage 1	20-Mar-23
<b>GLA Stage 2</b>	20-Jul-23
TfL	Mar- 23
TfL updated response	5-May-23
<b>LBN Internal and Technical Responses</b>	
Noise Impact review prepared by Rupert Taylor	03-Apr-23
Review of Need Statement by Chris Smith Aviation Consultancy Limited	13-Apr-23
Updated review of Need Statement by Chris Smith Aviation Consultancy Ltd	09-Jun-23
Review of the Environmental Statement for London City Airport: Final Review Report by LUC	Jun-23
LBN Transport and Highways	5-May-23
LBN Regeneration and Employment	2-May-23
<b>Local Authorities (exc. London Borough of Newham)</b>	
London Borough of Hackney	10-Feb-23
London Borough of Lewisham	13-Mar-23
London Borough of Waltham Forest	10-Mar-23
London Legacy Development Corporation	06-Mar-23
London Borough of Southwark	17-Mar-23
London Borough of Havering	19-Mar-23
Royal Borough of Greenwich	28-Mar-23
London Borough of Tower Hamlets	20-Apr-23
London Borough of Redbridge	14-Mar-23
<b>Local Councillors</b>	
Councillor Anthony McAlmount (Newham)	12-Feb-23
Councillor Matt Hartley and Councillor John Hills (Greenwich)	09-Mar-23
Councillor Danny Keeling and Councillor Nate Higgins (Newham)	09-Mar-23
Councillor Catherine Rose and Councillor James McAsh rose (Southwark)	30-Mar-23
Bexley Labour Group	03-Apr-23

<b>Local Developers</b>	
Barking Riverside Ltd	08-Mar-23
<b>London Assembly</b>	
Chair of London Assembly's Environment Committee	15-Mar-23
<b>Members of Parliament</b>	
Stephen Timms MP	15-Feb-23
John Cryer MP	22-Feb-23
Helen Hayes MP	21-Mar-23
Ellie Reeves MP	21-Mar-23
Apsana Begum MP	31-Mar-23
Janet Daby MP	03-Apr-23
Matthew Pennycook MP	17-Mar-23
<b>Organised Opposition including</b>	
Plane Hell Action SE	13-Mar-23
HACAN East	15-Mar-23
Walworth Society	30-Mar-23
<b>Other Organisation Support Including</b>	
CBI	31-Mar-23
ExCel	31-Mar-23
London Chamber of Commerce	17-Mar-23
BP Installations	14-Mar-23
Airport Safeguarding Limited	20-Mar-23
Café Nero	31-Mar-23
Business LDN	17-Mar-23
UEL	31-Mar-23
Newham All Star Sports Academy (NASSA)	15-Mar-23
Boots	15-Mar-23
VolkerWessels	Mar-23
<b>Statutory Consultees</b>	
Historic England	07-Mar-23
Port of London	23-Feb-23
London Borough of Newham (Transport)	19-Apr-23
TfL Crossrail Safeguarding	10-Feb-23
LCY Safeguarding	10-Feb-23
Thames Water	9-Feb-23

- 3.26 During the determination of the application there was regular engagement between the Airport and LBN and their Consultant Team. Meetings were also held with statutory consultees including the GLA, TfL and LBN Highways.
- 3.27 LBN appointed a consultant Team led by Land Use Consultants (LUC) to review technical aspects of the application including the overall robustness of the

Environmental Statement and the Need Statement. Preliminary draft reports were received as follows:

- Review of the Environmental Statement for London City Airport: Draft Review Report (April 2023) '**The Draft ES Review**'
- Review of Noise and Vibration Aspect of Environmental, Rupert Thornely-Taylor '**Draft Noise Review**'
- '**London City Airport: Review of Need Statement**' document dated April 2023 commissioned by the Council from Chris Smith Aviation Consultancy Limited (CSACL).

3.27 A detailed response was provided to LBN to the Draft ES review 2023 and Draft Noise review in an '**Initial Response to LUC**' in April 2023. The response on Need was sent to LBN on 5 May 2023. Final Reports were then published by the Council's Consultants in June 2023.

3.28 Table 15.1 of LUC's June 2023 Final Report included a summary of issues raised and whether the Applicant's response had satisfactorily addressed clarifications/requests. This confirms that, save for matters relating to Air Quality, all matters were considered to have been resolved and to be acceptable subject to minor clarifications or subject to being addressed through planning conditions. In respect of Air Quality, it is agreed that a monitoring condition would address concerns about Ultra Fine Particles. Impacts on air quality would not amount to a reason for refusal.

## 4.0 THE APPEAL PROPOSALS

- 4.1 The parties agree to the following description of the proposals.
- 4.2 The S73 Application proposes to amend planning conditions attached to the CADP1 or 'Parent Permission', pursuant to S73 of the Town and Country Planning Act 1990 (as amended):
- “Section 73 application to vary Conditions 2 (Approved documents) 8 (Aircraft Maintenance) 12 (Aircraft Stand Location) 17 (Aircraft Take-off and Land Times) 23, 25, 26 (Daily limits) 35 (Temporary Facilities) 42 (Terminal Opening Hours) 43 (Passengers) and 50 (Ground Running) to allow up to 9 million passengers per annum (currently limited to 6.5 million) arrivals and departures on Saturdays until 18.30 with up to 12 arrivals for a further hour during British Summer Time (currently allowed until 12.30), modifications to daily, weekend and other limits on flights and minor design changes, including to the forecourt and airfield layout attached to planning permission 13/01228/FUL allowed on appeal APP/G5750/W/15/3035673 dated 26th July 2016 which granted planning permission for; "Works to demolish existing buildings and structures and provide additional infrastructure and passenger facilities at London City Airport"*
- 4.3 These 'Proposed Amendments' do not alter the CADP1 description of development. The red line planning application boundary for the S73 Application remains the same as that of the CADP1 Permission. The list of conditions proposed to be changed are summarised in Table 4.1.
- 4.4 Changes to the passenger cap and opening times will enable the number of passengers to increase at the Airport, within the 111,000 ATM limit set by the CADP1 Permission. The forecast number of passengers are summarised in Table 4.2 below alongside forecast ATMs which compares the Development Case (with development) and Do minimum (without development) which are used throughout the environmental statement (ES) that accompanies the S73 Application.

**Table 4.1: Amended Conditions**

Condition		Proposed Amendment
Condition 2	Approved Drawings and Documents	Changes to Approved Plans, ES and various strategies due to the passage of time and to reflect the proposed changes to the interim works and permanent forecourt.
Condition 8	Aircraft Maintenance	Extended hours to reflect longer operating times on Saturdays until 18.30 (19.30 BST).
Condition 10	Restriction on Development (Hard Surfaces)	Revised Plan P4 showing hard surfaces to be consistent with changes to Condition 12.
Condition 12	Aircraft Stand Location	Greater flexibility in the location of aircraft stands given increased wingspan of new generation aircraft (revised Plans P4). No changes to previously approved number of stands.

Condition		Proposed Amendment
Condition 17	Aircraft Take-off and Land Times	Proposed extended hours on Saturday to allow the take off and landing of aircraft until 1830 (and an hour later for up to 12 arrivals during British Summer Time <sup>3</sup> ).
Conditions 23, 25 and 26	Daily Limits	Minor changes to daily limits, including increasing the number of flights permissible in the first half hour (06/30-06/59) from 6 to 9. No change to annual cap of 111,000 movements.
Condition 35	Temporary Facilities	Remove 5 year time limit for removal of Temporary Facilities and instead link to any revised phasing plan pursuant to Condition 4.
Condition 42	Terminal Opening Hours	Later opening until 20.00 on Saturdays.
Condition 43	Passengers	Uplift from existing limit of 6.5mppa to 9mppa.
Condition 50	Ground Running	Revised to allow until 18.30 on Saturdays.

**Table 4.2 : Forecast Passengers and Commercial Passenger Aircraft Movements**

Year	Passengers (millions)		Commercial Passenger Aircraft Movements <sup>4</sup> (excluding jet centre movements)	
	With Development (Core or Development Case (DC))	Without Development (Do Minimum (DM))	With Development (Core or Development Case (DC))	Without Development (Do Minimum (DM))
2024	4.9	4.9	73,500	73,000
2025	5.4	5.0	78,000	73,500
2026	6.4	5.3	85,500	76,500
2027	7.1	5.4	92,000	77,500
2028	7.6	5.9	97,000	82,000
2029	7.9	6.3	99,000	85,000
2030	8.6	6.4	106,000	85,000
2031	9.0	6.5	111,000	85,000

Source: York Aviation

<sup>3</sup> Which aligns with IATA Summer Scheduling Season, typically running from Sunday in late March to Saturday in late October each year.

<sup>4</sup> Rounded to the nearest 500.

- 4.5** Minor changes are proposed to the approved CADP1 physical works. An updated 2022 Site Plan (1.0B) was prepared to reflect progress in the build out of CADP1 (Ref: A400-PAW-A-14-XXX-DR-GA-900-004 S2) since the original CADP1 Permission was issued. The 2022 Site Plan is cross referenced on a number of the application plans/sets in order to make clear the current status of the works.
- 4.6** The principal changes relate to 'Application Set 5.0' where the partial build out of CADP1 and related temporary Permitted Development facilities has required minor revisions to the previously approved layout of the temporary coaching facility. Changes to 'Application Set 7.0' are also proposed but are limited to minor changes to the terminal forecourt to reflect changes to modal split assumptions since the plans were originally approved as part of the CADP1 Permission.
- 4.7** Additionally, some minor adjustments to the previously approved apron layout are required to accommodate the parking of cleaner, quieter, new generation aircraft, which have a wider wingspan than the majority of the current fleet. The adjustments to Plan P4 will maintain the same number of aircraft stands as previously approved (25) but with slightly more flexibility to park new generation aircraft on the existing western apron.
- 4.8** There is no need to change the cap on the number of operational stands for commercial passenger aircraft. Instead, changes to condition 10 and 12<sup>5</sup> propose to refer to a new plan (see Appendix 2) which allows greater flexibility in the location of where up to 25 aircraft can park including the Jet Centre part of the airfield. This area is already used by Jet Centre aircraft and the proposed additional flexibility sought would enable scheduled aircraft to use this area typically at peak times or when an aircraft is undergoing maintenance.
- 4.9** The consented forecourt design has been amended to accommodate the revised passenger demand up to 9 mppa and to reflect developments in the transport modal split that have been identified in the most recent passenger surveys. The overall strategy and layout of the forecourt remains very similar to the consented scheme with some realignment of kerb lines and paint-marking. Additional bays have been added to the public forecourt and London Taxi pick-up and drop-off.

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<sup>5</sup> Together with a change to the definition of the Plan P4.

## 5.0 PLANNING POLICY FRAMEWORK

### a) Development Plan

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. In this instance, the adopted development plan for the site comprises:
- The London Plan – the Spatial Development Strategy for London (March 2021);
  - Newham Local Plan (December 2018); and
  - Local Plan Policies Map (December 2018).
- 5.2 The Airport is subject to a number of site designations as specified on the LBN Local Plan Policies Map. The Royal Docks is designated within the ‘Arc of Opportunity’. The Airport is allocated as an ‘Employment Hub’ (ref. E11). The Airport is also designated under the London City Airport Public Safety Zone.
- 5.3 Two areas of land to the immediate east of the Airport are allocated as Local Industrial Locations (LILs): LIL5 ‘Land East of City Airport’ the function of which is logistics and transport; and LIL12 ‘Albert Island’ the function of which is B Class Uses and other Industrial Type Uses.
- 5.4 The Royal Albert Dock and King George Dock which lie directly adjacent to the Airport are allocated as Sites of Importance Nature conservation (SINC)
- 5.5 The Airport is also located within Flood Zone 3 and within an area that benefits from flood defences.
- 5.6 A list of the development plan policies which are relevant to the assessment of the S73 Application (i.e. the appeal proposals) is provided at **Appendix 3**.

### b) Emerging Local Plan

- 5.7 LBN has commenced a local plan review and public consultation on the Issues and Options document took place between October and December 2021. LBN subsequently consulted on their first full draft replacement ‘Regulation 18’ local plan between January and February 2023. The Local Development Scheme (December 2022) projects that in due course the Regulation 19 draft local plan will be consulted upon in Autumn 2023 and submitted to the Planning Inspectorate for independent examination in early 2024.
- 5.8 Given the early stage in the preparation of the plan very little weight can be given to draft policies within it.

### c) Relevant Material Considerations

- 5.9 The following policy/legislation are agreed as relevant to the determination of the appeal.

#### ***National Planning Policy***

- National Planning Policy Framework (NPPF) (July 2021)
- National Planning Practice Guidance (NPPG) (online with various updates)

- Aviation Policy Framework (March 2013)
- Beyond the Horizon - The Future of UK Aviation: Making best use of existing runways (June 2018)
- Aviation Strategy 2050: The Future of UK Aviation (December 2018)
- Decarbonising Transport: A Better, Greener Britain (July 2021)
- Flightpath to the Future (May 2022)
- Overarching Aviation Noise Policy Statement (March 2023)
- Jet Zero: Strategy for Net Zero Aviation by 2050 (July 2022)

### ***Supplementary Planning Guidance***

- The Royal Docks and Beckton Riverside Opportunity Area Planning Framework (OAPF) (2023)

### ***Other Legislation / Guidance***

- Noise Policy Statement for England (NPSE) (March 2010)
- Clean Air Strategy (January 2019)
- Environment Act 2021

## **6.0 ENVIRONMENTAL STATEMENT**

- 6.1** LBN appointed an independent consultant team led by Land Use Consultants (LUC) to review the adequacy of the ES supporting the S73 Application. LUC's Final Review Report concluded that the Airport had sufficiently responded to all clarifications and potential Regulation 25 requests and that no further information was required. As stated in OR paragraph 294 *'The ES was considered to provide a thorough and robust assessment of the baseline conditions and enable a rigorous assessment of the likely significant environmental effects of the development.'*
- 6.2** It is agreed between the parties that the overarching methodology and assumptions of the EIA are technically and procedurally sound, as are the conclusions of assessments of 'other environmental issues' (as presented in Chapter 13 of the ES).

## **7.0 PLANNING CONSIDERATIONS OVERALL**

- 7.1** It is agreed that the Proposed Amendments fall within the scope of the changes allowed by S73 of the Town and Country Planning Act 1990.
- 7.2** It is agreed that the focus of planning considerations should only be on changes proposed by the S73 application and it is not appropriate to re-assess or override the principles or acceptability of the development approved by the Parent Permission.
- 7.3** It is agreed the reason for refusal relating to the need for a deed of variation to the S106 accompanying the Parent Permission could be overcome as set out in section 15 of this statement of common ground.

## 8.0 ECONOMIC AND CONSUMER BENEFITS

- 8.1** As confirmed by LUC’s Final ES review, no concerns were raised about the method or conclusions about economic benefits as described in Chapter 7 (Socio-economics) of the ES.
- 8.2** National aviation policy itself gives strong support for growth at airports consistent with national forecasts provided that local impacts are acceptable taking into account mitigation.
- 8.3** Table 8.1 Sets out matters agreed in respect of economic and consumer benefits.

