

CITY AIRPORT DEVELOPMENT PROGRAMME (CADP)

PROPOSED GALLIONS QUARTER SCHEME AND CADP - SUPPLEMENTARY CUMULATIVE EFFECTS ASSESSMENT

AND

APPLICANT'S SECTION 106 OFFER LETTER





**PROPOSED GALLIONS QUARTER
SCHEME AND CADP -
SUPPLEMENTARY CUMULATIVE
EFFECTS ASSESSMENT**

08 December 2014

RPS
14 Cornhill
London
EC3V 3ND

Tel: 020 7280 3200
Fax: 020 7283 9248
Email: rpslp@rpsgroup.com

CONTENTS

1	INTRODUCTION AND EXPLANATION OF PURPOSE.....	1
2	TRAFFIC AND TRANSPORT	3
3	NOISE.....	6
4	AIR QUALITY	10
5	CONSTRUCTION IMPACTS	13
6	CONSIDERATION OF OTHER CUMULATIVE EFFECTS	16
7	SUMMARY AND CONCLUSIONS.....	19
APPENDIX 3.1.....		20
Area, Number of Dwellings and Population within Air Noise Contours		20
APPENDIX 3.2.....		29
Road Traffic Noise Assumptions		29

1 INTRODUCTION AND EXPLANATION OF PURPOSE

a) Introduction

- 1.1 On the 26th July 2013 London City Airport (the Airport) submitted proposals for the City Airport Development Programme (CADP) comprised in two planning applications:
- CADP1 . A detailed application for new airfield infrastructure and extended passenger facilities at the Airport (LPA ref. 13/01228/FUL)
 - CADP2 . An outline application for a new hotel with up to 260 bedrooms (LPA ref. 13/01373/OUT)
- 1.2 The applications were accompanied by a number of documents, including an Environmental Statement (ES) and its Non-Technical Summary (NTS) which together reported the findings of the Environmental Impact Assessment (EIA) of the proposed CADP.
- 1.3 In November 2014, the Airport submitted the following supplementary documents:
1. **The Consolidated Environmental Statement Addendum ('CESA')** with gathers together in one place all further information and clarifications on the ES which have been provided to the London Borough of Newham (LBN) since July 2013. This includes the Airport's response to three successive Regulation 22 requests from LBN, as set out in its letters of 21st January, 23rd May and 20th August 2014.
 2. **The Consolidated Environmental Statement ('CES')** which reflected the key further information set out in the CESA, where this had a bearing on content and conclusions of the original ES. The CES includes tracked changes to the text and the replacement of three whole chapters, namely: Chapter 6: Development Programme, Demolition and Construction, Chapter 8: Noise and Vibration, and Chapter 18: Cumulative effects. The CES is summarised in a revised version of the Non-Technical Summary (**NTS of Consolidated Environmental Statement, November 2014**) which has also been submitted to LBN.
- 1.4 The CES provides a complete account of all likely significant environmental effects of the proposed CADP, as required by the EIA Regulations 2011, together with proposed mitigation measures to avoid, reduce or offset potential adverse effects and to ensure that the beneficial effects of the development are realised.
- 1.5 Section 6 of the CESA and Chapter 18 of the CES together provide a detailed account of the potential cumulative (in-combination) effects of the CADP and other committed developments in proximity to the Airport (i.e. those with planning permission). Additionally, at the request of the LBN, a number of other proposed developments which have been subject to planning applications since the CADP applications were submitted in July 2013, are assessed in the CESA and CES. These include the mixed-use Silvertown Quays development (Ref- 14/01605/OUT), the Fox & Connaught proposed hotel (Ref- 14/00986/FUL) and the ABP Royal Albert North scheme (Ref- 14/00618/OUT).
- 1.6 This supplementary document provides an account of the cumulative effects of a further planning application in proximity to the Airport, namely: Gallions Quarter, Atlantis Avenue, Beckton, London (Planning Application 14/00664/OUT). This application comprises:

“Outline planning application for the comprehensive redevelopment of the whole site to provide up to 800 residential units and up to 2641 sqm (GIA) of commercial space (Use Classes B1:A1 to A4: and D1; Alterations to existing vehicular and pedestrian access and high layout within and around the site, including the creation of new pedestrian and cycle routes and crossings; and on-street car parking within the site; Provisions of undercroft vehicle and cycle parking; Provision of two new public parks, Gallions Park and Gallions Green; Provision of temporary energy centre; and Public Realm improvements including hard and soft landscaping and all necessary enabling works with all matters reserved excluding layout and access.

In respect of the area of land at the north and north western portion of the site (Phase 1), detailed planning consent is sought for the development of 3 perimeter blocks ranging in height between 5-12 storeys; 292 new residential dwellings (Use Class C3), including 87 affordable dwellings; 852 sq m of commercial floorspace; 157 car parking spaces and 369 cycle parking spaces; landscaping and public realm improvements; temporary energy centre; and improvements to internal access routes.”

- 1.7 Whilst not explicitly requested by LBN, the potential cumulative effects of this additional scheme in combination with the construction and operation of the CADP have been assessed by the Airport and its Consultants for the sake of completeness. The results of this study are set out within this document, which is titled **“Proposed Gallions Quarter Scheme and CADP - Supplementary Cumulative Effects Assessment”**.
- 1.8 As described herein, no significant cumulative environmental effects of the Gallions Quarter and CADP have been identified (taking into account the other schemes previously considered in the CES and CESA) and therefore there are no material changes to the conclusion of the cumulative effects assessments set out in either the CESA or CES.
- 1.9 In order to inform this study, the Airport's consultants have reviewed the environmental information submitted by the Applicant (Notting Hill Housing Association), contained in the following documents:
- Gallions Quarter Environmental Statement (March 2014);
 - Gallions Quarter Environmental Statement: Addendum (August 2014); and
 - Gallions Quarter Environmental Statement: Addendum (October 2014).

2 TRAFFIC AND TRANSPORT

a) Introduction

- 2.1 This Section of the Supplementary Cumulative Effect Assessment has been prepared by Vectos, the Airport transport consultant. It assesses the cumulative effect of the proposed Gallions Quarter development on Traffic and Transport as set out in the CADP Consolidated ES (CES) (November 2014).

b) Assessment of the Effects – Road Network

Methodology

- 2.2 The Transport Assessment that accompanied the Gallions Quarter planning submission presents a detailed vehicle trip generation assessment. The findings of this assessment are replicated within Table 7.6 of the Gallions Quarter ES, which states the following daily traffic flows (07:00-19:00).
- Arrivals . 530
 - Departures . 566
 - Total . 1,096
- 2.3 To provide Average Annual Daily Traffic (AADT) flows, Vectos has factored the 12 hour flows up to provide 24 hour flows. The factor is based on a daily trip profile for residential developments. Therefore, the AADT flows for Gallions Quarter are as follows.
- Arrivals . 695
 - Departures . 743
 - Total . 1,438
- 2.4 The Gallions Quarter AADT flows have been distributed across the local highway network based on information provided within the Gallions Quarter Transport Assessment (TA) and ES. The Gallions Quarter traffic flows were then added to the baseline traffic flows as set out within the CES for the CADP.

Traffic Flows

- 2.5 Table 2.1 below sets out the baseline + CADP AADT flows for the cumulative assessment With and Without Gallions Quarter for the future year of 2023, the assumed year of completion of CADP.