**Table 8.1 Economic and Consumer Benefits matters Agreed between the parties**

Topic	Agreed matter	Explanation
Forecasting	<p>The approach to air traffic forecasting is agreed, as is the potential for the Airport to grow to 9 million passengers per annum over time. There remains some disagreement as to the precise timescale for this growth.</p> <p>The incentives for airlines to re-fleet faster to newer, quieter aircraft in the Development Case is agreed.</p>	<p>The air traffic forecasts have been prepared by experienced aviation consultants and reviewed by LBN’s experienced aviation consultant. The approach has been agreed but there remain differences of opinion as regards to the inputs to the process and the effects of future environmental costs. LBN’s aviation adviser agreed at the time that 9 million passengers per annum would be reached but later than 2031. However, he now believes there is some risk this number will not be achieved in light of short-term performance at the Airport and so can no longer be agreed. This position is not agreed by the Applicant. A slower growth case was provided within the Need Case but this was not reviewed by LBN’s aviation advisor (<b>Section 17b</b>).</p> <p>This position is set out OR para 80.</p>
Study Area	<p>The study areas for the economic and consumer benefits assessment have been agreed as appropriate for the assessment.</p>	<p>The study areas considered were:</p> <ul style="list-style-type: none"> <li>• Site Level – the Airport;</li> <li>• The Borough Level – the LBN;</li> <li>• The Local Area<sup>11</sup> – The study area is the same as the ‘Local Area’ defined in the current S106 Agreement (for the existing CADP1 consent), namely LBN, the London Borough of Barking and Dagenham (LBBD), Bexley (LBB), Greenwich (RBG), Hackney, Havering, Lewisham (LBL), Redbridge (LBR), Southwark (LBS), Tower Hamlets (LBTH), and Waltham Forest (LBWF), as well as the District of Epping Forest (EFDC); and</li> <li>• Regional Level – London.</li> </ul>
Modelling	<p>The economic impact modelling undertaken to the economic and consumer benefits assessment conforms to best practice and it is agreed to be a robust and appropriate approach. This modelling related to the impacts associated with construction, with the operation of the Airport, and the wider economic benefits in the rest of the economy.</p>	<p>The economic impact modelling uses a well-recognised analytical framework and the assessment has been undertaken by well-regarded economic impact specialists with extensive experience in undertaking airport economic impact assessments.</p> <p>The techniques used to assess the different effects (construction, operational (direct, indirect and induced), and wider economic impacts) are well-established and have been scrutinised and tested through a number of previous applications.</p>

Metrics	The output metrics used within the assessment, namely Gross Value Added (GVA), employment and monetised socio-economic welfare effects are agreed to be appropriate metrics through which to consider the economic and consumer effects of the Proposed Amendments.	GVA and employment are well recognised metrics for considering the economic impact of proposed development.  Estimates of economic and consumer effects are also commonly used within transport appraisal to consider the net benefits to society from a proposed development.
Modelling outputs	The economic and consumer benefits associated with the Proposed Amendments are agreed.	<p>The Proposed Amendments will boost business productivity, supporting the growth of and investment in key sectors in the local economy equivalent to £398 million a year by 2031 (£99 million more than in 2019).</p> <p>The Proposed Amendments will support tourist expenditure in London of £558 million a year by 2031, (£227 million more than 2019) and have a net positive impact on socio-economic welfare of £371 million over the next 60 years.</p> <p>The Proposed Amendments will also support the Global Britain and economic recovery agendas more generally.</p> <p>As shown in table 7.1 in the Planning Statement, this increased economic activity will bring London City Airport's total annual GVA contribution to over £1.6 billion (an increase of £702m over 2019 levels).</p> <p>The Proposed Amendments will deliver an additional 1,340 jobs (1,170 FTEs) at the Airport by 2031 compared to 2019 supporting additional GVA of £144m, bringing the total number employed onsite to 3,650 (3,230 FTEs). Of these, 330 jobs are expected to be in management, professional and technical roles; 240 jobs are expected to be in administrative, trade and services roles; and 770 jobs are expected to be in sales, process and elementary roles.</p> <p>The Proposed Amendments will also result in 4,470 additional jobs (3,750 FTEs) across London by 2031 compared to 2019, as well as £702m in additional GVA. This includes 830 additional jobs through supply chain and spending effects, supporting additional GVA of £105m and a further 2,300 jobs through catalytic effects (supported as a result of increased inbound tourism and increases in business productivity), supporting £453m of additional GVA.</p> <p>This recognition of the economic benefits is set out in Paragraph 268 of the Officers' Report.</p>
Forms of mitigation	The economic benefits can be further secured via appropriate planning conditions and S106 obligations.	A S106 obligation would build on the ongoing investment in skills and training, with a further commitment of up to £1.9m additional funding to LBN to support continued education, training and assistance in getting more local people into work at the Airport.
Assessment Conclusion	It is agreed that the economic and consumer effects associated with the Proposed Amendments will be overall beneficial.	The economic and consumer benefits offered by the Proposed Amendments are recognised and accepted.

## 9.0 NOISE AND VIBRATION (AIR NOISE)

9.1 LBN resolved to refuse permission by reason ‘of the additional morning and Saturday flights, and reduction of the existing Saturday curfew would result in a new material noise impact which would result in significant harm to the residential amenity of nearby residential properties’.

9.2 LBN cite policies D13 and T8 of the London Plan and Policies SP2 and SP8 of the Newham Local Plan as the reason why the proposals are contrary to the development plan..

9.3 Matters which are agreed in respect of Air Noise are set out in Table 9.1.

**Table 9.1 Air Noise matters Agreed between the parties**

Topic	Agreed matter	Explanation
Scenarios	The scenarios considered are appropriate.	The EIA includes 2019 as the baseline and considers the future assessment years of 2025, 2027 and 2031. For each future year there is scenario with and a scenario without the proposed changes.  Sensitivity scenarios were also included which considered faster and slower growth, greater activity in the early morning, and an alternative fleet mix of future aircraft types.
Forecasting	Forecasts for relevant scenarios have been provided by experienced aviation forecasters.	Forecasts for the scenarios have been provided by York Aviation who have undertaken an economic assessment of the future scenarios and derived forecast movements. They have conducted similar exercises in relation to many other airports.
Study Area	The study area is appropriate and is based on the largest extent of likely significant effects due to noise.	The study area is based on the extent of the noise contours prepared corresponding to the lowest observed adverse effect level (LOAEL). The resulting area that extends up to 7.5 km to the east, 7.5 km to the west, 5.5 km to the north and 2.5 km to the south of the Airport runway.  While this area is the core focus of the assessment, for some of the supplementary metrics the modelling extends beyond it.
Noise Modelling	The air noise computation methodology and modelling software is appropriate.	The airborne aircraft noise has been computed using the methodology set out in the Air Noise Contour Validation 2022 Assessment, which has been approved by LBN. This includes the use of the Federal Aviation Administration (FAA) Aviation Environmental Design Tool (AEDT).

	<p>The inputs to the model are correct.</p>	<p>As detailed in the Air Noise Contour Validation 2022 Assessment, the model includes:</p> <ul style="list-style-type: none"> <li>- tracks derived from radar data.</li> <li>- profiles reflecting radar data</li> <li>- noise levels adjusted to allow for the results from the Airport's noise monitors, including two of the new generation types, the Airbus A220-100 and Embraer E190-E2</li> <li>- noise levels adjusted to allow for the official certification results for the two new generation types yet to operate commercially (EIA Para 8.3.86 and Table 8.7).</li> </ul>
	<p>The noise modelling considers the appropriate sensitive receptors.</p>	<p>The air noise assessment in the ES considers residential receptors, both in existing dwellings and in developments with planning permission which have not yet been built or are only partially built. Also considered are schools, long term health facilities and outdoor amenity areas.</p>
<p>Noise Indices</p>	<p>Appropriate noise indices have been produced for the scenarios.</p> <p>The primary indices are the daytime <math>L_{Aeq}</math> and the nighttime <math>L_{Aeq}</math> for the summer period.</p> <p>A separate assessment of weekend noise has also been undertaken but is not agreed as appropriate by LBN.</p> <p>The EIA includes additional supplementary indicators.</p>	<p>The numerical quantification of air noise in general is well-established, and the methodology used in the ES is conventional except with regard to inclusion of night movements in the daytime index computation and noise during the Saturday afternoon curfew<sup>6</sup>. LBN proposes a different assessment methodology for the reduction in the Saturday afternoon curfew.</p> <p>A difference historically applied at LCY, and again in the EIA, is to include the 06.30 - 07.00 movements in the daytime index. This means it allows for all the movements. The effect, compared to following the conventional approach, is that the daytime noise contours will be very slightly larger, due to the relatively small number of movements before 07:00 being added to the much larger number of movements in the 07:00 to 22:30 period. This departure from convention is not considered significant given the small effect and that the same approach is applied for all scenarios.</p> <p>A feature of the application is the change to the operating hours on a Saturday and the consequential change to activity at the weekend. This was acknowledged by the applicant during scoping where a specific assessment was included. The LBN scoping response concluded that a separate consideration of weekend daytime noise seemed appropriate.</p> <p>It is noted that LBN does not consider the appellant's separate assessment of weekend noise to be appropriate (<b>Section 17c</b>).</p> <p>The supplementary indicators include the number of</p>

<sup>6</sup> LBN accepts this is a reporting matter. It does not change the noise assessment findings and is not a material matter with regard to its refusal or the appeal.

		<p>people likely to be highly annoyed, the number of people likely to be highly sleep disturbed, and N65 noise contours. The latter are provided for average mode. This is because the correlation between N65 values and annoyance that is available (in SoNA 2014) is for the average summer day.</p> <p>It is agreed that SoNA 2014 survey data includes Heathrow where a night flight voluntary curfew is in place (to 0430 for arrivals and 0600 for departures) as well as predictable periods of daytime respite east of the airport provided by alternation of arrival runways when the airport is in 'westerly' mode of operation. It is noted that LBN contend that there is no assessment methodology currently available for assessing the effects of reducing the Saturday afternoon curfew at London City (<b>Section 17d</b>)</p>
Modelled Outputs	<p>The computed noise outputs in the EIA are agreed.</p> <p>With the Proposed Amendments the area of the daytime 57 dB <math>L_{Aeq,16h}</math> contour is forecast to reduce compared to that for 2019 and be around 20% less than the current contour area limit by 2031.</p>	<p>The EIA uses relevant forecasts, considers an appropriate study area, uses an appropriate air noise computation methodology (subject to the matters relating to set out above) and computes the noise indices required by government and CAA guidance over an appropriate study area.</p>
NPSE thresholds	<p>The NPSE SOAEL / LOAEL thresholds are appropriate to consider effects on health and quality of life. LBN does not agree that they address the loss of the Saturday afternoon curfew.</p>	<p>In accordance with policy the ES uses the lowest observed adverse effect level (LOAEL), and the significant observed adverse effect level (SOAEL) in the assessment. These have been assigned values based on Government guidance and established practice.</p> <p>For daytime noise the LOAEL is 51 dB <math>L_{Aeq,16h}</math> and the SOAEL 63 dB <math>L_{Aeq,16h}</math>.</p> <p>For nighttime noise the LOAEL is 45 dB <math>L_{Aeq,8h}</math> and the SOAEL 55 dB <math>L_{Aeq,8h}</math>.</p> <p>LBN consider that these are insensitive to the presence, absence or removal of curfew periods and are not therefore agreed (<b>Section 17e</b>).</p>
Assessment of significance	<p>The approach to assessing the overall daytime and nighttime 'significance' is appropriate except that LBN does not agree the approach to assessing the significance of the loss of the Saturday afternoon curfew.</p>	<p>When assessing the impact between the scenarios the change in noise level has been considered. Where the resulting noise level is above the LOAEL but below the SOAEL then a change of less than 3 dB <math>L_{Aeq}</math> has been considered not significant. This is consistent with the CADP1 application and practice elsewhere (save as noted below).</p> <p>Where the resulting noise level is above the SOAEL then a change of less than 2 dB <math>L_{Aeq}</math> has been considered not significant. This is more stringent than for the CADP1 application where a change of 3 dB was the threshold for significant effects. It remains less stringent than used for the latest Luton Airport application but is consistent with the latest Bristol Airport application which was determined on appeal.</p> <p>It is noted that LBN does not agree the appellant's approach to assessing the significance with regard to</p>

		reducing the Saturday afternoon curfew ( <b>Section 17f</b> ).
Overall population exposure	With the Proposed Amendments the number of people exposed to significant levels of daytime noise will reduce compared to 2019 and will be in line with that predicted for the Parent Permission.	The number of people exposed to significant levels of aircraft air noise during the daytime period will generally reduce by 2031 compared to 2019. This is primarily due to the change in aircraft utilising the airport, with more of the cleaner, quieter, new generation aircraft introduced over time. Overall, the number of people forecast to be exposed to daytime air noise is in line with that predicted in the CADP1 2015 UES.
Forms of mitigation	The proposed mitigation represents an improvement from that currently offered and is in accordance with good practice.	<p>The Airport already operates a range of mitigation and control measures in relation to noise. As part of the Parent Permission new schemes designed to mitigate the noise impact of aircraft operations have been introduced or are in the process of being introduced. These, together with the short runway length and steep approach angle, limit the types of aircraft which can operate from the Airport.</p> <p>The current mitigation includes a Noise Insulation Scheme. This is to be improved through changes to the eligibility criteria and funding with the Proposed Amendments.</p> <p>It is noted that LBN considers that the loss of Saturday afternoon curfew is not mitigated (<b>Section 17g</b>).</p>
Assessment Conclusion	Allowing for the proposed mitigation the effects on the overall daytime noise are not considered significant except that LBN does not agree the conclusion regarding the significance of the loss of the Saturday afternoon curfew.	<p>The air noise assessment finds that the area of the 57 dB contour is forecast to reduce compared to 2019 and be around 20% less than the current contour area limit by 2031 with the Proposed Amendments. The number of people significantly affected by daytime air noise is also expected to reduce by 2031 compared to 2019, due to the introduction of quieter aircraft over time, the principle of which is agreed by LBN's aviation advisor and is not being challenged. These changes show the Airport will share the benefits of the noise reduction from the new generation aircraft with local communities.</p> <p>Overall noise will be very similar in 2025 with and without the Proposed Amendments. The airlines are expected to re-fleet to quieter new generation aircraft sooner with the Proposed Amendments. This results in overall noise being lower in 2027 with the Proposed Amendments than without. By 2031 the forecast increase in flights with the Proposed Amendments will result in overall noise being slightly greater with the Proposed Amendments than without, but still less than what occurred in 2019. LBN consider that this is agreed as a generality, although the extent and timing of the re-fleeting has not been studied by LBN's Aviation Adviser (<b>Section 17h</b>).</p> <p>It is noted that LBN considers the loss of Saturday afternoon curfew is significant (<b>Section 17i</b>).</p>

## NOISE AND VIBRATION (OTHER FORMS OF NOISE)

### 9.4 Table 9.2 Sets out matters agreed in respect of Other Forms of Noise.

**Table 9.2 Other Forms of Noise Agreed matters**

Topic	Agreed matter	Explanation
Construction Noise	There are no significant environmental effects in respect of construction noise arising from the Proposed Amendments.	<p>The construction noise daytime assessment has been carried out using Predictions at a number of key locations. The construction of the remaining elements of CADP1 are not predicted to give rise to significant levels of daytime noise at any receptor. Overall, the daytime noise effects are rated as negligible. The daytime noise effects are the same as those forecast for the later years of CADP1 in the 2015 UES.</p> <p>A detailed assessment of Out of Operational Hours (OOOH) construction noise has been undertaken considering dwellings around the Airport. This assessment was carried out on a worst case basis, assuming all OOOH works would take place at night. A small number of dwellings are forecast to experience significant levels of night-time noise however these have all already been treated or offered treatment by the Airport's construction sound insulation scheme. Overall, the number of dwellings forecast to be exposed to significant levels of construction noise Out of Operational Hours is lower than that predicted in the 2015 UES. The OOOH effects of the construction of the remaining elements of CADP1 are therefore less than those forecast in the 2015 UES.</p>
Vibration	There are no significant environmental effects in respect of vibration arising from the Proposed Amendments.	<p>It is agreed that there are no significant environmental effects in respect of vibration arising from the Proposed Amendments.</p> <p>Vibration from aircraft was scoped out of the ES. In relation to construction related vibration, the element of the Parent Permission most likely to result in vibration effects, piling in the dock, has been completed. The remaining items of plant which could cause vibration effects outside the site boundaries was a 'vibratory roller'. However, the areas where it is to be used are 90 – 100 m distant from the nearest sensitive receptors and so effects at sensitive receptors will not be significant.</p>
Aircraft Ground Noise	There are no significant environmental effects in respect of ground noise arising from the Proposed Amendments. Except that LBN does not agree with the conclusion with regard to the loss of the Saturday afternoon curfew.	<p>It is agreed that there are no significant environmental effects in respect of aircraft ground noise arising from the Proposed Amendments.</p> <p>Compared to 2019 there is forecast to be a change in the distribution of ground noise around the area and therefore a change in the population that will be exposed to ground noise, resulting in increased ground noise levels for some and decreases for others. This is partly due to the greater use of new generation aircraft in the future. These aircraft will use the eastern apron stands more and the main and western apron stands less, leading to a shift in noise to the east. With the Proposed Amendments the remaining elements of CADP1 will be built by 2031. This includes additional buildings which will result in reductions in ground noise for some residents to the south of the Airport due to the additional screening they will provide.</p> <p>The ground noise effects with the Proposed Amendments are generally greater with a higher number of dwellings adversely affected by daytime, night-time and weekend noise. However, most local dwellings will remain exposed to daytime, night-time and weekend ground noise below the lowest observed adverse effect level (LOAEL). Very few receptors are exposed to daytime or weekend ground noise levels above the SOAEL and no receptors in the night-time (06:30-06:59).</p>

		<p>A small proportion of dwellings are forecast to experience potentially significant moderate increases in daytime, night-time and weekend ground noise. Most of these are student rooms in the UEL accommodation blocks. These blocks have a very good standard of sound insulation and were specifically designed to deal with noise from the Airport. All of the dwellings exposed to potentially significant moderate increases in ground noise are within the Airport's air noise sound insulation schemes or the construction sound insulation scheme and are therefore eligible for or already treated by these schemes or were already designed with a good standard of sound insulation. These increases in ground noise are therefore not forecast to result in significant effects.</p> <p>Overall, based on the proportion of dwellings forecast to be exposed to ground noise levels above the SOAEL, the noise effects of CADP1 with the Proposed Amendments are similar to or slightly less than the effects predicted for CADP1 in the 2015 UES.</p> <p>It is noted that for LBN, while its concern about the loss of Saturday afternoon curfew is driven by air noise, associated ground noise from aircraft noise movements in the curfew period has also to be taken into account. The loss of the Saturday afternoon curfew period is significant by LBN (<b>Section 17j</b>).</p>
Surface Access Noise	There are no significant environmental effects in respect of surface access noise arising from the Proposed Amendments.	No changes are proposed to the frequency or timing of the DLR as part of the Proposed Amendments and the surface access assessment is limited to road traffic. The Proposed Amendments are not forecast to result in any significant changes in road traffic noise levels around the Airport. Comparing the scenarios with and without the Proposed Amendments finds that all of the road traffic noise effects are negligible for the daytime and the weekend. Weekend noise levels were lower than the overall daytime noise levels in 2019 and this is forecast to remain the case in the future irrespective of the Proposed Amendments. The area around Woodman Street is forecast to experience a significant increase in noise compared to 2019 due to the opening up of the eastern end of the Airport access road. This would occur with or without the Proposed Amendments and the effects are in line with those presented in the CADP1 UES. Properties in this area are eligible for the Airport's air noise sound insulation schemes and therefore will have (or have been offered) insulation or will have been required to be built with enhanced noise insulation by planning condition.

## 10.0 AIR QUALITY

- 10.1** It is agreed that the air quality impacts would not be materially greater than considered acceptable in the Parent Permission and this topic is neutral in the planning balance.
- 10.2** Air quality effects of the Proposed Amendments have been comprehensively assessed in accordance with the policy requirements of the London Plan and Newham Local Plan, as well as national guidance, and that there are no significant air quality effects. Ultra Fine Particles are capable of being addressed through the imposition of a monitoring condition (as per OR129). The ES also finds that the Proposed Amendments would remain Air Quality Neutral and provides details of the Air Quality Positive measures that would be implemented, in accordance with the requirements of London Plan Policy SI 1 'Improving Air Quality'. Table 10.1 Sets out matters agreed in respect of air quality.

**Table 10.1 Air Quality Agreed matters**

Topic	Agreed matter
Forecasting	<p>Forecasts of aircraft movements and passengers provide a suitable basis for the air quality assessment.</p> <p>Forecasts of road traffic, including construction and operational traffic, provide a suitable basis for the air quality assessment.</p> <p>LBN considers the aircraft/passenger forecasts are optimistic in regard to the need case, that is, they may overestimate activity. In terms of the air quality assessment, they therefore represent a worst case.</p>
Study Area	<p>Receptors have been chosen appropriately to be representative of worst-case impacts. The modelled road network is appropriate.</p> <p>Impacts on ecological sites can be scoped out.</p>
Modelling	<p>All sources of emissions that are likely to make an appreciable contribution to pollutant concentrations in the study area been included in the model.</p> <p>Construction impacts, other than construction-related traffic, were assessed in the CADP1 application and do not need to be reassessed for the S73 application. Assessment years are appropriate.</p> <p>The approach to modelling odour impacts is suitable.</p> <p>Cumulative and combined impacts from other developments have been addressed appropriately.</p> <p>There are some disagreements about the details of the modelling methodology (e.g. related to model verification etc.), but the parties agree that they will have no material effect on the conclusions of the assessment.</p> <p>It is agreed that it is not possible to quantify the emissions of UFPs from either aircraft or other combustion sources (including road traffic), and it is therefore not possible to predict future UFP concentrations. There are no standards or guidelines related to</p>

	<p>UFPs in relation to public health. It is agreed between the parties that the issue of potential UFP impacts can be dealt with by way of a Condition related to monitoring.</p>
Metrics	<p>It is appropriate to use annual mean proxies for short-term objectives.</p>
Modelling outputs	<p>There will be a negligible impact for all scenarios and pollutants using the EPUK /IAQM descriptors based on the current air quality objectives.</p> <p>When compared to the GLA PM<sub>2.5</sub> target of 10 µg/m<sup>3</sup> to be achieved by 2030, the impact at two receptors in Camel Road in 2031 is 'moderate adverse'.</p>
Forms of mitigation	<p>Specific mitigation for the S73 Proposed Development is not required, since the Air Quality Assessment concludes that there are no likely significant effects.</p> <p>There are measures within the Air Quality Management Strategy (AQMS), that have been agreed with LBN, and additional measures are set out in the Air Quality Positive Statement.</p>
Assessment Conclusion	<p>Overall, the effect is not significant for all impacts, and there is no material difference in the conclusion of this assessment and the 2015 UES provided for the Parent application.</p> <p>Where there are points of disagreement between the parties, they are not sufficient to affect the overall conclusion.</p>

## 11.0 ENERGY STRATEGY, CARBON EMISSIONS AND CLIMATE CHANGE

11.1 LBN does not consider carbon and climate change to be a reason for refusal.

11.2 Table 11.1 Sets out matters agreed in respect of energy strategy, carbon emissions and climate change.

**Table 11.1 Energy Strategy, Carbon Emissions and Climate Change agreed matters**

Topic	Agreed matter
National Policy	<p>It is legitimate to assume that the UK Government will comply with its duty under the Climate Change Act 2008 and will prepare policies and proposals with a view to meeting the carbon budgets including the UK Emissions Trading System and the UK's participation in the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA).</p> <p>The proposal is consistent with the Government's Jet Zero Policy and the growth in capacity proposed to 9mppa is less than the 11mppa assumed by Jet Zero.</p>
National Carbon Budgets	<p>It would not be reasonable to conclude that the net increase in greenhouse gas emissions associated with the Proposed Amendments would materially impact the ability of Government to meet its carbon reduction targets.</p>
Methodology and scope	<p>LBN's independent review of the Climate Change Chapter finds the scope of the assessment as appropriate and did not question the methodology and use of IEMA guidance for assessment of GHG and climate change resilience effects.</p>
Assessment Conclusion (Non-Aviation sources)	<p>Scope 1 and 2 emissions which the Airport can control itself are zero after 2030 due to measures adopted by the Airport to meet its Scope 1 and 2 net zero target, including implementation of the Airport's energy strategy.</p> <p>Emissions from staff and passengers fall over time despite growing passenger numbers due to modal shift to public transport as well as the ongoing decarbonisation of transport.</p> <p>Paragraph 231 of the LBNs committee report states that 'carbon emissions from non-aviation sources are not considered to be significant in comparison to the extant permissions.'</p>
Energy Strategy	<p>These proposed improvements relative to the CADP1 fallback weigh positively in the planning balance.</p> <p>The revised energy strategy for the CADP1 buildings, which accompanies the S73 Application, demonstrates how a 25% reduction in energy demand can be achieved (compared to a 15% target in the London Plan) and how a 46% CO2 reduction can be achieved (compared to a 35% target in the London Plan)</p>
Assessment Conclusion Aircraft Emissions	<p>Aircraft emissions are the single largest source of emissions and are higher in 2031 compared to 2027, driven by increasing passengers and passenger km travelled. However, emissions then fall significantly by 2050 due to increasing take up of Sustainable Aviation Fuel (SAF), use of Zero Emission Aircraft and ongoing fuel efficiency improvements of conventional aircraft consistent with DfT's Jet Zero Strategy high ambition scenario</p> <p>Between 2019 and 2050 the Proposed Amendments result in a 93% reduction in CO2e/pax emissions compared to the emissions in 2019 (See Figure 22-5 in Chapter 11 of the ES).</p>

	<p>The assessment in Chapter 11 of the ES is based on the modelling of future aircraft emissions in 2024, 2027, 2031 and in 2050 for the Proposed Amendments (i.e. the amendment of the CADP1 Permission proposed by the S73 Application), as well as a 2019 baseline. The assessment finds that between 2019 and 2031 the Proposed Amendments result in a reduction in aircraft CO<sub>2</sub>e /per passenger emissions of 27% with the development (DC scenario) compared to 18% without the development (DM scenario).</p> <p>The assessment of the DC scenario finds that in 2027, 2031 and 2050 at least 99% of aircraft emissions are covered through the UK ETS.</p>
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## 12.0 SURFACE ACCESS

12.1 LBN does not consider surfaces access (i.e. traffic and transport) to be a reason for refusal. As noted in OR200 following engagement with LBN Transport and Transport for London (TfL), LBN are satisfied that impacts can be addressed through the use of conditions and S106 obligations.

12.2 Table 12.1 Sets out matters agreed in respect of surface access.

**Table 12.1 Surface Access Agreed matters**

Topic	Agreed matter	Explanation
Forecasting	<p>The approach to modelling of surface access to the Airport set out in the Chapter 10 of the EA and Transport Assessment (TA) is agreed.</p> <p>The assessment uses 2019 as the baseline year drawing on the most up to date full calendar year passenger and staff survey data pre COVID-19.</p> <p>Overall transport impacts will increase as passenger numbers grow and, though there is assumed to be a gradual mode shift within the surface access modelling, the greatest overall impact arises for all modes when the Airport reaches its operational limit.</p> <p>The Airport is well served by existing and proposed future public transport with capacity to absorb additional public transport demand associated with the proposed development by 2031.</p> <p>In addition to the recent opening of the Elizabeth Line at Custom House, TfL have proposals to run an additional bus route to LCY via the Silvertown Tunnel, both of which will enhance public transport capacity to/from LCY.</p>	<p>The Detailed assessment of surface access impact considered the incremental changes in effects between the Do Minimum and Development Case scenarios in 2031, i.e. the effect of an additional 2.5mppa and extended operating hours and additional early morning flights and also evaluated the future pattern of travel to and from the Airport over this time period taking into account the number of passengers and staff, their time and mode of travel and the background changes in travel demand on public transport and highway networks.</p>
Study Area	<p>Public transport impact modelling covered the extent of the network agreed between the parties to cover the likely impact of increased demand on the public transport network from additional airport passengers and covered local bus services, the DLR and Underground Network in the vicinity of the Airport including key interchange stations.</p>	<p>The extent of modelling was set out in a scoping study that was reviewed and agreed by TfL in advance of the preparation of the EA Chapter 10 and TA.</p> <p>Subsequent additional information was provided in technical notes in response to concerns relating to the potential</p>

	<p>Consideration was given to the potential environmental impact on all roads that experience a predicted 10% or greater rise in traffic flows when comparing the DM Scenario with the DC Scenario in the principal assessment year (2031).</p>	<p>impact at specific locations on the public transport network.</p> <p>With respect to road traffic, the IEMA Guidelines recommend two rules to be considered when assessing the impact of development traffic on a highway link:  Rule 1: Include highway links where the AADT traffic flows will increase by more than 30%; and  Rule 2: Include any other specifically sensitive areas where AADT traffic flows have increased by 10% or more.</p> <p>The IEMA guidelines provide guidance on the categorisation of receptors sensitive to traffic flow. Those with the greatest sensitivity to traffic flow are typically determined as: schools, colleges, playgrounds, hospitals, accident clusters and roads without footways that are used by pedestrians.</p> <p>The guidance suggests traffic volume changes of less than 30% on all local and strategic roads that are deemed non-sensitive could be reasonably considered as not significant.</p> <p>In this instance, a more conservative approach was adopted whereby consideration has been given to the potential environmental impact on all roads that experience a 10% or greater rise in traffic flows.</p>
<p>Modelling</p>	<p>It is agreed that there are no concerns about the methodology or approach to the modelling of transport impacts.</p> <p>With regard to surface access, the appeal proposal is consistent with development plan policy and the National Planning Policy Framework.</p>	<p>A full assessment of the surface access implications of the Proposed Amendments is provided in the Transport Assessment (TA) and further considered in Chapter 10 (Surface Access) of the ES which were submitted in support of the S73 Application. This assessment work has been informed by discussions with TfL and LBN Highways.</p> <p>Following the receipt of the consultation responses from the GLA and Newham Highways,  responded comprehensively to the issues raised.</p> <p>Both LBN (informed by their transport consultants) and TfL have reviewed the detailed analysis provided in the ES, TA and subsequent additional technical</p>

		notes and it is accepted that the assessments are robust.
Modelling outputs	<p>In terms of the busiest hour total bus demand, the Proposed Amendments would increase demand by 7-8 customers per bus at peak periods, or an average increase of 2 customers per bus and which the ES concludes is a negligible impact.</p> <p>The modelling in section 10 of the ES also finds that there is ample spare capacity on the DLR and London Underground network in the vicinity of the Airport to accommodate the Proposed Amendments and that the impact on the wider public transport network is minimal.</p> <p>Detailed traffic modelling indicates some increase in traffic flows, associated with the predicted increase in traffic generation at weekday peak times. However, comparison of the Do Minimum and Development Case runs of the model indicate virtually no reassignment of traffic on the wider road network, a good indication that the free flow nature, or any future predicted delay, on these roads is not affected by the modest quantities of additional traffic predicted with the Proposed Amendments.</p>	<p>The detailed transport assessment set out in Chapter 10 of the ES and the TA focusses on the impact of additional highway traffic on the surrounding highway network and road users, and the impact of increased demand on the public transport network from additional airport passengers.</p> <p>Chapter 10 of the ES concludes that the Airport is well served by existing and proposed future public transport with capacity to absorb additional demand associated with the Proposed Amendments in 2031 and beyond.</p> <p>Both LBN and TfL have assessed the ES and consider that the methodologies used in Chapter 10 (including the TA) are reasonable and the conclusions generally supported.</p>
Car Parking	No additional parking is proposed encouraging greater use of sustainable modes of travel.	If approved the Proposed Amendments would allow 2.5mppa more than CADP1, without any increase in parking. As a result, the number of parking spaces per surface access trip will decrease by 28% and continue to drive the delivery of the Airport's sustainable travel targets. The approach is consistent with Policy T6 of the London Plan.
Bus Travel	The Airport is well connected through existing and proposed new bus routes that enable access for passengers and staff from the local community to travel to and from the Airport. Bus services also provide onward connectivity to the wider public transport network.	<p>The Airport is also currently served by the 473 and 474 services both of which provide 5 to 6 buses per hour.</p> <p>Upon opening of the Silvertown Tunnel in 2025, a new 5 bus per hour route will operate from the south end of the Greenwich peninsula via Silvertown</p>