Table 2.1 – 2023 Annual Average Daily Traffic Flows – Baseline + CADP

	Link	Baseline + CADP Without GQ	Baseline + CADP With GQ	Difference	% Difference
1	Royal Docks Road	30,231	30,634	403	1.33%
2	Woolwich Manor Way (North)	10,094	10,310	216	2.14%
3	Royal Albert Way (East)	20,574	21,293	719	3.49%
4	Woolwich Manor Way South	17,161	17,261	100	0.58%
5	Pier Road	6,397	6,408	11	0.17%

	Link	Baseline + CADP Without GQ	Baseline + CADP With GQ	Difference	% Difference
6	Connaught Road (East)	6,330	6,420	90	1.42%
7	Hartmann Road (West)	10,214	10,214	0	0.00%
8	Connaught Road (West)	18,222	18,312	90	0.49%
9	Connaught Bridge (South)	30,212	30,302	90	0.30%
10	North Woolwich Road (East)	6,471	6,471	0	0.00%
11	North Woolwich Road (West)	27,247	27,338	91	0.33%
12	Connaught Bridge (North)	22,574	22,574	0	0.00%
13	Royal Albert Way (West)	23,339	24,057	719	3.08%
14	Victoria Dock Road	15,506	16,224	719	4.63%
15	Hartmann Road (East)	6,621	6,621	0	0.00%

2.6 Table 2.1 demonstrates that there is only a minor uplift in daily traffic flows as a result of the addition of the Gallions Quarter development to the cumulative assessment. The largest percentage increase is 4.63%, identified on Victoria Dock Road. Since this increase is below 5%, the impact can be judged as **negligible**.

2.7 Table 2.2 below sets out the proportional increase in traffic flows associated with CADP compared to a baseline without the proposed Gallions Quarter Development and a baseline with the proposed Gallions Quarter Development.

Table 2.2 – 2023 Annual Average Daily Traffic Flows – Proportional Increase in Traffic Associated with CADP

	Link	% CADP: Baseline without GQ	% CADP: Baseline with GQ	Difference
1	Royal Docks Road	+5.6%	+5.5%	-0.1%
2	Woolwich Manor Way (North)	0.0%	0.0%	0.0%
3	Royal Albert Way (East)	- 14.6%	-14.2%	+0.4%
4	Woolwich Manor Way South	+42.4%	+42.0%	-0.4%
5	Pier Road	+0.7%	+0.7%	0.0%
6	Connaught Road (East)	-15.7%	-15.5%	+0.2%
7	Hartmann Road (West)	-15.9%	-15.9%	0.0%
8	Connaught Road (West)	-3.9%	-3.9%	0.0%
9	Connaught Bridge (South)	+7.4%	+7.3%	-0.1%
10	North Woolwich Road (East)	0.0%	0.0%	0.0%
11	North Woolwich Road (West)	+8.2%	+8.2%	0.0%
12	Connaught Bridge (North)	-11.1%	-11.1%	0.0%
13	Royal Albert Way (West)	-13.1%	-12.7%	+0.4%
14	Victoria Dock Road	+4.6%	+4.4%	-0.2%
15	Hartmann Road (East)	100.0%	100.0%	0.0%

2.8 Table 2.2 shows that there is not a material change in the proportional impact of CADP when the daily traffic flows associated with the proposed Gallions Quarter development are added to the baseline traffic flows. For example, the proportional change ranges from a -0.4% on links where CADP is predicted to increase traffic flows, to +0.4% on links where CADP is predicted to decrease traffic flows.

c) **Assessment of the Effects – Alternative Modes of Transport**

- 2.9 Due to the location of the Gallions Quarter Development in relation to London City Airport, it is considered that there would be **no effect** to the cumulative impact of alternative modes of transport, namely walking, cycling, bus use or DLR patronage that was set out in the CADP CES. It is worth noting that the Gallions Quarter Development is located on the Beckon Route of the DLR, whilst London City Airport is located on the Airport Route.

d) **Conclusion**

- 2.10 The results of the supplementary cumulative effects assessment show only a **negligible** uplift in daily traffic on certain routes when the traffic flows associated with the proposed Gallions Quarter development are added to the cumulative assessment. The effect of this on the proportional impact of CADP is also **negligible**. Therefore the conclusions of the cumulative effects assessment in relation to transport, as set out in the CADP CES, remain unchanged as a result of this study.

3 NOISE

a) Introduction

- 3.1 The Gallions Quarter scheme will comprise up to 800 residential units and up to 2641 square metres of commercial floor space, the occupants of which will be exposed to noise from aircraft departing and arriving at London City Airport. Vehicle movements associated with the Gallions Quarter Scheme will in turn bring additional noise to the locality. This Section considers these two noise matters and any potential implications below.

b) Air Noise

- 3.2 The Gallions Quarter ES presents the average mode summer noise contours for the Airport operating at its full capacity of 120,000 movements per annum and shows that the site is exposed to daytime air noise in the range of around 57 dB to 63 dB LAeq,16h. This will be the case under CADP when the Airport is operating at full capacity, although noise levels will vary from day to day according to which runway is in use. The table below provides an indication of the variation in noise levels when considering the northern and southern zones of the site for the following three situations:-

- i. **Average Mode Summer**
- ii. **Single Mode Summer – Westerly Operations**
- iii. **Single Mode Summer – Easterly Operations**

Table 3.1 Air Noise Levels (dB LAeq16h) at Gallions Quarter with CADP – 2023

Gallions Quarter Site	Average Mode	Single Mode: Westerly	Single Mode: Easterly
Northern zone	56	55	59
Southern zone	62	59	65

- 3.3 Appendix 3.1 provides the area, dwelling and population numbers for the air noise levels denoted in Table 3.1 above, as well as for other air noise contours provided in the CADP CES With and Without permitted development, including Gallions Quarter.
- 3.4 When considering the average mode summer air noise contours, as is convention, the difference in the numbers of people exposed to air noise of any significance, With and Without Gallions Quarter, are shown below. These population counts include all other permitted, but as yet inbuilt, developments in proximity to the Airport

Table 3.2 Population within Average Mode Summer Air Noise Contours (dB LAeq,16h) – With Permitted Development - CADP 2023

Contour Value Daytime dB LAeq,16h	Excluding Gallions Quarter	Including Gallions Quarter	Difference
57 dB	66,900	69,100	2,200

60 dB	27,200	28,600	1,400
63 dB	12,300	12,500	200
66 dB	3,600	3,600	0
69 dB	0	0	0

3.5 The above population figures show that, assuming all permitted development is completed, the number of people lying within the 57 dB contour (indicating the onset of significant community annoyance) increases only slightly as the Gallions Quarter site is built out, by 3%. This is similarly the case for those within the 63 dB contour where a 5% increase in population occurs. No people are exposed to air noise levels at or above a level of 69 dB and none to a level at or above 66 dB at Gallions Quarter.

3.6 The Gallions Quarter ES identifies the effects on those exposed to air noise in the range 57 dB to 63 dB as **minor negative**. In light of this and the small percentage population changes described above, the effect on the CADP application is small and does not alter the overall air noise impacts as described in the CADP CES. It is therefore considered that the air noise impacts associated with the CADP will be of a **minor adverse** nature. It can be assumed that the final designs of the residential units within the Gallions Quarter scheme will incorporate adequate acoustic glazing and facade insulation to account for the prevailing noise environment with the CADP built-out and operational.

c) Road Traffic Noise

3.7 The additional road traffic flows associated with the Gallions Quarter development are described in detail in the Traffic Consultants (Vectos) Section 2 above. How this traffic affects the flow on local roads, assessed as part of this noise analysis, is presented above in Table 2.1 and in Appendix 3.2 attached. Appendix 3.2 is an updated version of Appendix 8.15 to the CES to account for the additional Gallions Quarter traffic flows.

3.8 Table 3.3 shows the predicted road traffic noise levels at selected receptors along the roads which have been assessed, including traffic flows associated with Gallions Quarter. For each road assessed, the LA10,18h noise level has been calculated at a distance of 10 metres (m), and at the worst affected property or properties. The distance to the nearside kerb has been presented for each worst affected property.