		Tunnel and North Woolwich Road to London City Airport and then on to Beckton via Connaught Bridge, Stansfield Road and Tollgate Road.
Forms of mitigation	<p>A Framework Travel Plan is included with the Proposed Amendments and this will be further developed for the period to 2031 (the current Travel Plan to 2025 is currently under review with LBN) and this will help to achieve the Airport's mode share targets.</p> <p>To achieve the Airport's targets for improved passenger and staff travel by sustainable modes, it is agreed that further investment is required and the Airport is proposing a new Sustainable Transport Fund (STF). The fund has potential to be subsidised by a levy on car users, e.g. from a proportion of car parking revenue or forecourt charges and can be used to contribute to surface access projects which help the Airport achieve its mode share targets. The STF would operate for a minimum of 7 years and would be managed by the Airport in consultation with the Airport Transport Forum, which includes local authorities, transport providers and neighbouring landowners.</p>	<p>A flexible approach is required to the application of the STF to ensure that initiatives can respond to how modal share targets are being achieved and can adapt to working with transport providers and others (whose priorities and investment decisions typically change). A fund of at least £2 million per annum (for up to 7 years) could fund a range of projects such as subsidising earlier DLR services, provide better connectivity between the Airport and Elizabeth Line Station at Custom House and other initiatives to encourage staff and passengers to use public transport.</p> <p>Following review of the assessments provided by the applicant both LBN and TfL concluded that that the proposal could be effectively mitigated via the use of updated conditions and S106 obligations relating to Delivery and Servicing, Construction Logistics and Travel Plans.</p>
Assessment Conclusion	<p>There are no concerns raised in relation to the proposals regarding surface access to the Airport subject to suitable conditions and S106 obligations</p>	<p>Initially concerns were raised by LBN and TfL over potential impacts of the development on the local transport network. Whilst overall goals for sustainable modes of transport were considered to be in line with policies, concerns were raised about the lack of detail provided in the Transport Assessment on mitigation measures and lack of ambition to reduce parking at the site. Additional concerns were raised regarding potential impacts on Canning Town Station.</p> <p>In response, the Airport provided additional clarification which sought to address these comments.</p> <p>Both LBN Transport and TfL have acknowledged that while concerns still remain, these could be reasonably addressed via the use of conditions or s106 obligations.</p>

## 13.0 HEALTH

- 13.1** LBN does not consider health impacts to be a reason for refusal. Committee Report (10<sup>th</sup> July 2023) paragraph 284 (OR284) notes that *'the conclusion that the impacts on public health are not significant is generally agreed with however, LBN's consultants note that information on UFPs is lacking and this should be addressed with an appropriate monitoring condition.'* LCY do not agree that the information on UFPs is lacking (Section 17).
- 13.2** Table 13.1 sets out matters agreed in respect of health.
- 13.3** Chapter 12 (Public Health and Wellbeing) of the ES identifies and assesses the likely significant population health effects associated with the Proposed Amendments.
- 13.4** Reference in Table 13.1 is made to the London Borough of Newham review of the Environmental Statement for London City Airport, Final Report, prepared by LUC, June 2023 (hereafter the Final ES Review).
- The relevant paragraphs of the Final ES Review for the health assessment are paragraphs 11.1 to 11.19 (the health assessment overall) and C.48 to C.86 (specific discussion of air quality health effects).
  - It is noted that paragraphs C.48 to C.86 of the Final ES Review supersede paragraphs 11.20 to 11.67.
  - Table 15.1 of the Final ES Review confirms the technical matters of discussion relating to health that are resolved.

**Table 13.1 Health Agreed matters**

Topic	Agreed matter	Explanation
Engagement	It is agreed that there has been effective engagement with LBN public health team and their appointed consultants on the health assessment.	Meetings with the LBN's Deputy Director of Public Health and their appointed consultants occurred on 14th and 20th September 2022.  Para 12.3.2 of the ES explains that the assessment was informed by project-wide consultation with LBN and other stakeholders. Table 12.1 of the ES summarises the scoping stage consultation responses received and how these were addressed in Chapter 12 (Public Health and Wellbeing).
Scope	The scope of the assessment in Chapter 12 of the ES (Public Health and Wellbeing) is agreed.	The scope for the health assessment was discussed with the LBN's Deputy Director of Public Health and their appointed consultants on 14th and 20th September 2022.  The approach to scoping the health assessment is considered appropriate. This is confirmed in the Final ES Review paragraphs 11.1 to 11.3.

Baseline	The baseline for the assessment in Chapter 12 of the ES (Public Health and Wellbeing) is agreed.	The baseline of the health assessment is considered appropriate. This is confirmed in the Final ES Review paragraphs 11.4 to 11.7.
Receptors	The sensitive receptors identified in the assessment in Chapter 12 of the ES (Public Health and Wellbeing) are agreed.	The sensitive receptors of the health assessment are considered appropriate. This is confirmed in the Final ES Review paragraph 11.8.
Methodology	The methodology of the assessment in Chapter 12 of the ES (Public Health and Wellbeing) is agreed, including significance criteria, metrics and cumulative assessment.	The methods for the health assessment were discussed with the LBN's Deputy Director of Public Health and their appointed consultants on 14th and 20th September 2022.  The methods of the health assessment are considered appropriate. This is confirmed in the Final ES Review paragraph 11.9.
Forms of mitigation	The mitigation and monitoring proposed as part of the assessment in Chapter 12 of the ES (Public Health and Wellbeing) (section 12.20) is agreed. This includes the appropriateness of ultra-fine particulates (UFP) monitoring and/or targeted support to vulnerable groups to increase public health benefits.	The Final ES Review paragraph 11.3 confirms it is appropriate that the health assessment uses residual effect conclusions of other assessments (i.e. effects after mitigation described in those chapters has been taken into account).  OR284 confirms that additional information on UFPs should be addressed through a monitoring condition (see OR127 and OR284).  Table 15.1 of the Final ES Review includes no other technical matters relating to health mitigation or monitoring that are listed as unresolved or requiring further clarification.
Assessment conclusions	The conclusions of the assessment in Chapter 12 of the ES (Public Health and Wellbeing) (section 12.21) are agreed.	OR284 notes that 'the conclusion that the impacts on public health are not significant is generally agreed with...'
Specifically on air quality health effect conclusions	There is agreement on the air quality assessment conclusions (sections 12.15, 12.16 and 12.21) in Chapter 12 of the ES (Public health and wellbeing) that there would be a minor adverse (not significant) population health effect.  LBN does not consider air quality health impacts to be a reason for refusal.	The Final ES Review paragraphs C.69 (air pollutants) and C.81 (UFPs), agree the Chapter 12 (Public health and wellbeing) assessment conclusions on these issues are reasonable.  Table 15.1 of the Final ES Review notes there is one matter relating to UFP that is listed as not resolved but would be addressed through a monitoring condition (see OR127 and OR284).
Specifically on noise health effect conclusions	There is agreement on the noise assessment conclusions (sections 12.9, 12.10, 12.20 and 12.21) in Chapter 12 of the ES (Public health and wellbeing) that there would be minor adverse (not significant) population health effects.	Table 15.1 of the Final ES Review includes no technical matters relating to noise and health that are listed as unresolved or requiring further clarification.  On behalf of the LBN, Rupert Thornely-Taylor undertook a review of ES Chapter 8 (Noise)

	<p>LBN does not consider noise health impacts to be a reason for refusal subject to the issues explained in column 3.</p>	<p>and Chapter 12 (Health) the appellant has responded in detail to the issues raised and it is accepted that these matters have been fully addressed save 1) LBN considers the loss of Saturday afternoon curfew as significant in terms of noise policy and 2) LBN considers that significant effects from noise may need to be identified where there is a 1 dB change or more above the relevant SOAEL threshold (depending on the outcome of the Luton S73 decision). However, LBN has confirmed that these are noise policy matters covered earlier in this SoCG, they do not relate to amenity and they are not relevant to the community health assessment presented in Chapter 12 of the ES which is common ground (<b>Section 17k</b>).</p>
<p>Specifically on socio-economic health effect conclusions</p>	<p>There is agreement on the socio-economic assessment conclusions (sections 12.13, 12.14, 12.20 and 12.21) in Chapter 12 of the ES (Public health and wellbeing) that there would be moderate beneficial (significant) population health effects.</p>	<p>Table 15.1 of the Final ES Review includes no technical matters relating to socio-economics and health that are listed as unresolved or requiring further clarification.</p>

## 14.0 AVIATION SAFEGUARDING

### PSZ

- 14.1 In October 2021, the Department for Transport (DfT) published revised PSZ guidance to standardise the shape and size of all PSZs. However, given the unique characteristics of London City Airport, a bespoke PSZ has been agreed with DfT in consultation with the CAA. This new PSZ was published on the airport's website in August 2023. It can be viewed [here](#).
- 14.2 The newly approved PSZ is narrower than standardised PSZs at other airports and is shorter than the previously adopted 2010 PSZ. This means that the area of the PSZ is now less restrictive than before.

### EMAS

- 14.3 The airport recently completed works on an Engineered Material Arresting System ('EMAS') immediately adjacent to both ends of the existing runway. These works further enhance airfield safety and comprised the installation of an arrester bed to help to slow or stop an aircraft in the very unlikely event of an overrun on take-off or landing. It is particularly useful as a safety enhancement where runways are located in close proximity to open water, as is the case at LCY.
- 14.4. The EMAS works were undertaken in accordance with Part 8, Class F, of the Town and Country Planning (General Permitted Development) (England) Order 2015.
- 14.5 As part of the EMAS project, the airport's Obstacle Limitation Surfaces (OLS) and Instrument Flight Procedures (IFPs) were reviewed, as well as runway thresholds. Minor changes were made and these have been fully implemented.
- 14.6 The OLS mainly determines maximum building (or obstacle) heights in proximity to the airport. Its primary function is to ensure the safe operation of aircraft on approach or take off. The recently implemented changes to the OLS vary from 0-5metres depending on location and height. These minor changes are not considered to materially change any local development potential. Where proposed infringements to the OLS are identified, the airport works with applicants to consider individual safety cases and bespoke design responses.
- 14.7 The EMAS works did not affect the existing condition attached to the CADP permission that restricts the length of the declared runway to 1,199m (condition 13). This condition remains in operation and continues to control aircraft operations at the Airport.

### Proposed Amendments

- 14.8 LBN and the Appellant agree that the Proposed Amendments will not affect the Safeguarding associated with the airport including the PSZ and the OLS.

## **15.0 REPORTING AND MONITORING**

- 15.1 LBN and the appellant agree that there is a well-established series of controls within the CADP1 S106 Agreement and Planning Conditions relating to monitoring and reporting compliance with the planning conditions and obligations.
- 15.2 The existing monitoring and reporting controls include a series of conditions and obligations requiring the Airport to report information to LBN annually as part of the Annual Performance Report ('APR'), and for LBN officers to present a report on the APR to LBN's Strategic Development Committee, as well as to require the Airport to report breaches of planning controls to LBN as they become aware of them. The Airport are also required to make a series of monitoring contributions, including an annual monitoring contribution which funds a dedicated LBN Airport Monitoring Officer ('AMO') to monitor planning compliance.
- 15.2 LBN and the appellant agree that planning condition 57, air quality, should be updated, to require Ultra Fine Particles to be monitored and reported as part of the APR. The precise wording of condition 57 is still to be agreed.

## 16.0 CONDITIONS AND OBLIGATIONS

- 16.1 The S73 application includes a suggested set of revised conditions and the parties will seek to agree a full list of conditions in due course.
- 16.2 The Airport and LBN will seek to agree a S106 obligation which will allow reason for refusal 2 to fall away.
- 16.3 It is agreed that this will include the following S106 obligations or conditions, as appropriate and necessary:

- Commitment to only allowing new generation aircraft operating in any newly extended hours on a Saturday as well as the three additional flights in the first half hour of the day (0630-0659).
- A significantly enhanced residential Sound Insulation Scheme. This will enhance the scope and effectiveness of the Scheme and lower the noise threshold for eligibility in one of the categories of the Scheme so that more residents affected by noise receive a higher specification of treatment in their homes and is intended to enhance take up.
- A significant enhancement to the Airport's Community Fund which will see a total fund of £3.85 million administered over 10 years. The enhanced fund could be used to fund a variety of community interventions that improve amenity in areas local to the Airport and along its flight paths, particularly to help compensate for the reduction in curfew on Saturday afternoons.

Implementation of a Carbon and Climate Change Action Plan to deliver the Airport's commitment to become a net zero airport by 2030.

- Commitments that the Eastern Energy Centre will utilise on-site heat pumps and photovoltaics or will be connected to a District Heating Heat Pump. This will contribute to the Airport's initiatives to reduce carbon emissions from airport buildings to zero.
- Commitment to develop and implement a monitoring and reporting regime for UFPs, potentially linked to the Airport's existing comprehensive Air Quality Management System.
- Target to achieve 80% of passenger journeys by sustainable modes by 2030 as well as a new Travel Plan to 2031 to implement measures to achieve both passenger and staff targets.
- Establishment of a new Sustainable Transport Fund which can be used to contribute to surface access projects which contribute to the Airport achieving its mode share. It is estimated that this could contribute up to £2 million per annum towards sustainable transport infrastructure and measures.
- Further investment in education, training and assisting getting people back to work, with a fund of up to £1.9 million to build on existing CADP1 measures (subject to HoTs discussions).

## 17.0 MATTERS THAT ARE NOT AGREED

17.1 This section sets out matters which are not agreed between the parties.

### Forecasting

- a) The Appellant believes that the faster and slower growth projections (summarised in Table 4.3 and 4.4 of the ES) reflect reasonable forecasts of the plausible range of growth in aircraft movements and passenger numbers to the proposed 9 mppa passenger cap. These projections are reproduced in Appendix 4. These were not reviewed by LBN's aviation advisor so it cannot be agreed by the advisor that they represent a plausible range for growth. Hence, the Appellant and LBN disagree.
- b) The air traffic forecasts have been prepared by experienced aviation consultants and reviewed by LBN's experienced aviation consultant. The approach has been agreed but there remain differences of opinion as regards the inputs to the process and the effects of future environmental costs. LBN's aviation adviser agreed at the time that 9 million passengers per annum will be reached at sometime later than 2031, but now believes there is some risk this number will not be achieved in light of short-term performance at the Airport. This is not agreed by the Appellant.

### Noise

- c) LBN does not consider the Appellant's separate assessment of weekend noise to be appropriate.
- d) It is agreed that SoNA 2014 survey data includes Heathrow where a night flight voluntary curfew is in place (to 0430 for arrivals and 0600 for departures) as well as predictable periods of daytime respite east of the airport provided by alternation of arrival runways when the airport is in 'westerly' mode of operation. LBN contend that there is no assessment methodology currently available for assessing the effects of removing the Saturday afternoon curfew at London City.
- e) In accordance with policy the ES uses the lowest observed adverse effect level (LOAEL), and the significant observed adverse effect level (SOAEL) in the assessment. These have been assigned values based on Government guidance and established practice. (For daytime noise the LOAEL is 51 dB LAeq,16h and the SOAEL 63 dB LAeq,16h; for nighttime noise the LOAEL is 45 dB LAeq,8h and the SOAEL 55 dB LAeq,8h). LBN consider that these are insensitive to the presence, absence or removal of curfew periods and are not therefore agreed.
- f) When assessing the impact between the scenarios the change in noise level has been considered. Where the resulting noise level is above the LOAEL but below the SOAEL then a change of less than 3 dB LAeq has been considered not significant. This is consistent with the CADP1 application and practice elsewhere (save as noted below). Where the resulting noise level is above the SOAEL then a change of less than 2 dB LAeq has been considered not significant. This is more stringent than for the CADP1 application where a change of 3 dB was the threshold for significant effects. It remains less stringent than used for the latest Luton Airport application but is consistent with the latest Bristol Airport application which was determined on appeal. LBN does not agree the Appellant's approach to assessing the significance with regard to reducing the Saturday afternoon curfew.
- g) The current mitigation includes a Noise Insulation Scheme. This is to be improved through changes to the eligibility criteria and funding with the Proposed Amendments. LBN

considers that the loss of Saturday afternoon curfew is not mitigated.

- h) Overall noise will be very similar in 2025 with and without the Proposed Amendments. The airlines are expected to re-fleet to quieter new generation aircraft sooner with the Proposed Amendments. This results in overall noise being lower in 2027 with the Proposed Amendments than without. By 2031 the forecast increase in flights with the Proposed Amendments will result in overall noise being slightly greater with the Proposed Amendments than without, but still less than what occurred in 2019. LBN consider that this is agreed as a generality, although the extent and timing of the re-fleeting has not been studied.
- i) LBN considers the loss of Saturday afternoon curfew is significant.
- j) Overall, based on the proportion of dwellings forecast to be exposed to ground noise levels above the SOAEL, the noise effects of CADP1 with the Proposed Amendments are similar to or slightly less than the effects predicted for CADP1 in the 2015 UES. For LBN, while its concern about the loss of Saturday afternoon curfew is driven by air noise, associated ground noise from aircraft noise movements in the curfew period has also to be taken into account. The loss of the Saturday afternoon curfew period is regarded as significant by LBN.