Table 3.3- Predicted road traffic noise levels (free-field)

Assessment location	Distance to nearside kerb (m)	Daytime noise level, dB L _{A10,18h}			Diff. dB	Long term impact
		2012 Baseline	2023 Without dev.	2023 With dev.		
Connaught Bridge	10	72.1	73.7	74.0	+0.3	Neg.
Connaught Bridge PH (A)	16	70.5	72.1	72.4	+0.3	Neg.
Hartman Road	10	67.4	68.5	67.6	-0.9	Neg.
2 Camel Road (B)	14	66.3	67.4	66.5	-0.9	Neg.
Connaught Road	10	65.8	67.8	67.1	-0.7	Neg.
Connaught Road (C)	4	68.3	70.3	69.6	-0.7	Neg.
Royal Albert Way East	10	72.0	73.8	73.2	-0.6	Neg.
Royal Albert Way East (D1)	28	68.3	70.2	69.5	-0.7	Neg.
Royal Albert Way East (D2)	33	67.7	69.5	68.9	-0.6	Neg.
Royal Albert Way West	10	72.2	73.9	73.3	-0.6	Neg.
Royal Albert Way West (E)	40	67.1	68.8	68.4	-0.4	Neg.
Woolwich Manor Way	10	68.6	69.4	71.1	+1.7	Neg.
Woolwich Manor Way (F1)	11	68.2	69.1	70.8	+1.7	Neg.
Woolwich Manor Way (F2)	15	67.2	68.1	69.7	+1.7	Neg.
29 Woodman St (G)	26	N/A	N/A	60.5	- 10	Major

- 3.9 The additional traffic flows associated with the Gallions Quarter development result in a very small change to the predicted daytime noise level for 2023 With and Without CADP. The changes have a magnitude of no more than 0.1 dB for any location - a negligible amount. Consequently, there is no change to the assessment of long term impact over that assessed and presented in the CES.
- 3.10 The road traffic noise impacts arising from the cumulative effects of the CADP and other permitted developments, including Gallions Quarter, therefore remain unchanged from those described in the CES. These are set out below for the sake of completeness.
- 3.11 For the relatively few properties that are located within 10 m of local roads around the Airport, the absolute noise levels are currently sufficiently high as to give rise to a substantial impact. However, most properties are located farther back from the road than 10 m, where road traffic noise levels are lower with correspondingly less impact. Also, a proportion of those properties will have received treatment under the Airport's Sound Insulation Scheme.
- 3.12 In 2023, with the exception of properties on Woodman Street, changes in road traffic noise are predicted to generate a change of 1.7 dB or less, giving rise to a **minor adverse** impact when considered in the short term, and a **negligible adverse** impact over the long term.

- 3.13 Some areas considered in this assessment will see a reduction in traffic noise as a result of the proposed CADP of up to 0.9 dB due to a reduction of traffic forecast to the west of the Airport. This is a result of the easterly access road being opened up taking traffic away from roads to the west.
- 3.14 Properties on Woodman Street, which is the closest residential area to this access road, will however be exposed to a new traffic source. Properties west of Woodman Street will benefit from the purpose-built noise barrier created for the Docklands Light Railway (DLR). Properties at the eastern end of Woodman Street in contrast will have a direct line of sight to the new access road.
- 3.15 These properties are within the Airport's Sound Insulation Scheme, and should therefore have had the benefit of treatment under the Scheme. As the eastern access road is not currently used by public traffic, once it is opened under the CADP, it will give rise to a substantial increase in road traffic noise for these few properties at the eastern end of Woodman Street. The absolute level of road traffic noise however will be low, typically around 60 dB LA10,18h and **not considered significant**.

d) Conclusions

- 3.16 It is concluded that the proposed Gallions Quarter scheme would have no material effect on the noise assessment that has been carried out for the CADP and therefore the conclusions of the noise chapter as set out in the CES (November 2014) and its cumulative effects assessment in relation to noise, remain unchanged as a result of this study.

4 AIR QUALITY

- 4.1 The proposed Gallions Quarter scheme would introduce additional residential exposure into an area within the vicinity of the Airport, and would also increase traffic flows on the local road network. The potential implications of these two issues from an air quality perspective have therefore been considered by the Airport's air quality consultants, AQC, as described below.

a) New Residential Exposure

- 4.2 The proposed Gallions Quarter scheme is located to the east of Gallions Roundabout and to the south of Atlantis Lane. The southern boundary of the application site abuts the Royal Quays Development at Royal Albert Basin.
- 4.3 The air quality assessment set out in the CADP CES (November 2014) does not include specific receptors within the proposed Gallions Quarter scheme, but a number of receptor locations are very close by, and are likely to represent higher pollution levels than those within Gallions Quarter. Such receptors include R18 (close to Woolwich Manor Way), R26 (close to Woolwich Manor Way and the Royal Quays development) and R27 (Royal Quays); a description of these receptor locations is set out in Figure 9.2 and Table 9.6 of the CES.
- 4.4 The inclusion of additional receptor locations at Gallions Quay for the assessment of the CADP would not identify higher pollution concentrations than those already stated in Chapter 9 of the CES, and would thereby not change any of the conclusions.

b) Road Traffic

- 4.5 The proposed Gallions Quarter scheme would increase traffic flows on the local road network. The effect of this would be to increase the future baseline flows above those assumed within the CES. An assessment of this change has been undertaken by Vectos (see Section 2.0 above), based on information provided within the Transport Assessment which accompanied the Gallions Quarter application. It is important to note that these increases would affect both the Without CADP and With CADP scenarios, and so it is only the incremental change between the two that is important.
- 4.6 The relevant 24-hr AADT flows on the local road network are shown in Table 4.1. These describe the 2023 With CADP Development flows (as set out in the CES) and the 2023 With CADP Development plus Gallions Quarter scheme.

Table 4.1: 24-hr AADT Flows With CADP, and With and Without Gallions Quarter (2023)

	Without GQ	With GQ	Change (vpd)	% Change
Royal Docks Road	30,231	30,634	403	1.33%
Woolwich Manor Way North of Roundabout	10,094	10,310	216	2.14%
Royal Albert Way East of Cyprus DLR	20,574	21,293	719	3.49%
Woolwich Manor Way South of Roundabout	17,161	17,261	100	0.58%
Pier Road	6,397	6,408	11	0.17%

Connaught Road - East of Airport/Hartmann Road	6,330	6,420	90	1.42%
Airport/Hartmann Road	10,214	10,214	0	0.00%
Connaught Road - East of Roundabout	18,222	18,312	90	0.49%
Connaught Road - West of Roundabout	18,222	18,312	90	0.49%
Connaught Bridge South of Connaught Road Roundabout	30,212	30,302	90	0.30%
North Woolwich Road East of Roundabout	6,471	6,471	0	0.00%
North Woolwich Road West of Roundabout	27,247	27,338	91	0.33%
Connaught Bridge North of Connaught Road	22,574	22,574	0	0.00%
Royal Albert Way West of Stanfield Road	23,339	24,057	719	3.08%
Victoria Dock Road - 2 Way	15,506	16,224	719	4.63%
Hartmann Road East	6,621	6,621	0	0.00%

- 4.7 Guidance issued by Environmental Protection UK¹, which has been widely used across the UK, sets criteria which would normally trigger the need for an air quality assessment. These criteria include:
- Proposals that would give rise to a significant change in traffic volumes, typically a change in 24-hr AADT flows of greater than 5% on any road within an AQMA; and
 - Proposals that would significantly change the traffic composition on local roads, for example increasing the proportion of HGV movements.
- 4.8 The data set out in Table 4.1 demonstrates that the incremental change to traffic flows would be very small on most road links. As the proposed Gallions Quarter scheme is residential-led, there would be no significant change to the proportion of HGV movements.
- 4.9 The highest incremental change of 4.6% would occur on Victoria Dock Road. Changes to 24-hr AADT flows of between 3 and 4% would occur on Royal Albert Way. All of these changes are below the recommended 5% screening criteria, and can be concluded that such changes do not trigger the need for any quantitative re-assessment.
- 4.10 Regardless of the screening criteria, it is also important to note that the predicted pollutant concentrations in 2023, With the CADP, are well below the objectives. Receptor R15 represents the closest residential property to Victoria Dock Road, whilst R31 represents a location 10 metres (m) from the kerb of Royal Albert Way. The predicted annual mean nitrogen dioxide

¹ EPUK (2010) Development Control: Planning for Air Quality

concentration at both receptor locations in 2023, with the CADP Proposals, is $22.2 \mu\text{g}/\text{m}^3$. This is well below the National Air Quality Objective of $40 \mu\text{g}/\text{m}^3$.

- 4.11 As the traffic flows associated with the CADP are unaffected, the air quality impacts of the CADP remain unchanged from those set out in the CES.

c) Conclusions

- 4.12 It is concluded that the proposed Gallions Quarter scheme would have **no material effect** on the air quality assessment that has been carried out for the CADP and therefore the conclusions of the cumulative effects assessment in relation to air quality, as set out in Chapter 9 and 18 of the CES (November 2014), remain unchanged as a result of this study.

5 CONSTRUCTION IMPACTS

a) Gallions Quarter - Construction Programme Overview

- 5.1 The Gallions Quarter development has been divided into three main construction phases as shown on Figures 6.1 to 6.3 within Chapter 6 of the Gallions Quarter ES.
- 5.2 Paragraph 6.4 of Chapter 6 of Gallions Quarter ES states that construction of the proposed development is estimated to commence in 2015 and take approximately 6-7 years to complete in its entirety. The phasing of the development is set out as follows:
- Phase 1 is anticipated to commence in Years 1 to 3 of the construction programme and encompasses the Northern part of the site adjacent to the DLR station, creating a commercial space in front of the DLR station, and also the majority of the public realm aspects of the scheme;
 - Phase 2 is due to take place in years 3 . 5 and will develop the block adjacent to the DLR park, completing the commercial frontage lining the DLR; and
 - Phase 3 will occur in the final years 5 to 7 to develop the remaining two blocks completing Gallions Quarter, creating a new integrated community.
- 5.3 Consideration has been given to ensuring that each phase of the development can be self-sufficient and will not be compromised during the development of the later phases. All phases are provided with discrete construction accesses that will not impact on the residents of the earlier phases.
- 5.4 In regard to cumulative construction effects with the CADP, it can be concluded that while the above phases of work are scheduled to occur during the same timeframe as the CADP construction programme, they will be spatially distant from the ongoing CADP works, being approximately 750m away from the CADP application boundary. Furthermore, the various zones of construction within each Phase of works specified in the Gallions Quarter ES are organised in a way that spreads the areas of activity across the site, and therefore no one Phase results in construction activity being solely concentrated in the western side of the site that lies closest to the CADP, thus further dissipating any potential for cumulative impact to occur.
- 5.5 It is also clear from the Gallions Quarter ES that the construction phases have been designed to ensure that they will allow for the first phases of development to become operational whilst later phases of construction are commenced. It can therefore be assumed that the implementation of each of the three phases will be staged to ensure the demolition and construction activities required are delivered in a timely and orderly sequence, in order to minimise disruption as far as practicable . both for existing and future sensitive receptors located on and near to the site.
- 5.6 In order to demonstrate this, Chapter 6 of the Gallions Quarter ES includes a section on environmental management and mitigation, which highlights a range of mitigation measures that will be employed on site to avoid or reduce the environmental impacts from the construction works.
- 5.7 A Construction Environmental Management Plan (CEMP) will be prepared by the Principal Contractor, which would include all details of relevant environmental management controls

necessary for environmental protection during the construction works. This would follow best practice guidelines and would be agreed with the Local Council Environmental Health Department.

5.8 The Gallions Quarter ES states that the CEMP would place stringent contractual and procedural performance obligations upon contractors and would include the following:

- **“Restrictions and targets for specific work activities in order to minimise environmental effects, including disruption and disturbance to local residents (if relevant), workers and the general public;**
- **Details of the means by which appropriate environmental monitoring, record keeping and reporting would be managed to ensure the above targets are being met;**
- **Procedure(s) to deal with necessary ‘abnormal’ works that may result in deviation from the agreed procedures and targets; and**
- **Provision for a programme of regular environmental audits and reviews at key stages in the construction programme.”**

5.9 The Gallions Quarter ES goes on to include further detail that would be presented in the CEMP in terms of requirements in relation to environmental controls and mitigation for the following key areas:

- Emergencies and Accidents
- Materials Storage and Handling
- Waste Management and Minimisation
- Traffic and Access Management
- Air Quality and Dust
- Hazardous Materials and Contaminated Land
- Site Drainage and Effects on Water Resources
- Protection of Ecological Resources

5.10 The environmental management measures that will form the CEMP are referred to throughout the various technical chapters of the Gallions Quarter ES in order to demonstrate how potential adverse environmental effects that could result from the construction phase will be reduced and mitigated. It is considered that, as stated within the Gallions Quarter ES, the obligations set out in the CEMP would be enforced through subsequent detailed agreements with, and consents provided by, the London Borough of Newham (LBN)

5.11 The CEMP for Gallions Quarter contains many of the same mitigation measures as presented in the outline draft of the Construction Environmental Management Plan (CEMP) for the CADP (see CES Appendix 6.2). It is considered that the combined influence of this enforceable environmental management on both sites will be sufficient to ensure that any potential for cumulative impacts during the overlap of construction phases (e.g. noise, dust and traffic) will be adequately mitigated, such that **no significant adverse** impacts will result.

b) Other Construction Impacts on the Operational Airport

5.12 Construction activities on the Gallions Quarter site have the potential to affect operations at the Airport. In particular, large items of construction plant such as cranes and scaffolding can interfere with radar and radio frequencies used by the Airport. Therefore, as set out in its letter of

18th June 2014, the Airport has requested that, the following conditions are applied in order to avoid or mitigate the potential effects on its operations:

“In the event that during construction, craneage or scaffolding is required at a higher elevation than that of the planned development, then their use must be subject to separate consultation.

Any changes to the height or exact location of the development must be re-submitted to London City Airport for re-assessment given the proximity to the airfield.

All landscaping plans and all plantations should be considered in view of making them unattractive to birds so as not to have an adverse effect on the safety of operations at the Airport by encouraging bird feeding/roosting and thereby presenting a bird strike threat to aircraft operating at the Airport.”

c) Overview of Potential Cumulative Effects from Construction

- 5.13 As noted in Chapter 3 of the Gallions Quarter ES, the EIA incorporates cumulative developments, including the CADP, within the construction and operational assessments. Cumulative impacts during the construction phases are presented in each individual chapter (7-19) where relevant and are generally reported as either *negligible* or *minor* impacts. These impacts closely mirror those stated in the CADP CES in both Chapter 18: Cumulative Effects and the relevant technical chapters (7-16).
- 5.14 For more mobile impacts including traffic, noise and air quality, there is some potential for cumulative effects with the CADP due to the proximity of shared sensitive receptors, therefore these have been considered in further detail above (Sections 2.0, 3.0 and 4.0).
- 5.15 Several other potential environmental impacts are by their nature highly localised and will be contained within the respective site boundaries (e.g. impacts on archaeology, flood risk, contamination, micro-climate etc.). Therefore, the potential for such impacts to interact between the two developments and thereby derive *cumulative effects* is **negligible**, particularly considering the spatial separation of the sites by Gallions roundabout. These topics are considered briefly in Section 6.0 below.
- 5.16 In summary, the Gallions Quarter ES contains information on environmental management and mitigation to be applied during the construction programme and, where relevant, considers cumulative construction stage effects within its technical chapters. In all cases, the ES concludes that there will **no significant adverse cumulative impacts** resulting from the construction phase. This is also the case for the CADP proposals. It is therefore considered that the combined effects of construction from the CADP and the Gallions Quarter scheme (including in conjunction with other schemes to be built out and previously considered in the CES and CESA) will generally be of no greater magnitude than those arising from the developments in isolation (i.e. there would be no additive effects).