#### Health

- k) On behalf of the LBN, Rupert Thornely-Taylor undertook a review of ES Chapter 8 (Noise) and Chapter 12 (Health); the Appellant has responded in detail to the issues raised and it is accepted that these matters have been fully addressed save 1) LBN considers the loss of Saturday afternoon curfew as significant in terms of noise policy and 2) LBN considers that significant effects from noise may need to be identified where there is a 1 dB change or more above the relevant SOAEL threshold (depending on the outcome of the Luton S73 decision). However, LBN has confirmed that these are noise policy matters covered earlier in this SoCG, they do not relate to amenity and they are not relevant to the community health assessment presented in Chapter 12 of the ES which is common ground.

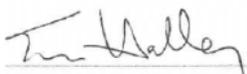
## 18.0 SIGNED

23/10/2023

**X** Liam McFadden

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Liam McFadden  
Principal Planner on Behalf of LBN  
Signed by: Liam Mcfadden



Tim Halley,  
Director of Infrastructure and Planning,  
On behalf of London City Airport.

## APPENDIX 1 PLANNING HISTORY

Reference	Permission Date	Summary
N/82.104	May 1985	<p>Outline planning permission granted (subject to Section 52 Agreement) for LCY (or "STOLport"):</p> <ul style="list-style-type: none"> <li>• Permission was restricted to 30,160 air transport movements (ATMs) per year.</li> <li>• Included a noise control system.</li> </ul>
LRPG4/G57501/0  LRP219/J9510/017	September 1991	<p>Planning permission granted for the extension of the existing runway and variation of conditions attached to the original 1985 planning permission:</p> <ul style="list-style-type: none"> <li>• Introduced the concept of noise factoring – setting out five categories of noise with each category assigned a noise factor weighting. Each type of aircraft using the Airport must be placed in the relevant category.</li> <li>• Permission restricted to 36,000 ATMs and 36,000 noise factored movements per calendar year [superseded].</li> <li>• This consent included a S106 agreement, which removed the permitted development rights from the Hangar Land.</li> </ul>
P/97/0826	July 1998	<p>Planning permission granted (subject to S106 Agreement) for the variation of conditions attached to the original 1985 planning permission:</p> <ul style="list-style-type: none"> <li>• Permission restricted to 73,000 ATMs and 73,000 noise factored movements per calendar year.</li> <li>• Condition 11(c) added – From April 1999 the Airport shall not be used for the taking off or landing of aircraft on Saturdays at any time other than between 06:00 and 12:30 hours except (a) in the event of an emergency, (b) for the taking off or landing between 12:30 and 13:00 hours on Saturdays of an aircraft that was scheduled to take off or land before 12:30 hours but has suffered unavoidable operational delays and where that taking off or landing would not result in there being more than 400 air transport movements at the Airport per calendar year between 12.30 and 13.00 hours or more than 150 such movements in any consecutive three months, (c) the taking off or landing of aircraft between 12.30 hours and 18.00 hours on one Saturday per calendar year for the Airport's charity open day.</li> <li>• Condition 15 added – between 06.30 and 06.59 hours on Monday to Saturdays (excluding bank Holidays and Public Holidays when the airport will be closed between these times) the number of air transport movements shall not exceed six on any day.</li> </ul>
P/00/1323	February 2003	<p>Planning permission granted (subject to S106 Agreement) for OIP, including construction of runway 28 hold, with associated protective boom, eastern apron extension, associated link to runway, extension of pier/noise mitigation barrier. This permission related to the physical works required to provide for 73,000 ATMs per calendar year (as permitted by 1998 permission).</p>
03/1096	November 2003	<p>Approval Of Reserved Matters attached to the Transport and Works Act 1992 Dated 21/07/03 relating to construction of DLR station.</p>

06/01310/VAR	July 2007	<p>Planning permission granted (subject to Section 106 Agreement) for the variation of Condition 13 of the 1998 planning permission and:</p> <ul style="list-style-type: none"> <li>Varied daily limits, whilst retaining the overall limit of 73,000 ATMs.</li> <li>Consent was for a 3-year temporary period and expired on 11 July 2010.</li> </ul>
Reference	Permission Date	Summary
07/01510/VAR	July 2009	<p>Planning permission granted (under Section 73 of the Town and Country Planning Act 1990) for variation of Conditions 13 and 15 of the outline planning permission ref: N/82/104 dated 23 May 1985, as previously varied by the Secretary of State on the 26 September 1991 and by the London Borough of Newham on 21 July 1998 and 11 July 2007, to allow up to 120,000 total aircraft movements per annum (number of total movements in 2006 was 79,616) with related modifications to other limits.</p>
09/01536/FUL	January 2010	<p>Change of use of warehouse (Class B8) adjacent King George V DLR Station at London City Airport to Fuel Transfer Operation (Sui Generis).</p>
11/00701/FUL	June 2011	<p>Erection of buildings for the re-provision of worker accommodation together with ancillary works including the erection of fence and gates, car parking, resurfacing and lighting.</p>
13/00267/FUL	April 2013	<p>Reprovision of Stand 11, installation of noise barrier, hardstanding and associated works.</p>
13/01228/FUL	July 2016	<p><b>The 'CADP1' planning permission includes works to demolish existing buildings and structures and provide additional infrastructure and passenger facilities at the Airport without changes to the number of permitted flights or opening hours previously permitted pursuant to planning permission 07/01510/VAR.</b></p>
13/01373/OUT	July 2016	<p>The 'CADP2' outline planning permission authorises erection of a hotel with up to 260 bedrooms, ancillary flexible A1-A4 floorspace at ground floor, meeting/conference facilities together with associated amenity space, landscaping, plant and ancillary works.</p>
16/03797/NONMAT	January 2017	<p>Non-material amendment to 13/01228/FUL to allow for adjustments to be made to the appearance of the western and southern elevations.</p>
17/02865/NONMAT	September 2017	<p>Non-material amendment to 13/01228/FUL to Vary Annex A, Defined Term, 'Approved Plans' to provide for:</p> <ul style="list-style-type: none"> <li>Terminal buildings and associated service yard - revised external elevations to the terminal buildings arising from new regulatory requirements as well as improved operational efficiency and passenger experience. Minor amendments to the layout of the associated service yard</li> <li>East Pier - revised external elevations and minor revision to scale to reflect operational changes to improve safety and improve passenger comfort</li> <li>Forecourt - small amendments to the layout of the forecourt to improve traffic flow and the introduction of two new coach drop off and pick up areas</li> <li>Decked Car Park - reductions to the footprint of the decked car park</li> </ul>
18/01001/NONMAT	July 2018	<p>Non-material amendment to 13/01228/FUL to adjust the approved design for CADP1 In relation to the Western Energy Centre (WEC) and Eastern Energy Centre (EEC)</p>

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

**APPENDIX 2**

**APPLICATION DRAWINGS**

Drawing Title	Drawing Reference	Rev (superseded)	Rev (Nov 22)
<b>Application Plans</b>			
1.0 Site Plan	A400-PAW-A-14-XXX-DR-GA-901-001	Rev A	Rev B
1.0A Future Baseline Plan	A400-PAW-A-14-XXX-DR-GA-900-003	Rev A	Superseded
1.0B Site Plan 2022	A400-PAW-A-14-XXX-DR-GA-900-004	-	New drawing
2.0 Demolition Plan	A400-PAW-A-14-XXX-DR-GA-922-001	Rev A	Rev B
3.0 Key Plan	A400-PAW-A-14-XXX-DR-GA-900-001	Rev B	Rev C
4.0 Illustrative Site Plan	A400-PAW-A-14-XXX-DR-GA-900-002	Rev B	Rev C
<b>5. Proposed Airfield, Facilitating Works &amp; RVP Pontoon</b>			
<b>Airfield Planning</b>			
5.1 Existing Airfield Layout	CA0L-001	Rev C	-
5.2 Proposed Airfield Layout	CA0L-002	Rev F	-
5.3 Typical Airfield Sections (For Illustrative Purposes only)	CA0S-003	Rev C	-
5.4 Key Engineering Features	CA0L-004	Rev E	-
5.5 Proposed Aircraft Stands	CA0L-020	Rev D	-
<b>Site Clearance and demolition</b>			
5.6 Site Clearance and Demolition – Sheet 1	CA0L-090	Rev C	-
5.7 Site Clearance and Demolition – Sheet 2	CA0L-091	Rev C	-
5.8 Site Clearance and Demolition – Sheet 3	CA0L-092	Rev B	-
5.9 Site Clearance and Demolition – Sheet 4	CA0L-093	Rev B	-
<b>Airfield Levels</b>			
5.10 Existing and Proposed Airfield Design Levels	CA0L-210	Rev E	-
<b>Airfield Services</b>			
5.11 Taxiway and Taxilane AGL Lighting Typical Details	CA0D-500 – Rev A	Rev A	-
5.12 Proposed Apron Floodlighting – Sheet 1	CA0L-521 – Rev E	Rev E	-
5.13 Proposed Apron Floodlighting – Sheet 2	CA0L-522	Rev E	-
<b>Deck Structures and Building Foundations</b>			
5.14 Proposed Deck Structure & Building Foundations – General Arrangement	CA0L-900	Rev E	-

5.15 Proposed Deck Structure – Typical Longitudinal Section	CA0S-910	Rev B	-
5.16 Proposed Deck Structure – Typical Transverse Sections	CA0S-911	Rev C	-
5.17 Proposed Deck Structure – Engineering Details – Sheet 1	CA0D-920	Rev C	-
5.18 Proposed Deck Structure – Engineering Details – Sheet 2	CA0D-921	Rev B	-
5.19 Noise Barrier Details	CA0B-930 –	Rev D	-
5.20 RVP Pontoon General Arrangement	5115752/RC/100		-
<b>Facilitating Works (Coaching, Noise Barrier and OBB)</b>			
5.21 Facilitating Works Keyplan	A400-PAW-A-14-XXX-DR-GA-200-002	Rev B	Rev C
5.22 Proposed Facilitating Works Airfield Layout	CA0L-050	Rev D	-
5.23 Facilitating Works Demolition Layout	A400-PAW-A-14-L00-DR-GA-922-002	Rev A	Superseded
5.24 Existing Terminal/Airfield Ground Level 00	<del>LCY P+W 4486 B EX00003</del> A400-PAW-A-14-L00-DR-GA-901-003		
5.25 Facilitating Works Ground Level 00	A400-PAW-A-14-L00-DR-GA-200-001	Rev B	Superseded
5.26 Existing Terminal/Airfield First Level 10	<del>LCY P+W 4486 B EX01001</del> A400-PAW-A-14-L10-DR-GA-901-003		
5.27 Facilitating Works First Level 10	A400-PAW-A-14-L10-DR-GA-200-001	Rev C	Superseded
5.28 Existing Terminal/Airfield Second Level/Roof Level 20	<del>LCY P+W 4486 B EX02001</del> A400-PAW-A-14-R20-DR-GA-901-001		
5.29 Facilitating Works Roof Level 20	A400-PAW-A-14-L20-DR-GA-200-001	Rev C	Superseded
5.30 Existing Terminal Site Elevations	A400-PAW-A-14-XXX-DR-EL-901-001	Rev A	Rev B
5.31 Existing Terminal Elevations	A400-PAW-A-14-XXX-DR-EL-901-002	Rev A	Rev B
5.32 Facilitating Works Demolition Elevations	A400-PAW-A-14-XXX-DR-EL-922-001	Rev A	Superseded
5.33 Facilitating Works Coaching Facility & OBB Extension Elevations – Sheet 1	A400-PAW-A-14-XXX-DR-EL-200-001	Rev B	Superseded
5.34 Facilitating Works Coaching Facility & OBB Extension Elevations – Sheet 2	A400-PAW-A-14-XXX-DR-EL-200-002	Rev C	Superseded

5.35 Facilitating Works Site Elevations	A400-PAW-A-14-XXX-DR-EL-200-003	Rev C	Superseded
5.36 Facilitating Works Coaching Facility & OBB Extension Sections	A400-PAW-A-14-XXX-DR-SE-200-001	Rev B	Superseded
5.37 Proposed Level 00 Fire Strategy	A400-PAW-A-14-L00-DR-GA-400-001	Rev B	Superseded
5.38 Proposed Level 00 Access Strategy	A400-PAW-A-14-L00-DR-GA-201-001	Rev B	Superseded
5.39 Noise Barrier Details – Facilitating Works	CA0L-931		-
5.40 Proposed Apron Floodlighting – Facilitating Works – Sheet 1 of 2	CA0L-523	Rev B	-
5.41 Proposed Apron Floodlighting – Facilitating Works – Sheet 2 of 2	CA0L-524	Rev B	-
5.42 Facilitating Works Temporary Outbound Baggage Facility (TOBB) Ground Level 00	A400-PAW-A-14-L00-DR-GA-200-001	-	New drawing
5.43 Facilitating Works Temporary Outbound Baggage Facility (TOBB) Mezzening Level	A400-PAW-A-14-L10-DR-GA-200-004	-	New drawing
5.44 Facilitating Works Temporary Outbound Baggage Facility (TOBB) Roof	A400-PAW-A-14-L20-DR-GA-200-001	-	New drawing
5.45 Facilitating Works Temporary Outbound Baggage Facility (TOBB) Elevations	A400-PAW-A-14-XXX-DR-EL-200-013	-	New drawing
5.46 Facilitating Works Temporary Outbound Baggage Facility (TOBB) Sections	A400-PAW-A-14-XXX-DR-SE-200-014-A	-	New drawing
5.47 Facilitating Works Temporary Immigration Facility (TIF) Ground Level 00	A400-PAW-A-14-L00-DR-GA-200-008	-	New drawing
5.48 Facilitating Works Temporary Immigration Facility (TIF) First Level 10	A400-PAW-A-14-L10-DR-GA-200-005	-	New drawing
5.49 Facilitating Works Temporary Immigration Facility (TIF) Roof Level 20	A400-PAW-A-14-R20-DR-GA-200-001	-	New drawing
5.50 Facilitating Works Temporary Immigration Facility (TIF) Elevations	A400-PAW-A-14-XXX-DR-EL-200-014	-	New drawing

5.51 Facilitating Works Temporary Immigration Facility (TIF) Sections	A400-PAW-A-14-XXX-DR-SE-200-015-A	-	New drawing
5.52 Facilitating Works Temporary Goods-In Facility (GIF) Ground Level 00	A400-PAW-A-14-L00-DR-GA-200-009	-	New drawing
5.53 Facilitating Works Temporary Goods-In Facility (GIF) First Level 10	A400-PAW-A-14-L10-DR-GA-200-006	-	New drawing
5.54 Facilitating Works Temporary Goods-In Facility (GIF) Roof Level 20	A400-PAW-A-14-R20-DR-GA-200-002	-	New drawing
5.55 Facilitating Works Temporary Goods-In Facility (GIF) Elevations	A400-PAW-A-14-XXX-DR-EL-200-015	-	New drawing
5.56 Facilitating Works Temporary Goods-In Facility (GIF) Sections	A400-PAW-A-14-XXX-DR-SE-200-016	-	New drawing
5.58 Facilitating Works Temporary Decked Carpark First Level 10	A400-PAW-A-14-L10-DR-GA-200-007	-	New drawing
5.59 Facilitating Works Temporary Decked Carpark Elevations	A400-PAW-A-14-XXX-DR-EL-200-016	-	New drawing
<b>6. Proposed Phase 1 Western Terminal Extension</b>			
6.1 Proposed Phase 1 Western Terminal Extension & Western Energy Centre Keyplan	A400-PAW-A-14-XXX-DR-GA-200-003	Rev B	Superseded
6.2 Demolition Layout	A400-PAW-A-14-XXX-DR-GA-922-003	Rev A	Superseded
6.3 Proposed Western Energy Centre Basement Level B1	A400-PAW-A-14-B10-DR-GA-200-001	Rev C	-
6.4 Existing Terminal/Airfield Ground Level 00	A400-PAW-A-14-L00-DR-GA-901-002	Rev A	-
6.5 Proposed Phase 1 Western Terminal Extension Ground Level 00	A400-PAW-A-14-L00-DR-GA-200-002	Rev F	Superseded
6.6 Existing Terminal/Airfield First Level 10	A400-PAW-A-14-L10-DR-GA-901-002	Rev A	-
6.7 Proposed Phase 1 Western Terminal Extension First Level 10	A400-PAW-A-14-L10-DR-GA-200-002	Rev F	Superseded
6.8 Existing Terminal/Airfield Second Level/ Roof Level 20	A400-PAW-A-14-L20-DR-GA-901-002	Rev A	-