6 CONSIDERATION OF OTHER CUMULATIVE EFFECTS

a) Socio-economic

- 6.1 The effects of the proposed CADP and Gallions Quarter are likely to be mutually supportive and moderately beneficial. This is due to the fact that the proposed CADP will support positive socio-economic impacts in the wider local economy, with the added potential to provide employment opportunities to future residents of Gallions Quarter and other proposed schemes in the vicinity of the Airport.
- 6.2 As stated in the Gallions Quarter ES Addendum (August 2014), the cumulative impact to neighbouring local stores is considered to be neutral (para. 12.4). However, there is predicted to be a positive pull factor from the proposed CADP to other businesses considering locating to the area, due to the attractiveness of the provision of nearby air travel and the new terminal facilities at the Airport.
- 6.3 The Gallions Quarter ES identified potential in-combination impacts likely to arise in relation to primary and secondary schools and health care provision. Due to the nature of the proposed CADP scheme, no cumulative impacts are likely to arise. Therefore, the proposed CADP and Gallions Quarter are predicted to have a **beneficial** cumulative impact on the local economy and local level job supply.
- 6.4 It is worth acknowledging that the Gallions Quarter falls outside of the existing and forecast Airport Public Safety Zone (PSZ).

b) Townscape and Visual Assessment

- 6.5 Gallions Quarter and other similar schemes such as the Great Eastern Quays will increase the number of medium rise buildings within the area and introduce more varied uses. As consented developments are built-out in the area, this would result in further visual enclosure of Royal Albert Dock, with less potential for the proposed CADP to be seen from Royal Albert Way and further north.
- 6.6 The proposed Gallions Quarter development would be located on vacant land. Therefore, it is anticipated that any development proposed here would improve views and would enhance the townscape character of the Royal Docks Character Area (CA). This development would largely be screened from the proposed CADP by intervening buildings, such as University of East London (UEL) and the raised A117 dual carriage way and elevated DLR.
- 6.7 If the construction phases of the CADP coincide with the Gallions Quarter programme, there is the potential for temporary cumulative adverse effects on views. As the immediate surrounding area of Gallions Quarter is predominantly light industrial, only views from the residents of the upper floors of Albert Basin Way and UEL are likely to be impacted. However, such effects would be localised and of a short term, temporary nature.
- 6.8 It is not considered that the Gallions Quarter scheme will make a significant contribution to the cumulative Townscape and Visual effects of the CADP. Indeed, the **minor beneficial** effects arising from the completed developments in this area, including Gallions Quarter, could serve to partially offset any adverse visual and townscape effects arising from the proposed CADP.

c) **Water Resources and Flood Risk**

- 6.9 Gallions Quarter and other proposed schemes within the area (including the proposed CADP) could collectively increase surface water run-off, if unmitigated. However, site specific attenuation and drainage strategies would reduce the rate of run-off from all major new developments to 50% of the existing situation or greenfield run-off rates where possible, in accordance with the London Plan.
- 6.10 In addition, based on the historic legacy of industrial use within this area, and through the development process, there is potential for an improvement in water quality over the past/present situation through the removal of potential contaminating sources and incorporating site specific SUDS techniques.
- 6.11 The implementation of appropriate mitigation for the proposed Gallions Quarter development, as stated at pages 333-335 of the Gallions Quarter ES and the proposed CADP mitigation (as outlined in the CES (November 2014)), will ensure that the cumulative effect of flood risk and water quality will be **negligible**. Therefore, the conclusions of the cumulative effects assessment in relation to water resources and flood risk as set out in the CES remain unchanged.

d) **Ecology and Biodiversity**

- 6.12 Operational impacts for Gallions Quarter for Ecology and Biodiversity were considered either negligible or minor beneficial as assessed at pages 391-395 of the Gallions Quarter ES.
- 6.13 However, some residual impacts (minor adverse) have been identified for the construction phase and additionally, the Gallions Quarter ES Addendum (October 2014) states there is potential for impacts during the construction phase to the Royal Docks SBINC. However, these effects are considered to be **minor and temporary in nature**.
- 6.14 Notwithstanding the above, it is considered that the impacts identified would not result in significant permanent cumulative impacts with the proposed CADP during the construction phase, as appropriate mitigation and best practice measures will be applied, such as implementation of a site wide CEMP for both proposed schemes. Further to this, paragraph 15.119 in the Gallions Quarter ES states:

“Development schemes which have been identified in consideration of cumulative effects included in Chapter 3 of the Gallions Quarter ES. There are no cumulative effects from these schemes with respect to ecology.”

- 6.15 Overall, therefore, **no significant cumulative impact** has been identified when the combined impacts of the proposed Gallions Quarter and the CADP schemes are considered and the conclusions of the cumulative effects assessment as set out in Chapter 18 of the CES remain unchanged.

e) **Cultural Heritage / Archaeology**

- 6.16 Paragraph 14.33 of the Gallions Quarter ES states it is unlikely that there is any significant archaeology of interest associated with the Royal Albert and Victoria Docks. As a result, **no significant** cumulative impacts have been identified when the combined impacts of the Gallions

Quarter scheme and the proposed CADP are considered (see paragraph 14.34 of the Gallions Quarter ES).

- 6.17 In terms of cultural heritage, only the Grade II* Listed Gallions Hotel is considered and impacts to its setting are at a local level only.
- 6.18 Therefore, the conclusions of the cumulative effects assessment in relation to archaeology and cultural heritage, as set out in the CADP CES, remain unchanged.

f) Waste

- 6.19 Both the proposed CADP and Gallions Quarter will incorporate appropriate construction waste management techniques to minimise the amount of waste generated for landfill disposal. Therefore, **no cumulative** effects are predicted.
- 6.20 As with other development sites in the vicinity of the Airport, there may be opportunities to directly reuse some of the materials derived from the proposed CADP at Gallions Quarter. However, this would be dependent upon factors such as timings and the suitability of the material. This could be assisted through the use of the CL:AIRE database, waste brokers or the National Industrial Symbiosis Programme (NISP).
- 6.21 It is considered that the conclusions of the cumulative effects assessment in relation to waste, as set out in the CADP CES, remain unchanged.

g) Ground Contamination

- 6.22 As is the case with the proposed CADP, the Gallions Quarter ES details appropriate good practice construction techniques that will be incorporated in order to mitigate potential ground contamination from construction activities. Any remediation that is required to reduce potential land contamination will be carried out during the construction stage.
- 6.23 As stated at paragraph 17.122 of the Gallions Quarter ES, *“no cumulative effects are predicted from any proposed further schemes adjacent to the site”*. Therefore, the cumulative effects in relation to ground conditions and contamination are considered to be **negligible** and the conclusions of the cumulative effects assessment, as set out in the CADP CES, remain unchanged.

7 SUMMARY AND CONCLUSIONS

- 7.1 In summary, consideration has been given to the cumulative (in combination) effects of CADP with Gallions Quarter (taking into account the other schemes already considered cumulatively in the CES and CESA). This supplementary cumulative effects assessment acts to supplement and validate the findings of Chapter 8: Noise and Chapter 18: Cumulative Effects of the CES (November 2014). It should be read in conjunction with the Section 6 of the CESA and the technical chapters of the CES which give a more detailed account of all cumulative effects of the CADP in combination with major development proposals in the vicinity of the Airport.
- 7.2 In order to prepare this assessment a review of the Gallions Quarter ES (March 2014) and subsequent two environmental addendums (August and October 2014) has been undertaken. These documents detail how the Applicant has proposed appropriate design and other mitigation measures to ensure that acceptable environmental conditions are achieved and maintained throughout the construction works and during the subsequent occupation and operation of the development.
- 7.3 It is acknowledged that there is the potential for construction related impacts to interact between the two developments and thereby derive cumulative effects. As detailed in Section 5, these impacts are considered to be **negligible**. This is in part, due to the distance between the Airport and the Gallions Quarter site and the physical, spatial, separation by Gallions roundabout.
- 7.4 Several other potential environmental impacts are by their nature highly localised, and will be contained within the respective site boundaries (e.g. impacts on archaeology, flood risk, contamination, micro-climate etc.). However, more mobile impacts including traffic, noise and air quality have some potential for cumulative effects due to the proximity of shared sensitive receptors. As detailed with Sections 2-6, the assessments have concluded that potential cumulative impacts relating to Gallions Quarter and CADP would be either **minor adverse** or **negligible**.
- 7.5 However, **beneficial** socio-economic effects would occur when the developments are considered in combination, as CADP and Gallions Quarter provide the potential opportunity for further employment and income generation in the local area.
- 7.6 In addition, Gallions Quarter and CADP will adopt suitable mitigation measures to avoid any adverse effects from the construction and operation consistent with prevailing environmental legislation and planning policy requirements, for example, by the implementation of a Construction Method Statement (CMS), Construction Logistics Plan (CLP) and/or Construction Environmental Management Plan (CEMP) to control traffic, noise, dust and other potential environmental effects of those works.
- 7.7 In conclusion, no significant cumulative environmental effects of Gallions Quarter and CADP have been identified and therefore there are **no material changes** to the conclusion of the cumulative effects assessments set out in either the CESA or CES and their findings remain valid.