6.9 Proposed Phase 1 Western Terminal Extension Second Level 20	A400-PAW-A-14-L20-DR-GA-200-002	Rev F	Superseded
6.10 Existing Terminal/Airfield Roof Level 30	A400-PAW-A-14-R30-DR-GA-901-001	Rev A	Superseded
6.11 Proposed Phase 1 Western Terminal Extension Roof Plant Level 30	A400-PAW-A-14-R30-DR-GA-200-001	Rev F	Superseded
6.12 Proposed Phase 1 Western Terminal Extension Roof Level 40	A400-PAW-A-14-R40-DR-GA-200-001	Rev F	Superseded
6.13 Existing Terminal Site Elevations	A400-PAW-A-14-XXX-DR-EL-901-002	Rev A	-
6.14 Existing Terminal Elevations	A400-PAW-A-14-XXX-DR-EL-901-003	Rev A	-
6.15 Demolition Elevations	A400-PAW-A-14-XXX-DR-EL-922-002	Rev C	Superseded
6.16 Proposed Phase 1 Western Terminal Extension Elevations – Sheet 1	A400-PAW-A-14-XXX-DR-EL-200-004	Rev D	Superseded
6.17 Proposed Phase 1 Western Terminal Extension Elevations – Sheet 2	A400-PAW-A-14-XXX-DR-EL-200-005	Rev D	Superseded
6.18 Proposed Western Energy Centre Elevations & Sections	A400-PAW-A-14-XXX-DR-EL-200-006	Rev E	-
6.19 Proposed Phase 1 Western Terminal Extension Site Elevations	A400-PAW-A-14-XXX-DR-EL-200-007	Rev D	Superseded
6.20 Proposed Phase 1 Western Terminal Extension Sections – Sheet 1	A400-PAW-A-14-XXX-DR-SE-200-002	Rev E	Superseded
6.21 Proposed Phase 1 Western Terminal Extension Sections – Sheet 2	A400-PAW-A-14-XXX-DR-SE-200-003	Rev D	Superseded
6.22 Proposed Western Terminal Extension & Western Energy Centre Wall Details	A400-PAW-A-14-XXX-DR-DE-200-001	Rev E	-
6.23 Proposed Phase 1 Western Terminal Extension Level 00 Fire Strategy	A400-PAW-A-14-L00-DR-GA-400-002	Rev F	Superseded
6.24 Proposed Phase 1 Western Terminal Extension Level 00 Access Strategy	A400-PAW-A-14-L00-DR-GA-200-003	Rev E	Superseded
6.25 Proposed Phase 1 Service Yard Level 00	A400-PAW-A-14-L00-DR-GA-735-001	Rev E	Superseded

6.26 Proposed Service Yard Level 00 Levels Plan	A400-ATK-C-14-L00-DR-GA-735-001	Rev E	-
6.28 Service Yard Planting Plan	A400-LDA-L-14-L00-DR-DE-734-001	Rev C	-
<b>7. Proposed Forecourt</b>			
7.1 Existing Forecourt Ground Level 00	LCY P+W 4486 B EX00002	-	Rev A
7.2 Forecourt Keyplan	A400-PAW-A-14-L00-DR-GA-200-004	Rev C	Rev D
7.3 Existing Forecourt Demolition Layout	A400-PAW-A-14-XXX-DR-GA-922-004	Rev A	Rev B
7.4 Proposed Forecourt Ground Level 00	A400-PAW-A-14-L00-DR-GA-200-004	Rev D	Rev E
7.5 Proposed Forecourt Sections	A400-PAW-A-14-XXX-DR-SE-200-004	Rev B	-
7.6 Levels Plan	A400-ATK-C-14-L00-DR-GA-735-002	Rev A	Rev B
7.8 Proposed Forecourt Details – Sheet 1	A400-PAW-A-14-XXX-DR-DE-735-001	Rev A	-
7.9 Proposed Forecourt Details – Sheet 2	A400-PAW-A-14-XXX-DR-DE-735-002	Rev B	-
7.10 Proposed Forecourt Details – Sheet 3	A400-PAW-A-14-XXX-DR-DE-735-003	Rev D	Rev E
7.11 Forecourt Planting Plan – Sheet 1	A400-LDA-L-14-L00-DR-DE-734-002	Rev F	-
7.12 Forecourt Planting Plan – Sheet 2	A400-LDA-L-14-L00-DR-DE-734-003	Rev E	-
<b>8. Proposed Phase 2 Terminal Extension</b>			
8.1 Proposed Phase 2 Terminal Extension Keyplan	A400-PAW-A-14-XXX-DR-GA-200-005	Rev C	Superseded
8.2 Demolition Layout	A400-PAW-A-14-XXX-DR-GA-922-005	Rev A	Superseded
8.3 Proposed Eastern Terminal Extension Ground Level 00 – Sheet 1	A400-PAW-A-14-L00-DR-GA-200-005	Rev D	-
8.4 Proposed Eastern Terminal Extension Ground Level 00 – Sheet 2	A400-PAW-A-14-L00-DR-GA-200-006	Rev C	-
8.5 Proposed Phase 2 Western Terminal Extension Ground Level 00	A400-PAW-A-14-L00-DR-GA-200-007	Rev F	-
8.6 Proposed Eastern Terminal Extension First Level 10 – Sheet 1	A400-PAW-A-14-L10-DR-GA-200-002	Rev C	-
8.7 Proposed Eastern Terminal Extension First Level 10 – Sheet 2	A400-PAW-A-14-L10-DR-GA-200-003	Rev C	-
8.8 Proposed Phase 2 Western Terminal Extension First Level 10	A400-PAW-A-14-L10-DR-GA-200-004	Rev F	-

8.9 Proposed Eastern Terminal Extension Second Level 20 – Sheet 1	A400-PAW-A-14-L20-DR-GA-200-002	Rev C	-
8.10 Proposed Eastern Terminal Extension Second Level 20 – Sheet 2	A400-PAW-A-14-L20-DR-GA-200-003	Rev C	-
8.11 Proposed Phase 2 Western Terminal Extension Second Level 20	A400-PAW-A-14-L20-DR-GA-200-004	Rev G	-
8.12 Proposed Eastern Terminal Extension Roof Plant Level 30 – Sheet 1	A400-PAW-A-14-R30-DR-GA-200-002	Rev D	-
8.13 Proposed Eastern Terminal Extension Roof Plant Level 30 – Sheet 2	A400-PAW-A-14-R30-DR-GA-200-003	Rev C	-
8.14 Proposed Phase 2 Western Terminal Extension Roof Plant Level 30	A400-PAW-A-14-R30-DR-GA-200-004	Rev F	-
8.15 Proposed Eastern Terminal Extension Roof Level 40 – Sheet 1	A400-PAW-A-14-R40-DR-GA-200-002	Rev C	-
8.16 Proposed Eastern Terminal Extension Roof Level 40 – Sheet 2	A400-PAW-A-14-R40-DR-GA-200-003	Rev C	-
8.17 Proposed Phase 2 Western Terminal Extension Roof Level 40	A400-PAW-A-14-R40-DR-GA-200-004	Rev F	-
8.18 Demolition Elevations	A400-PAW-A-14-XXX-DR-EL-922-002	Rev C	Superseded
8.19 Proposed Phase 2 Eastern Terminal Extension Elevations	A400-PAW-A-14-XXX-DR-EL-200-008	Rev D	-
8.20 Proposed Phase 2 Western Terminal Extension Elevations – Sheet 1	A400-PAW-A-14-XXX-DR-EL-200-009	Rev E	-
8.21 Proposed Phase 2 Western Terminal Extension Elevations – Sheet 2	A400-PAW-A-14-XXX-DR-EL-200-010	Rev F	-
8.22 Proposed Phase 2 Site Elevations	A400-PAW-A-14-XXX-DR-EL-200-011	Rev G	-
8.23 Proposed Eastern Terminal Extension Sections – Sheet 1	A400-PAW-A-14-XXX-DR-SE-200-005	Rev C	-
8.24 Proposed Eastern Terminal Extension Sections – Sheet 2	A400-PAW-A-14-XXX-DR-SE-200-006	Rev C	-

8.25 Proposed Eastern Terminal Extension Sections – Sheet3	A400-PAW-A-14-XXX-DR-SE-200-007	Rev B	-
8.26 Proposed Eastern Terminal Extension Sections – Sheet4	A400-PAW-A-14-XXX-DR-SE-200-008	Rev B	-
8.27 Proposed Eastern Terminal Extension Sections – Sheet5	A400-PAW-A-14-XXX-DR-SE-200-009	Rev C	-
8.28 Proposed Phase 2 Western Terminal Extension Sections	A400-PAW-A-14-XXX-DR-SE-200-010	Rev E	-
8.29 South Context Elevations	A400-PAW-A-14-XXX-DR-EL-200-012	Rev B	-
<b>9. Proposed Dockside Facilities</b>			
9.1 Dockside Keyplan	LCY-CADP-ATK-H-0001	-	-
9.2 Proposed Hartmann Road Works – Sheet 1of 9	LCY-CADP-ATK-H-0002	-	-
9.3 Proposed Hartmann Road Works – Sheet 2 of 9	LCY-CADP-ATK-H-0003	-	-
9.4 Proposed Hartmann Road Works – Sheet 3 of 9	LCY-CADP-ATK-H-0004	-	-
9.5 Proposed Hartmann Road Works – Sheet 4 of 9	LCY-CADP-ATK-H-0005	-	-
9.6 Proposed Hartmann Road Works – Sheet 5 of 9	LCY-CADP-ATK-H-0006	-	-
9.7 Proposed Hartmann Road Works – Sheet 6 of 9	LCY-CADP-ATK-H-0007	-	-
9.8 Proposed Hartmann Road Works – Sheet 7 of 9	LCY-CADP-ATK-H-0008	-	-
9.9 Proposed Hartmann Road Works – Sheet 8 of 9	LCY-CADP-ATK-H-0009	-	-
9.10 Proposed Hartmann Road Works – Sheet 9 of 9	LCY-CADP-ATK-H-0010	-	-
9.11 Proposed Taxi Feeder Park	LCY-CADP-ATK-H-0011	-	-
9.12 Passenger Parking Deck	LCY-CADP-ATK-S-0001	-	-
9.13 Construction Noise Barrier	LCY-CADP-ATK-S-0002	-	-
9.14 Dockside GA – Sheet 1	LCY-CADP-ATK-L-0001	-	-
9.15 Dockside GA – Sheet 2	LCY-CADP-ATK-L-0002	-	-
9.16 Dockside GA – Sheet 3	LCY-CADP-ATK-L-0003	-	-

9.17 Dockside GA – Sheet 4	LCY-CADP-ATK-L-0004	-	-
9.18 Dockside GA – Sheet 5	LCY-CADP-ATK-L-0005	-	-
9.19 Dockside GA – Sheet 6	LCY-CADP-ATK-L-0006	-	-
9.20 Dockside GA – Sheet 7	LCY-CADP-ATK-L-0007	-	-
9.21 Dockside GA – Sheet 8	LCY-CADP-ATK-L-0008	-	-
9.22 Dockside GA – Sheet 9	LCY-CADP-ATK-L-0009	-	-
9.23 Dockside Soft Landscape Details	LCY-CADP-ATK-L-0010	-	-
9.24 Dockside Hard Landscape Details	LCY-CADP-ATK-L-0011	-	-
9.25 Dockside Indicative Sections	LCY-CADP-ATK-L-0012	-	-
9.26 Dockside Path Indicative Details	LCY-CADP-ATK-L-0013	-	-
9.27 Proposed Eastern Ancillary Buildings - Location Plan	LCY-CADP-ATK-A-0001	-	-
9.28 Proposed Eastern Ancillary Buildings – Car Rental & Taxi Feeder Building Site Plan	LCY-CADP-ATK-A-0002	-	-
9.29 Proposed Eastern Ancillary Buildings – Taxi and Car Rental Facility Ground Floor GA Plan	LCY-CADP-ATK-A-0003	-	-
9.30 Proposed Eastern Ancillary Buildings – Taxi and Car Rental Facility Roof Plan	LCY-CADP-ATK-A-0004	-	-
9.31 Proposed Eastern Ancillary Buildings – Taxi and Car Rental Facility Elevations	LCY-CADP-ATK-A-0005	-	-
9.32 Proposed Eastern Ancillary Buildings – Taxi and Car Rental Facility Section A-A & B-B	LCY-CADP-ATK-A-0006	-	-
9.33 Proposed Eastern Ancillary Buildings – Proposed Eastern Energy Centre Site Plan	LCY-CADP-ATK-A-0007	-	-
9.34 Proposed Eastern Ancillary Buildings – Proposed Eastern Energy Centre Ground Floor Plan	<del>LCY-CADP-ATK-A-0008</del> A400-PAW-A-14-L00-DR-GA-200-	-	-

9.35 Proposed Eastern Ancillary Buildings – Energy Centre Roof Plan	<del>LCY-CADP-ATK-A-0009</del> A400-PAW-A-14-R10-DR-GA-200-	-	-
9.36 Proposed Eastern Ancillary Buildings – Proposed Eastern Energy Centre Elevations	<del>LCY-CADP-ATK-A-0010</del> A400-PAW-A-14-R10-DR-EL-200-	-	-
9.37 Proposed Eastern Ancillary Buildings – Proposed Eastern Energy Centre Sections C-C & D-D	<del>LCY-CADP-ATK-A-0014</del> A400-PAW-A-14-R10-DR-SE-200-	-	-
9.38 Proposed Dock Source Heat Exchange System	<del>LCY-CADP-ATK-M-0004</del> A400-ATK-E-14-XXX-DR-GA-200-001	-	-
<b>10. Proposed Hotel Parameters</b>			
10.1 Site Location Plan	859 07 100	-	-
10.1a Blue Line Plan	859 07 100a	-	-
10.2 Existing Site Plan	859 07 101	-	-
10.3 Building Plot Parameter Plan	859 07 102	-	-
10.4 Proposed Maximum Heights Parameter Plan	859 07 103	-	-
10.5 Proposed Minimum Heights Parameter Plan	859 07 104	-	-
10.6 Proposed Access and Circulation Parameter Plan	859 07 105	-	-
<b>Condition 4 – Construction Phasing Plan</b>			
Construction Phasing Plan - Year 1	A400 PAW A 14 XXX XX DR GA 900-001	Rev F	Rev G
Construction Phasing Plan - Year 2	A400 PAW A 14 XXX XX DR GA 900-002	Rev F	Rev G
Construction Phasing Plan - Year 3	A400 PAW A 14 XXX XX DR GA 900-003	Rev G	Rev H
Construction Phasing Plan - Year 4	A400 PAW A 14 XXX XX DR GA 900-004	Rev G	Rev H
Construction Phasing Plan - Year 5	A400 PAW A 14 XXX XX DR GA 900-005	Rev E	Rev F
Construction Phasing Plan - Year 6	A400 PAW A 14 XXX XX DR GA 900-006	Rev A	Rev B
Construction Phasing Plan - Year 7	A400 PAW A 14 XXX XX DR GA 900-007	Rev A	Superseded
Construction Phasing Plan - Year 8	A400 PAW A 14 XXX XX DR GA 900-008	Rev A	Superseded

## APPENDIX 3

### PLANNING POLICIES

<b>London Plan (March 2021)</b>	
Policy SD1	Opportunity Areas
Policy T8	Aviation
Policy SI1	Improving Air Quality
Policy SI2	Minimising Greenhouse Gas Emissions
Policy D13	Agent of Change
Policy D14	Noise
<b>Newham Local Plan (December 2018)</b>	
Policy S1	Spatial Strategy and Strategic Framework
Policy S3	Royal Docks
Policy J1	Business and Jobs Growth
Policy J2	Providing for Efficient Use of Employment Land
Policy SC1	Environmental Resilience
Policy SC2	Energy and Zero Carbon Strategy
Policy SC3	Flood Risk and Drainage
Policy SC4	Biodiversity
Policy SP2	Healthy Neighbourhoods
Policy SP8	Ensuring Neighbourly Development
Policy INF1	Strategic Transport
Policy INF2	Sustainable Transport

## APPENDIX 4 FASTER AND SLOWER GROWTH FORECASTS (Source: Section 4 ES)

Table 4.3: ATMs under the Faster Growth and Slower Growth Scenarios

ATMs	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Core Case	73,280	78,110	85,585	92,255	96,965	99,265	106,035	<b>111,000</b>	111,000	111,000
Faster Growth	73,280	80,430	88,325	96,565	102,915	<b>111,000</b>	111,000	111,000	111,000	111,000
Slower Growth	73,280	75,955	82,610	88,845	92,610	96,520	102,615	105,590	107,740	<b>111,000</b>

Table 4.4: Total Annual Passengers under the Faster Growth and Slower Growth Scenarios

Total Passengers (Millions)	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Core Case	4.9	5.4	6.4	7.1	7.6	7.9	8.6	<b>9.0</b>	9.0	9.0
Faster Growth	5.0	5.7	6.6	7.5	8.3	<b>9.0</b>	9.0	9.0	9.0	9.0
Slower Growth	4.9	5.2	6.0	6.7	7.1	7.6	8.1	8.4	8.6	<b>9.0</b>

**APPENDIX 5**

**To be provided in due course**

**APPENDIX 6**

**DRAFT CORE DOCUMENT LIST**



**DRAFT CORE DOCUMENTS LIST**  
**CADP1 S73 APPEAL**  
**JULY 2023**

Ref.	Title/Reference	Date Submitted / Published	Date of Document
<b>CD1</b>	<b>Documents and drawings submitted with the S73 CADP1 Application</b>		
<b>Documents</b>			
CD1.1	CADP1 S73 Application Form	19 December 2022	19 December 2022
CD1.2	CADP1 S73 Application Form Annex 1	19 December 2022	19 December 2022
CD1.3	CADP1 S73 CIL Form	19 December 2022	19 December 2022
CD1.4	CADP1 S73 Covering Letter	19 December 2022	19 December 2022
CD1.5	CADP1 S73 Planning Statement	19 December 2022	December 2022
CD1.6	CADP1 S73 Statement of Community Involvement	19 December 2022	December 2022
CD1.7	CADP1 S73 Environmental Statement Non-Technical Summary	19 December 2022	December 2022
CD1.8	CADP1 S73 Environmental Statement Vol 1 Ch1 Introduction	19 December 2022	December 2022
CD1.9	CADP1 S73 Environmental Statement Vol 1 Ch 2 Site Description	19 December 2022	December 2022
CD1.10	CADP1 S73 Environmental Statement Vol 1 Ch 3 EIA Methodology	19 December 2022	December 2022
CD1.11	CADP1 S73 Environmental Statement Vol 1 Ch 4 Aviation Forecasts	19 December 2022	December 2022
CD1.12	CADP1 S73 Environmental Statement Vol 1 Ch 5 Planning Context	19 December 2022	December 2022
CD1.13	CADP1 S73 Environmental Statement Vol 1 Ch 6 Construction Programme	19 December 2022	December 2022
CD1.14	CADP1 S73 Environmental Statement Vol 1 Ch 7 Socio-Economics	19 December 2022	December 2022
CD1.15	CADP1 S73 Environmental Statement Vol 1 Ch 8 Noise	19 December 2022	December 2022
CD1.16	CADP1 S73 Environmental Statement Vol 1 Ch 9 Air Quality	19 December 2022	December 2022
CD1.17	CADP1 S73 Environmental Statement Vol 1 Ch 10 Surface Access	19 December 2022	December 2022
CD1.18	CADP1 S73 Environmental Statement Vol 1 Ch 11 Climate Change	19 December 2022	December 2022
CD1.19	CADP1 S73 Environmental Statement Vol 1 Ch 12 Public Health and Well-Being	19 December 2022	December 2022
CD1.20	CADP1 S73 Environmental Statement Vol 1 Ch 13 Other Environmental Topics	19 December 2022	December 2022
CD1.21	CADP1 S73 Environmental Statement Vol 1 Ch 14 Cumulative Effects	19 December 2022	December 2022
CD1.22	CADP1 S73 Environmental Statement Vol 1 Ch 15 Mitigation and Residual Effects	19 December 2022	December 2022
CD1.23	CADP1 S73 Environmental Statement Vol 1 Glossary of Terms and Abbreviations	19 December 2022	December 2022
CD1.24	CADP1 S73 Environmental Statement Vol 2 Appendix 1.1 Statement of Competence	10 January 2023	December 2022
CD1.25	CADP1 S73 Environmental Statement Vol 2 Appendix 3.1 LCY Initial Environmental Report	10 January 2023	30 June 2022
CD1.26	CADP1 S73 Environmental Statement Vol 2 Appendix 3.2 Draft Scoping Report LCY S73 Application	10 January 2023	May 2022
CD1.27	CADP1 S73 Environmental Statement Vol 2 Appendix 3.3 Final EIA Scoping Review Report - London City Airport	10 January 2023	July 2022
CD1.28	CADP1 S73 Environmental Statement Vol 2 Appendix 3.4 ES Scope Clarification Note	10 January 2023	21 July 2022
CD1.29	CADP1 S73 Environmental Statement Vol 2 Appendix 3.5 LCY S73 Final Scoping Report	10 January 2023	July 2022
CD1.30	CADP1 S73 Environmental Statement Vol 2 Appendix 3.6 Review of EIA Scoping Report	10 January 2023	September 2022
CD1.31	CADP1 S73 Environmental Statement Vol 2 Appendix 3.7 LCY Clarification Email	10 January 2023	10 October 2022
CD1.32	CADP1 S73 Environmental Statement Vol 2 Appendix 3.8 Scoping Response Comments	10 January 2023	October 2022
CD1.33	CADP1 S73 Environmental Statement Vol 2 Appendix 3.9 LCY Final Response	10 January 2023	November 2022
CD1.34	CADP1 S73 Environmental Statement Vol 2 Appendix 3.10 Formal Scoping Opinion	10 January 2023	November 2022
CD1.35	CADP1 S73 Environmental Statement Vol 2 Appendix 6.1 Construction Phase Drawings	10 January 2023	September 2022
CD1.36	CADP1 S73 Environmental Statement Vol 2 Appendix 6.2 Indicative OOOH Construction Programme	10 January 2023	December 2022
CD1.37	CADP1 S73 Environmental Statement Vol 2 Appendix 8.1 Policy	10 January 2023	December 2022
CD1.38	CADP1 S73 Environmental Statement Vol 2 Appendix 8.2 Baseline Noise	10 January 2023	December 2022
CD1.39	CADP1 S73 Environmental Statement Vol 2 Appendix 8.3 Air Noise	10 January 2023	December 2022
CD1.40	CADP1 S73 Environmental Statement Vol 2 Appendix 8.4 Ground Noise	10 January 2023	December 2022
CD1.41	CADP1 S73 Environmental Statement Vol 2 Appendix 8.5 Road Traffic Noise	10 January 2023	December 2022
CD1.42	CADP1 S73 Environmental Statement Vol 2 Appendix 8.6 Construction Noise	10 January 2023	December 2022
CD1.43	CADP1 S73 Environmental Statement Vol 2 Appendix 9.1 Issues Related to UFPs	10 January 2023	December 2022
CD1.44	CADP1 S73 Environmental Statement Vol 2 Appendix 9.2 Receptor Locations	10 January 2023	December 2022
CD1.45	CADP1 S73 Environmental Statement Vol 2 Appendix 9.3 Detailed modelling methodology	10 January 2023	December 2022
CD1.46	CADP1 S73 Environmental Statement Vol 2 Appendix 9.4 Detailed Results	10 January 2023	December 2022
CD1.47	CADP1 S73 Environmental Statement Vol 2 Appendix 9.5 Air Quality Positive Statement	10 January 2023	December 2022
CD1.48	CADP1 S73 Environmental Statement Vol 2 Appendix 10.1 AADT, AAWT and Annual Average Weekday Traffic Technical Note	10 January 2023	18 December 2022
CD1.49	CADP1 S73 Environmental Statement Vol 2 Appendix 11.1 Greenhouse Gas Footprint Methodology	10 January 2023	December 2022
CD1.50	CADP1 S73 Environmental Statement Vol 2 Appendix 11.2 Detailed GHG Assessment Results	10 January 2023	December 2022
CD1.51	CADP1 S73 Environmental Statement Vol 2 Appendix 11.3 Outline Carbon and Climate Change Action Plan	10 January 2023	December 2022
CD1.52	CADP1 S73 Environmental Statement Vol 2 Appendix 12.1 Health Policy	10 January 2023	December 2022
CD1.53	CADP1 S73 Environmental Statement Vol 2 Appendix 12.2 Health Methods	10 January 2023	December 2022
CD1.54	CADP1 S73 Environmental Statement Vol 2 Appendix 12.3 Health Baseline	10 January 2023	December 2022
CD1.55	CADP1 S73 Environmental Statement Vol 2 Appendix 13.1 Flood Risk Assessment	10 January 2023	October 2022
CD1.56	CADP1 S73 Environmental Statement Vol 2 Appendix 13.2 Flood Management Plan	10 January 2023	26 October 2022
CD1.57	CADP1 S73 Environmental Statement Vol 2 Appendix 13.3 Preliminary Ecological Appraisal	10 January 2023	November 2022
CD1.58	CADP1 S73 Environmental Statement Vol 2 Appendix 13.4 Response to Natural England	10 January 2023	December 2022
CD1.59	CADP1 S73 Environmental Statement Vol 2 Appendix 14.1 Cumulative Schemes Scoping Exercise	10 January 2023	December 2022
CD1.60	CADP1 S73 Environmental Statement Vol 3 Need Case	19 December 2022	December 2022
CD1.61	CADP1 S73 Environmental Statement Vol 4 Transport Assessment	20 December 2022	December 2022
CD1.62	CADP1 S73 Design Development Report	19 December 2022	December 2022
CD1.63	CADP1 S73 Design Development Report - Illustrative Dockside Masterplan Vision	19 December 2022	December 2022
CD1.64	CADP1 S73 Sustainability Statement	19 December 2022	December 2022
CD1.65	CADP1 S73 Revised Energy and Low Carbon Strategy	19 December 2022	December 2022
CD1.66	CADP1 S73 Benefits and Mitigation Statement	19 December 2022	December 2022
CD1.67	CADP1 S73 Equalities Statement	19 December 2022	December 2022
CD1.68	CADP1 S73 Letters and Forms	19 December 2022	December 2022
<b>CD1.69 Drawings</b>			
CD1.69.1	Site Plan (ref. A400-PAW-A-14-XXX-DR-GA-901-001 Rev B)	19 December 2022	14 April 2022
CD1.69.2	Site Plan 2022 (ref. A400-PAW-A-14-XXX-DR-GA-900-004)	19 December 2022	09 November 2022
CD1.69.3	Demolition Plan (ref. A400-PAW-A-14-XXX-DR-GA-922-001 Rev B)	19 December 2022	20 July 2022
CD1.69.4	Key Plan (ref. A400-PAW-A-14-XXX-DR-GA-900-001 Rev C)	19 December 2022	14 April 2022
CD1.69.5	Illustrative Site Plan (ref. A400-PAW-A-14-XXX-DR-GA-900-002 Rev C)	19 December 2022	14 April 2022
CD1.69.6	Facilitating Works Keyplan (ref. A400-PAW-A-14-XXX-DR-GA-200-002 Rev C)	19 December 2022	10 November 2022
CD1.69.7	Existing Terminal/Airfield Ground Level 00 (ref. A400-PAW-A-14-L00-DR-GA-901-003 Rev A)	19 December 2022	14 April 2022
CD1.69.8	Facilitating Works Ground Level 00 (ref. A400-PAW-A-14-L00-DR-GA-200-001 Rev C)	19 December 2022	10 November 2022
CD1.69.9	Existing Terminal/Airfield First Level 10 (ref. A400-PAW-A-14-L10-DR-GA-901-003 Rev A)	19 December 2022	14 April 2022
CD1.69.10	Facilitating Works First Level 10 (ref. A400-PAW-A-14-L10-DR-GA-200-001 Rev D)	19 December 2022	11 November 2022
CD1.69.11	Existing Terminal/Airfield Second Level/Roof Level 20 (ref. A400-PAW-A-14-R20-DR-GA-901-001 Rev A)	19 December 2022	14 April 2022
CD1.69.12	Facilitating Works Roof Level 20 (ref. A400-PAW-A-14-L20-DR-GA-200-001 Rev D)	19 December 2022	11 November 2022
CD1.69.13	Existing Terminal Site Elevations (ref. A400-PAW-A-14-XXX-DR-EL-901-001 Rev B)	19 December 2022	14 April 2022
CD1.69.14	Existing Terminal Elevations (ref. A400-PAW-A-14-XXX-DR-EL-901-002 Rev B)	19 December 2022	14 April 2022
CD1.69.15	Facilitating Works Demolition Elevations (ref. A400-PAW-A-14-XXX-DR-EL-922-001 Rev C)	19 December 2022	11 November 2022
CD1.69.16	Facilitating Works Coaching Facility & OBB Extension Elevations – Sheet 1 (ref. A400-PAW-A-14-XXX-DR-EL-200-001 Rev C)	19 December 2022	16 November 2022
CD1.69.17	Facilitating Works Coaching Facility & OBB Extension Elevations – Sheet 2 (ref. A400-PAW-A-14-XXX-DR-EL-200-002 Rev D)	19 December 2022	17 November 2022
CD1.69.18	Facilitating Works Site Elevations (ref. A400-PAW-A-14-XXX-DR-EL-200-003 Rev D)	19 December 2022	16 November 2022
CD1.69.19	Facilitating Works Coaching Facility & OBB Extension Sections (ref. A400-PAW-A-14-XXX-DR-SE-200-001 Rev C)	19 December 2022	18 November 2022
CD1.69.20	Proposed Level 00 Fire Strategy (ref. A400-PAW-A-14-L00-DR-GA-400-001 Rev C)	19 December 2022	17 November 2022
CD1.69.21	Proposed Level 00 Access Strategy (ref. A400-PAW-A-14-L00-DR-GA-201-001 Rev C)	19 December 2022	17 November 2022
CD1.69.22	Existing Forecourt Ground Level 00 (ref. LCY P+W 4486 B EX00002 Rev A)	19 December 2022	14 April 2022
CD1.69.23	Forecourt Keyplan (ref. A400-PAW-A-14-L00-DR-GA-200-004 Rev D)	19 December 2022	09 September 2022
CD1.69.24	Existing Forecourt Demolition Layout (ref. A400-PAW-A-14-XXX-DR-GA-922-004 Rev B)	19 December 2022	07 July 2022
CD1.69.25	Proposed Forecourt Ground Level 00 (ref. A400-PAW-A-14-L00-DR-GA-200-004 Rev E)	19 December 2022	09 September 2022
CD1.69.26	Levels Plan (ref. A400-ATK-C-14-L00-DR-GA-735-002 Rev D)	19 December 2022	06 September 2022
CD1.69.27	Proposed Forecourt Details – Sheet 3 (ref. A400-PAW-A-14-XXX-DR-DE-735-003 Rev E)	19 December 2022	09 September 2022
CD1.69.28	Condition 36 Terminal Forecourt Indicative Hardscaping Details (ref. A400-PAW-L-14-L00-DR-DE-735-002 Rev C)	19 December 2022	15 July 2022
CD1.69.29	Construction Phasing Plan – Year 1 (ref. A400 PAW A 14 XXX XX DR GA 900-001 Rev G)	19 December 2022	23 September 2022
CD1.69.30	Construction Phasing Plan - Year 2 (ref. A400 PAW A 14 XXX XX DR GA 900-002 Rev G)	19 December 2022	23 September 2022
CD1.69.31	Construction Phasing Plan - Year 3 (ref. A400 PAW A 14 XXX XX DR GA 900-003 Rev H)	19 December 2022	23 September 2022