APPENDIX 3.1

Area, Number of Dwellings and Population within Air Noise Contours

Appendix 3.1 Area, Number of Dwellings and Population within Air Noise Contours

Air Noise results – $L_{Aeq,16h}$

Average mode

The area, number of dwellings and population within the $L_{Aeq,16h}$ daytime average and single mode contour bands for an average day during the busy summer period for the average mode are shown in Table A3.1.1, Table A3.1.2 and Table A3.1.3 respectively.

These contours are shown in Figures A3.1 to A3.8 in the LCY CADP Environmental Statement.

Numbers of dwellings and populations have been rounded to the nearest 100 in Table A3.1.2 and Table A3.1.3. These counts do not include proposed developments.

Table A3.1.1 – Contour areas (km²), $L_{Aeq,16h}$ average summer day, average mode

Scenario	Current	2019		2021		2023	
Contour, $L_{Aeq,16h}$	(2012)	With dev.	Without dev.	With dev.	Without dev.	With dev.	Without dev.
57 dB	6.3	8.7	7.7	9.1	7.9	9.1	7.8
60 dB	3.2	4.6	4.0	4.8	4.1	4.8	4.1
63 dB	1.6	2.3	2.0	2.4	2.1	2.4	2.0
66 dB	0.8	1.2	1.0	1.3	1.1	1.3	1.1
69 dB	0.5	0.7	0.6	0.7	0.6	0.7	0.6
72 dB	0.3	0.4	0.4	0.4	0.4	0.4	0.4

Table A3.1.2 – Approximate number of dwellings in contours (not including permitted developments), $L_{Aeq,16h}$ average summer day, average mode

Scenario	Current	2019		2021		2023	
Contour, $L_{Aeq,16h}$	(2012)	With dev.	Without dev.	With dev.	Without dev.	With dev.	Without dev.
57 dB	8,300	14,300	12,100	15,100	12,500	15,100	12,400
60 dB	3,200	4,900	4,200	5,200	4,300	5,400	4,200
63 dB	400	1,200	900	1,300	900	1,300	900
66 dB	0	200	100	200	100	200	100
69 dB	0	0	0	0	0	0	0
72 dB	0	0	0	0	0	0	0

Table A3.1.3 – Approximate population in contours (not including permitted developments), $L_{Aeq,16h}$ average summer day, average mode

Scenario	Current	2019		2021		2023	
Contour, $L_{Aeq,16h}$	(2012)	With dev.	Without dev.	With dev.	Without dev.	With dev.	Without dev.
57 dB	17,900	32,200	26,800	34,000	28,100	34,100	27,800
60 dB	6,400	10,000	8,400	10,800	8,800	11,000	8,600
63 dB	1,000	2,600	2,000	2,800	2,200	2,900	2,100
66 dB	0	700	300	800	300	800	300
69 dB	0	0	0	0	0	0	0
72 dB	0	0	0	0	0	0	0

Numbers of dwellings and populations have been rounded to the nearest 100 in Table A3.1.4 and Table A3.1.5. These counts include permitted but not yet built residential developments.

Table A3.1.4 – Approximate number of dwellings in contours (including permitted but not yet built residential developments), $L_{Aeq,16h}$ average summer day, average mode

Scenario	Current	2019		2021		2023	
Contour, $L_{Aeq,16h}$	(2012)	With dev.	Without dev.	With dev.	Without dev.	With dev.	Without dev.
57 dB	8,300	27,300	23,100	28,300	24,400	28,300	23,800
60 dB	3,200	11,600	10,400	12,000	10,700	12,100	10,600
63 dB	400	4,600	3,500	4,800	3,900	4,800	3,800
66 dB	0	1,300	800	1,300	1,200	1,300	1,200
69 dB	0	0	0	0	0	0	0
72 dB	0	0	0	0	0	0	0

Table A3.1.5 – Approximate population in contours (including permitted but not yet built residential developments), $L_{Aeq,16h}$ average summer day, average mode

Scenario	Current	2019		2021		2023	
Contour, $L_{Aeq,16h}$	(2012)	With dev.	Without dev.	With dev.	Without dev.	With dev.	Without dev.
57 dB	17,900	66,400	56,000	69,000	59,400	69,100	57,900
60 dB	6,400	27,300	24,500	28,400	25,300	28,600	25,100
63 dB	1,000	11,800	9,100	12,500	10,100	12,500	10,000
66 dB	0	3,500	2,100	3,600	3,100	3,600	3,100
69 dB	0	0	0	0	0	0	0
72 dB	0	0	0	0	0	0	0

Single mode – Westerly

The area, number of dwellings and population within the $L_{Aeq,16h}$ daytime average and single mode contour bands for an average day during the busy summer period for the Westerly mode are shown in Table A3.1.6, Table A3.1.7 and Table A3.1.8 respectively.

These contours are shown in Figures A3.9 to A3.15 in the LCY CADP Environmental Statement.

Numbers of dwellings and populations have been rounded to the nearest 100 in Table A3.1.7 and Table A3.1.8. These counts do not include proposed developments.

Table A3.1.6 – Contour areas (km^2), $L_{Aeq,16h}$ average summer day, single mode - Westerly

Scenario	Current	2019		2021		2023	
Contour, $L_{Aeq,16h}$	(2012)	With dev.	Without dev.	With dev.	Without dev.	With dev.	Without dev.
57 dB	6.3	8.8	7.6	9.1	7.9	9.1	7.8
60 dB	3.2	4.6	4.0	4.8	4.1	4.8	4.1
63 dB	1.6	2.4	2.0	2.4	2.1	2.4	2.1
66 dB	0.8	1.3	1.1	1.3	1.1	1.3	1.1
69 dB	0.5	0.7	0.6	0.7	0.6	0.7	0.6
72 dB	0.3	0.4	0.3	0.4	0.4	0.4	0.4

Table A3.1.7 – Approximate number of dwellings in contours (not including permitted developments), $L_{Aeq,16h}$ average summer day, single mode - Westerly

Scenario Contour, $L_{Aeq,16h}$	Current (2012)	2019		2021		2023	
		With dev.	Without dev.	With dev.	Without dev.	With dev.	Without dev.
57 dB	9,500	15,400	12,000	16,300	13,000	16,300	12,700
60 dB	3,100	5,000	3,900	5,300	4,300	5,300	4,200
63 dB	300	1,600	800	2,000	900	1,900	800
66 dB	100	200	100	200	100	200	100
69 dB	0	0	0	0	0	0	0
72 dB	0	0	0	0	0	0	0

Table A3.1.8 – Approximate population in contours (not including permitted developments), $L_{Aeq,16h}$ average summer day, single mode - Westerly

Scenario Contour, $L_{Aeq,16h}$	Current (2012)	2019		2021		2023	
		With dev.	Without dev.	With dev.	Without dev.	With dev.	Without dev.
57 dB	21,200	35,300	26,900	37,600	29,300	37,600	28,600
60 dB	6,300	10,600	8,000	11,400	8,800	11,300	8,500
63 dB	1,000	3,500	1,900	4,200	2,100	4,100	2,000
66 dB	200	600	500	600	500	600	500
69 dB	0	0	0	0	0	0	0
72 dB	0	0	0	0	0	0	0

Numbers of dwellings and populations have been rounded to the nearest 100 in Table A3.1.9 and Table A3.1.10. These counts include permitted but not yet built residential developments, including Gallions Quarter.

Table A3.1.9 – Approximate number of dwellings in contours (including permitted but not yet built residential developments), $L_{Aeq,16h}$ average summer day, single mode - Westerly

Scenario Contour, $L_{Aeq,16h}$	Current (2012)	2019		2021		2023	
		With dev.	Without dev.	With dev.	Without dev.	With dev.	Without dev.
57 dB	9,500	22,000	19,600	22,800	20,400	22,700	20,000
60 dB	3,100	10,100	8,700	10,300	9,000	10,600	8,800
63 dB	300	4,300	3,500	4,400	3,900	4,400	3,500
66 dB	100	1,200	400	1,300	700	1,300	600
69 dB	0	0	0	0	0	0	0
72 dB	0	0	0	0	0	0	0

Table A3.1.10 – Approximate population in contours (including permitted but not yet built residential developments), $L_{Aeq,16h}$ average summer day, single mode - Westerly

Scenario	Current	2019		2021		2023	
Contour, $L_{Aeq,16h}$	(2012)	With dev.	Without dev.	With dev.	Without dev.	With dev.	Without dev.
57 dB	50,100	52,300	46,200	54,300	48,400	54,100	47,400
60 dB	22,000	24,100	20,900	24,600	21,400	25,200	21,100
63 dB	9,200	10,600	9,000	10,700	9,800	10,700	9,100
66 dB	2,600	2,800	900	3,000	1,500	3,000	1,400
69 dB	0	0	0	0	0	0	0
72 dB	0	0	0	0	0	0	0

Single mode – Easterly

The area, number of dwellings and population within the $L_{Aeq,16h}$ daytime average and single mode contour bands for an average day during the busy summer period for the Easterly mode are shown in Table A3.1.11, Table A3.1.12 and Table A3.1.13 respectively.

These contours are shown in Figures A3.16 to A3.22 of the LCY CADD Environmental Statement.

Numbers of dwellings and populations have been rounded to the nearest 100 in Table A3.1.12 and Table A3.1.13. These counts do not include proposed developments.

Table A3.1.11 – Contour areas (km^2), $L_{Aeq,16h}$ average summer day, single mode - Easterly

Scenario	Current	2019		2021		2023	
Contour, $L_{Aeq,16h}$	(2012)	With dev.	Without dev.	With dev.	Without dev.	With dev.	Without dev.
57 dB	6.4	8.8	7.7	9.2	7.9	9.2	7.8
60 dB	3.2	4.6	4.0	4.8	4.2	4.9	4.1
63 dB	1.6	2.4	2.0	2.5	2.1	2.5	2.1
66 dB	0.8	1.3	1.1	1.3	1.1	1.3	1.1
69 dB	0.5	0.7	0.6	0.7	0.6	0.7	0.6
72 dB	0.3	0.4	0.3	0.4	0.4	0.4	0.3

Table A3.1.12 – Approximate number of dwellings in contours (not including permitted developments), $L_{Aeq,16h}$ average summer day, single mode - Easterly

Scenario	Current	2019		2021		2023	
Contour, $L_{Aeq,16h}$	(2012)	With dev.	Without dev.	With dev.	Without dev.	With dev.	Without dev.
57 dB	9,300	13,700	11,300	14,500	12,200	14,400	11,800
60 dB	2,500	4,700	3,800	4,800	4,000	5,200	3,900
63 dB	900	1,500	1,100	1,600	1,200	1,600	1,100
66 dB	0	600	300	700	500	700	400
69 dB	0	0	0	0	0	0	0
72 dB	0	0	0	0	0	0	0

Table A3.1.13 – Approximate population in contours (not including permitted developments), $L_{Aeq,16h}$ average summer day, single mode - Easterly

Scenario	Current	2019		2021		2023	
Contour, $L_{Aeq,16h}$	(2012)	With dev.	Without dev.	With dev.	Without dev.	With dev.	Without dev.
57 dB	19,900	30,600	24,600	32,500	26,800	32,300	25,800
60 dB	5,400	10,100	8,100	10,500	8,600	11,100	8,300
63 dB	1,800	3,300	2,500	3,500	2,600	3,500	2,500
66 dB	100	1,300	500	1,500	900	1,500	800
69 dB	0	100	100	100	100	100	100
72 dB	0	0	0	0	0	0	0

Numbers of dwellings and populations have been rounded to the nearest 100 in Table A3.1.14 and Table A3.1.15. These counts include permitted but not yet built residential developments, including Gallions Quarter.

Table A3.1.14 – Approximate number of dwellings in contours (including permitted but not yet built residential developments), $L_{Aeq,16h}$ average summer day, single mode - Easterly

Scenario	Current	2019		2021		2023	
Contour, $L_{Aeq,16h}$	(2012)	With dev.	Without dev.	With dev.	Without dev.	With dev.	Without dev.
57 dB	9,300	29,700	24,500	30,900	25,900	30,900	25,600
60 dB	2,500	11,600	9,200	12,000	9,800	12,000	9,400
63 dB	900	4,700	3,900	5,100	4,000	5,000	4,000
66 dB	0	2,000	1,100	2,000	1,400	2,000	1,400
69 dB	0	0	0	0	0	0	0
72 dB	0	0	0	0	0	0	0

Table A3.1.15 – Approximate population in contours (including permitted but not yet built residential developments), $L_{Aeq,16h}$ average summer day, single mode - Easterly

Scenario	Current	2019		2021		2023	
Contour, $L_{Aeq,16h}$	(2012)	With dev.	Without dev.	With dev.	Without dev.	With dev.	Without dev.
57 dB	19,900	73,400	60,100	76,400	63,500	76,500	62,800
60 dB	5,400	27,800	21,700	28,800	23,400	28,700	22,200
63 dB	1,800	11,900	10,400	12,700	10,500	12,500	10,400
66 dB	100	5,500	3,200	5,500	3,900	5,500	3,900
69 dB	0	0	0	0	0	0	0
72 dB	0	0	0	0	0	0	0

Air noise results - L_{den} and L_{night}

Day, evening and night contours - L_{den}

The area, number of dwellings and population within the L_{den} day/evening/night contour bands for annual average day are shown in Table A3.1.16, Table A3.1.17 and Table A3.1.18 respectively.

These contours are shown in Figures A5.1 to A5.7 of the LCY CADP Environmental Statement.

Numbers of dwellings and populations have been rounded to the nearest 100 in Table A3.1.17 Table and Table A3.1.18. These counts do not include proposed developments.

Table A3.1.16 – Contour areas (km²), L_{den} annual average day

Scenario Contour, L _{den}	Current (2012)	2019		2021		2023	
		With dev.	Without dev.	With dev.	Without dev.	With dev.	Without dev.
55	10.1	12.3	11.1	12.8	11.4	12.7	11.3
60	3.3	4.3	3.8	4.5	4.0	4.5	3.9
65	1.1	1.4	1.3	1.5	1.3	1.5	1.3
70	0.4	0.5	0.5	0.6	0.5	0.6	0.5
75	0.2	0.3	0.2	0.3	0.2	0.3	0.2

Table A3.1.17 – Approximate number of dwellings in contours (not including permitted developments), L_{den} annual average day

Scenario Contour, L _{den}	Current (2012)	2019		2021		2023	
		With dev.	Without dev.	With dev.	Without dev.	With dev.	Without dev.
55	18,800	23,100	20,400	24,800	21,000	24,400	20,600
60	3,400	4,600	4,100	4,800	4,300	4,800	4,200
65	100	300	200	400	200	400	200
70	0	0	0	0	0	0	0
75	0	0	0	0	0	0	0

Table A3.1.18 – Approximate population in contours (not including permitted developments), L_{den} annual average day

Scenario Contour, L _{den}	Current (2012)	2019		2021		2023	
		With dev.	Without dev.	With dev.	Without dev.	With dev.	Without dev.
55	43,200	53,400	46,800	57,600	48,300	56,600	47,300
60	6,800	9,500	8,400	9,800	8,700	9,800	8,600
65	300	900	800	1,000	800	1,000	800
70	0	0	0	0	0	0	0
75	0	0	0	0	0	0	0

Numbers of dwellings and populations have been rounded to the nearest 100 in Table A3.1.19 and A3.1.20. These counts include permitted but not yet built residential developments including Gallions Quarter.