**DRAFT CORE DOCUMENTS LIST  
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CD1.69.32	Construction Phasing Plan - Year 4 (ref. A400 PAW A 14 XXX XX DR GA 900-004 Rev H)	19 December 2022	30 September 2022
CD1.69.33	Construction Phasing Plan - Year 5 (ref. A400 PAW A 14 XXX XX DR GA 900-005 Rev F)	19 December 2022	30 September 2022
CD1.69.34	Construction Phasing Plan - Year 6 (ref. A400 PAW A 14 XXX XX DR GA 900-006 Rev B)	19 December 2022	01 December 2022
CD1.69.35	Construction Phasing Plan Completed Development (ref. A400 PAW A 14 XXX XX DR GA 900-007 Rev A)	19 December 2022	30 September 2022
CD1.69.36	Location of Stands for Schedule Aircraft Movements (ref. 4486 B SI20009 Rev A)	19 December 2022	27 September 2022
<b>CD2</b>	<b>CADP1 Application (ref. 13/01228/FUL)</b>		
<b>CD2.1</b>	<b>CADP1 Application Original Submission Documents</b>		
CD2.1.1	Completed Application Form and Certificates CADP1	26 July 2013	26 July 2013
CD2.1.2	Cover Letter	26 July 2013	26 July 2013
CD2.1.3	Scheme Description	26 July 2013	N/A
CD2.1.4	Community Infrastructure Levy Form CADP1	26 July 2013	26 July 2013
CD2.1.5	CADP App Drawings List and App Drawings	26 July 2013	N/A
CD2.1.6	Design & Access Statement	26 July 2013	July 2013
CD2.1.7	CADP Environmental Statement (Volumes 1, 2 and Non-Technical Summary)	26 July 2013	July 2013
CD2.1.8	Planning Statement	26 July 2013	18 July 2013
CD2.1.9	Need Statement	26 July 2013	01 July 2013
CD2.1.10	Statement of Community Involvement	26 July 2013	June 2013
CD2.1.11	Energy and Low Carbon Strategy	26 July 2013	July 2013
CD2.1.12	Health Impact Assessment	26 July 2013	July 2013
CD2.1.13	Sustainability Statement	26 July 2013	July 2013
CD2.1.14	Transport Assessment (Volumes 1 and 2)	26 July 2013	July 2013
<b>CD2.2</b>	<b>Revised Information March 2014 (ES Addendum ESA)</b>		
CD2.2.1	Cover Letter	07 March 2014	07 March 2014
CD2.2.2	Revisions to Application Drawings list and Revised Application Drawings	07 March 2014	N/A
CD2.2.3	Design and Access Statement Addendum	07 March 2014	January 2014
CD2.2.4	Environmental Statement Addendum (Including Appendices and Non-Technical Summary Update)	07 March 2014	March 2014
CD2.2.5	Planning Statement Addendum	07 March 2014	March 2014
CD2.2.6	Energy & Low Carbon Strategy Addendum (Including Appendices)	07 March 2014	March 2014
<b>CD2.3</b>	<b>Further Information May 2014 (Environmental Statement Second Addendum ESSA)</b>		
CD2.3.1	Cover Letter	28 May 2014	28 May 2014
CD2.3.2	CADP Part 1 Environmental Statement Second Addendum (Including Appendices) -	28 May 2014	28 May 2014
CD2.3.3	CADP Part 2 Technical Assessment Review	28 May 2014	N/A
CD2.3.4	CADP Part 2 HIA Addendum	28 May 2014	28 May 2014
CD2.3.5	CADP Part 3 Second Updated Non-Technical Summary - May 2014	28 May 2014	28 May 2014
CD2.3.6	CADP Part 4 NEF Response - May 2014	28 May 2014	N/A
<b>CD2.4</b>	<b>Revised Information November 2014 (Consolidated ES CES)</b>		
CD2.4.1	Cover Letter - 10 November 2014	10 November 2014	10 November 2014
CD2.4.2	Guide to Consolidated Environmental Statement	10 November 2014	November 2014
CD2.4.3	Non-Technical Summary of Consolidated Environmental Statement	10 November 2014	November 2014
CD2.4.4	Consolidated Environmental Statement (ES Guide and Volumes 1 – 4)	10 November 2014	November 2014
CD2.4.5	Equalities Impact Assessment	17 November 2014	17 November 2014
<b>CD2.5</b>	<b>Revised Information November 2014 (Consolidated Addendum CESA)</b>		
CD2.5.1	Consolidated Environmental Statement Addendum (Volumes I, II and III)	10 November 2014	November 2014
CD2.5.2	Proposed Gallions Quarter Scheme and CADP - Supplementary Cumulative Effects Assessment and Section 106 Offer Letter	08 December 2014	08 December 2014
<b>CD2.6</b>	<b>September 2015 Submission (Updated Environmental Statement UES)</b>		
CD2.6.1	Guide to September 2015 Submission	09 September 2015	01 September 2015
CD2.6.2	Updated Environmental Statement Covering Letter to PINS	09 September 2015	09 September 2015
CD2.6.3	Notice of Updated Environmental Statement Submission	09 September 2015	September 2015
CD2.6.4	Updated Environmental Statement Volumes 1-5 and Non-Technical Summary	09 September 2015	September 2015
CD2.6.5	Consolidated Application Plans and Drawing List (drawings last revised February 2014)	09 September 2015	September 2015
CD2.6.6	Proposed Minor Changes (Dividers 1 – 5 including Proposed Minor Changes to Application Plans (A1), Update to the Design and Access Statement, Revised Scheme Description and Floorspace Schedule, Audit of Changes Drawn from Updates Environmental Statement, Update to the Sustainability Statement and Update to the Energy and Low Carbon Strategy	09 September 2015	September 2015
CD2.6.7	Description of Development	09 September 2015	September 2015
CD2.6.8	Update to Design and Access Statement	09 September 2015	September 2015
CD2.6.9	Updated Transport Assessment	09 September 2015	September 2015
CD2.6.10	Update to Energy and Low Carbon Strategy	09 September 2015	August 2015
CD2.6.11	Update to Sustainability Statement	09 September 2015	September 2015
CD2.6.12	Updated Health Impact Assessment	09 September 2015	September 2015
CD2.6.13	Update to Need Statement	09 September 2015	September 2015
<b>CD2.7</b>	<b>CADP1 Planning Permission (as amended)</b>		
CD2.7	CADP1 Planning Permission (as amended)	26 July 2016	05 October 2020
<b>CD3</b>	<b>Legislation, Policy and Guidance Documents</b>		
<b>CD3.1</b>	<b>Legislation</b>		
CD3.1.1	Town and Country Planning Act 1990	May 1990	N/A
CD3.1.2	Planning and Compulsory Purchase Act 2004	May 2004	N/A
CD3.1.3	Community Infrastructure Levy Regulations 2010	April 2010	N/A
CD3.1.4	The Town and Country Planning (Environmental Impact Assessment) Regulations 2017	May 2017	N/A
CD3.1.5	Environment Act 2021	November 2021	N/A
<b>CD3.2</b>	<b>National Planning Policy</b>		
CD3.2.1	National Planning Policy Framework (NPPF)	July 2021	N/A
<b>CD3.3</b>	<b>Strategic Planning Policy</b>		
CD3.3.1	London Plan – the Spatial Development Strategy for London	March 2021	N/A
<b>CD3.4</b>	<b>LB Newham Planning Policy</b>		
CD3.4.1	Newham Local Plan	December 2018	N/A
CD3.4.2	Newham Local Plan Policies Map	December 2018	N/A
<b>CD3.5</b>	<b>National Aviation Policy</b>		
CD3.5.1	Aviation Policy Framework	March 2013	N/A
CD3.5.2	Airports National Policy Statement	June 2018	N/A
CD3.5.3	Beyond the Horizon - The Future of UK Aviation: Making best use of existing runways	June 2018	N/A
CD3.5.4	Aviation Strategy 2050: The Future of UK Aviation	December 2018	N/A
CD3.5.5	Decarbonising Transport: A Better, Greener Britain	July 2021	N/A
CD3.5.6	Flightpath to the future: a strategic framework for the aviation sector	May 2022	N/A
CD3.5.7	Jet Zero: Strategy for Net Zero Aviation by 2050	July 2022	N/A
CD3.5.8	Overarching aviation noise policy statement	March 2023	N/A
<b>CD3.6</b>	<b>National Air Quality Policy</b>		
CD3.6.1	Clean Air Strategy	January 2019	N/A
CD3.6.2	Environmental Improvement Plan 2023	February 2023	N/A
CD3.6.3	The Air Quality Strategy: Framework for Local Authority Delivery 2023	April 2023	N/A
<b>CD3.7</b>	<b>Other Policy</b>		
CD3.7.1	Noise Policy Statement for England (NPSE)	March 2010	N/A
<b>CD3.8</b>	<b>Guidance</b>		
CD3.8.1	National Planning Practise Guidance (NPPG) Noise (Latest Update)	July 2019	N/A
CD3.8.2	The Royal Docks and Beckton Riverside Opportunity Area Planning Framework (OAPF) (2023)	May 2023	N/A
CD3.8.3	Civil Aviation Authority Survey of Noise Attitudes 2014: Aircraft Noise and Annoyance, Second Edition	July 2021	N/A
<b>CD3.9</b>	<b>Emerging Policy</b>		
CD3.9.1	Newham Draft Local Plan (Regulation 18)	December 2022	N/A
<b>CD4</b>	<b>CADP1 S73 Post Application Submission</b>		
<b>CD4.1</b>	<b>CADP1 S73 Validation Letter</b>		
CD4.1.1	CADP1 S73 Validation Letter	17 January 2023	17 January 2023
<b>CD4.2</b>	<b>Correspondence with Local Planning Authority</b>		
CD4.2.1	Response to CSACL	05 May 2023	27 April 2023
CD4.2.2	Response to GLA Stage 1 Report, Sustainability and Environment	25 April 2023	25 April 2023
CD4.2.3	Response to GLA Stage 1 Report	25 April 2023	25 April 2023
CD4.2.4	Response to LBN Transport	19 May 2023	19 May 2023

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CD4.2.5	Response to Needs Assessment	05 May 2023	05 May 2023
CD4.2.6	Response to TFL	19 May 2023	19 May 2023
CD4.2.7	Response to Tower Hamlets	18 May 2023	18 May 2023
<b>CD4.3</b>	<b>CADP1 S73 Committee Report</b>		
CD4.3.1	CADP1 S73 Committee Report	10 July 2023	10 July 2023
CD4.3.2	CADP1 S73 Committee Report Update	10 July 2023	10 July 2023
<b>CD4.4</b>	<b>CADP1 S73 Decision Notice</b>		
CD4.3.1	CADP1 S73 Decision Notice	24 July 2023	24 July 2023
<b>CD4.5</b>	<b>Consultation responses received from organisations, bodies and political representatives at the time of lodging the appeal.</b>		
CD4.5.1	Lufthansa	08 March 2023	N/A
CD4.5.2	BA CityFlyer	10 March 2023	N/A
CD4.5.3	City Hopper	14 March 2023	N/A
CD4.5.4	GLA Stage 1	20 March 2023	N/A
CD4.5.5	GLA Stage 2	20 July 2023	N/A
CD4.5.6	TfL	March 2023	N/A
CD4.5.7	TfL updated response	05 May 2023	N/A
CD4.5.8	Noise Impact review prepared by Rupert Taylor	03 April 2023	N/A
CD4.5.9	Review of Need Statement by Chris Smith Aviation Consultancy Limited	13 April 2023	N/A
CD4.5.10	Review of the Environmental Statement for London City Airport: Final Review Report by LUC	01 June 2023	N/A
CD4.5.11	LBN Transport and Highways	05 May 2023	N/A
CD4.5.12	LBN Regeneration and Employment	02 May 2023	N/A
CD4.5.13	London Borough of Hackney	10 February 2023	N/A
CD4.5.14	London Borough of Lewisham	13 March 2023	N/A
CD4.5.15	London Borough of Waltham Forest	10 March 2023	N/A
CD4.5.16	London Legacy Development Corporation	06 March 2023	N/A
CD4.5.17	London Borough of Southwark	17 March 2023	N/A
CD4.5.18	London Borough of Havering	19 March 2023	N/A
CD4.5.19	Royal Borough of Greenwich	28 March 2023	N/A
CD4.5.20	London Borough of Tower Hamlets	20 April 2023	N/A
CD4.5.21	London Borough of Redbridge	14 March 2023	N/A
CD4.5.22	Councillor Anthony McAlmout (Newham)	12 February 2023	N/A
CD4.5.23	Councillor Matt Hartley and Councillor John Hills (Greenwich)	09 March 2023	N/A
CD4.5.24	Councillor Danny Keeling and Councillor Nate Higgins (Newham)	09 March 2023	N/A
CD4.5.25	Councillor Catherine Rose and Councillor James McAsh rose (Southwark)	30 March 2023	N/A
CD4.5.26	Bexley Labour Group	03 April 2023	N/A
CD4.5.27	Barking Riverside Ltd	08 March 2023	N/A
CD4.5.28	Chair of London Assembly's Environment Committee	15 March 2023	N/A
CD4.5.29	Stephen Timms MP	15 February 2023	N/A
CD4.5.30	John Cryer MP	22 February 2023	N/A
CD4.5.31	Helen Hayes MP	21 March 2023	N/A
CD4.5.32	Ellie Reeves MP	21 March 2023	N/A
CD4.5.33	Apsana Begum MP	31 March 2023	N/A
CD4.5.34	Janet Daby MP	03 April 2023	N/A
CD4.5.35	Matthew Pennycook MP	17 March 2023	N/A
CD4.5.36	Plane Hell Action SE	13 March 2023	N/A
CD4.5.37	HACAN East	15 March 2023	N/A
CD4.5.38	Walworth Society	30 March 2023	N/A
CD4.5.39	CBI	31 March 2023	N/A
CD4.5.40	ExCel	31 March 2023	N/A
CD4.5.41	London Chamber of Commerce	17 March 2023	N/A
CD4.5.42	BP Installations	14 March 2023	N/A
CD4.5.43	Airport Safeguarding Limited	20 March 2023	N/A
CD4.5.44	Café Nero	31 March 2023	N/A
CD4.5.45	Business LDN	17 March 2023	N/A
CD4.5.46	UEL	31 March 2023	N/A
CD4.5.47	Newham All Star Sports Academy (NASSA)	15 March 2023	N/A
CD4.5.48	Boots	15 March 2023	N/A
CD4.5.49	VolkerWessels	01 March 2023	N/A
CD4.5.50	Historic England	07 March 2023	N/A
CD4.5.51	Port of London	23 February 2023	N/A
CD4.5.52	London Borough of Newham (Transport)	19 April 2023	N/A
CD4.5.53	TfL Crossrail Safeguarding	10 February 2023	N/A
CD4.5.54	LCY Safeguarding	10 February 2023	N/A
CD4.5.55	Thames Water	09 February 2023	N/A
<b>CD5</b>	<b>CADP1 S73 Pre-Application Submission</b>		
CD5.1	London City Airport Master Plan 2020	June 2019	N/A
CD5.2	Sustainability Roadmap	May 2022	N/A
CD5.3	Initial Environmental Report	June 2022	N/A
<b>CD6</b>	<b>CADP1 S73 Appeal Documents</b>		
CD6.1	Draft Statement of Case	26 July 2023	N/A
CD6.2	Draft Statement of Common Ground	26 July 2023	N/A
<b>CD7</b>	<b>Planning History Decision Notices</b>		
CD7.1	N/82.104	May 1985	N/A
CD7.2	LRPG4/G57501/0	September 1991	N/A
CD7.3	LRP219/J9510/017	September 1991	N/A
CD7.4	P/97/0826	July 1998	N/A
CD7.5	07/01520/VAR	July 2009	N/A
CD7.6	22/03047/FUL	April 2023	N/A
CD7.7	13/01373/OUT	July 2016	N/A
CD7.8	13/01228/FUL	July 2016	N/A
<b>CD8</b>	<b>Other Airport Decisions</b>		
CD8.1	Bristol Appeal Decision	2 February 2022	N/A
CD8.2	Stansted Appeal Decision	26 May 2021	N/A
<b>CD9</b>	<b>Other</b>		
CD9.1	London City Airport Annual Performance Report 2021	June 2022	N/A
CD9.2	London City Airport Annual Performance Report 2022	June 2023	N/A