Table A3.1.19 – Approximate number of dwellings in contours (including permitted but not yet built residential developments), L_{den} annual average day

Scenario Contour, L_{den}	Current (2012)	2019		2021		2023	
		With dev.	Without dev.	With dev.	Without dev.	With dev.	Without dev.
55	18,800	39,600	35,200	41,800	36,000	40,900	35,400
60	3,400	11,100	10,100	11,400	10,500	11,300	10,400
65	100	1,900	1,300	2,300	1,300	1,900	1,300
70	0	0	0	0	0	0	0
75	0	0	0	0	0	0	0

Table A3.1.20 – Approximate population in contours (including permitted but not yet built residential developments), L_{den} annual average day

Scenario Contour, L_{den}	Current (2012)	2019		2021		2023	
		With dev.	Without dev.	With dev.	Without dev.	With dev.	Without dev.
55	43,200	97,200	86,100	102,800	88,100	100,500	86,700
60	6,800	26,200	23,900	26,800	24,800	26,800	24,700
65	300	5,100	3,600	6,200	3,800	5,300	3,600
70	0	0	0	0	0	0	0
75	0	0	0	0	0	0	0

Night contours - L_{night}

The area, number of dwellings and population within the L_{night} night contour bands for an annual average night are shown in Tables A3.1.21, Table A3.1.22 and Table A3.1.23 respectively

These contours are shown in Figures A5.8 to A5.14 of the LCY CADP Environmental Statement.

Number of dwellings and population have been rounded to the nearest 100 in Table A3.1.22 and Table A3.1.23. These counts do not include proposed developments.

Table A3.1.21 – Contour areas (km^2), L_{night} annual average day

Scenario Contour, L_{night}	Current (2012)	2019		2021		2023	
		With dev.	Without dev.	With dev.	Without dev.	With dev.	Without dev.
50	1.3	1.6	1.6	1.6	1.6	1.6	1.6
55	0.4	0.6	0.6	0.6	0.6	0.6	0.6
60	0.2	0.3	0.3	0.3	0.3	0.3	0.3
65	0.1	0.1	0.1	0.1	0.1	0.1	0.1

Table A3.1.22 – Approximate number of dwellings in contours (not including permitted developments), L_{night} annual average day

Scenario Contour, L _{night}	Current (2012)	2019		2021		2023	
		With dev.	Without dev.	With dev.	Without dev.	With dev.	Without dev.
50	100	500	500	500	500	500	500
55	0	0	0	0	0	0	0
60	0	0	0	0	0	0	0
65	0	0	0	0	0	0	0

Table A3.1.23 – Approximate population in contours (not including permitted developments), L_{night} annual average day

Scenario Contour, L _{night}	Current (2012)	2019		2021		2023	
		With dev.	Without dev.	With dev.	Without dev.	With dev.	Without dev.
50	200	1,400	1,400	1,400	1,400	1,400	1,400
55	0	0	0	0	0	0	0
60	0	0	0	0	0	0	0
65	0	0	0	0	0	0	0

Numbers of dwellings and populations have been rounded to the nearest 100 in Table A3.1.24 and Table A3.1.25. These counts include permitted but not yet built residential developments, including Gallions Quarter.

Table A3.1.24 – Approximate number of dwellings in contours (including permitted but not yet built residential developments), L_{night} annual average day

Scenario Contour, L _{night}	Current (2012)	2019		2021		2023	
		With dev.	Without dev.	With dev.	Without dev.	With dev.	Without dev.
50	100	2,500	2,500	2,500	2,500	2,600	2,500
55	0	0	0	0	0	0	0
60	0	0	0	0	0	0	0
65	0	0	0	0	0	0	0

Table A3.1.25 – Approximate population in contours (including permitted but not yet built residential developments), L_{night} annual average day

Scenario Contour, L _{night}	Current (2012)	2019		2021		2023	
		With dev.	Without dev.	With dev.	Without dev.	With dev.	Without dev.
50	200	6,900	6,900	6,900	6,900	6,900	6,900
55	0	0	0	0	0	0	0
60	0	0	0	0	0	0	0
65	0	0	0	0	0	0	0

APPENDIX 3.2

Road Traffic Noise Assumptions

Appendix 3.2 Road Traffic Noise Assumptions

Assumptions for the Road Traffic Noise Model

The following assumptions have been made to assess the road traffic noise in roads adjacent to London City Airport. This information has been provided by Vectos, transport planning specialists.

Basic Assumptions

The calculation method used was Calculation of Road Traffic Noise (CRTN, Department of Transport, 1988) for the prediction of Kerbside Traffic Noise using 1 or 18 hour flows.

All road surfaces are assumed to be smooth, mastic asphalt

All roads are assumed to have a zero gradient

Table A3.2.1 – Traffic Count Data

Road Name	ATC Site	2012 Baseline		2023 Without Consent		2023 With Consent	
		Q (Veh/18h)	% HGV	Q (Veh/18h)	% HGV	Q (Veh/18h)	% HGV
Royal Docks Road (Southbound)	1	10565	11	14999	11	15811	11
Royal Docks Road (Northbound)	2	10602	9	15722	9	16563	9
Woolwich Manor Way North of Roundabout	3	8498	10	10462	9	10462	9
Royal Albert Way East of Cyprus DLR Station (Eastbound)	4	8024	7	12713	7	10692	7
Royal Albert Way East of Cyprus DLR Station (Westbound)	5	8836	8	13802	8	12019	8
Woolwich Manor Way South of Roundabout	6	10034	7	12385	7	17774	7
Pier Road	7	3836	15	6255	13	6297	13
Connaught Road – East of Airport/Hartmann Road	8	5183	11	8239	11	6956	11
Airport/Hartmann Road	9	10261	6	13181	6	10712	6
Connaught Road East of Roundabout	10	14669	5	20469	5	19284	5
Connaught Road West of Roundabout	11	14669	5	20469	5	19284	5
Connaught Bridge South of Connaught Road Roundabout	12	20973	8	30334	8	32277	8
North Woolwich Road East of Roundabout	13	5544	9	7040	9	7040	9
North Woolwich Road West of Roundabout (Eastbound)	14	9138	6	12865	6	13768	6
North Woolwich Road West of Roundabout (Westbound)	14	10306	5	14341	5	15381	5
Connaught Bridge North of Connaught Road (Northbound)	15	8362	8	13326	8	11665	8
Connaught Bridge North of Connaught Road (Southbound)	16	8800	7	14213	8	12745	8
Royal Albert Way West of Stansfeld Road (Westbound)	17	9970	7	15287	7	13503	7
Royal Albert Way West of Stansfeld Road (Eastbound)	18	9517	6	14622	6	12601	6
Victoria Dock Road	19	9787	6	16457	6	17132	6
Hartmann Road East	20	-	-	-	-	7115	6

Table A3.2.2 – Traffic Speeds and Road Width

Road Name	Traffic Speed (km/h)	Road Width (m)
Royal Docks Road (Southbound)	53	7
Royal Docks Road (Northbound)	55	7
Woolwich Manor Way North of Roundabout	51	7
Royal Albert Way East of Cyprus DLR Station (Eastbound)	57	7
Royal Albert Way East of Cyprus DLR Station (Westbound)	64	7
Woolwich Manor Way South of Roundabout	48	7
Pier Road	29	8
Connaught Road – East of Airport/Hartmann Road	35	7
Airport/Hartmann Road	32	8
Connaught Road East of Roundabout	41	7
Connaught Road West of Roundabout	41	7
Connaught Bridge South of Connaught Road Roundabout	50	7
North Woolwich Road East of Roundabout	32	7
North Woolwich Road West of Roundabout (Eastbound)	44	3.5
North Woolwich Road West of Roundabout (Westbound)	46	3.5
Connaught Bridge North of Connaught Road (Northbound)	54	10
Connaught Bridge North of Connaught Road (Southbound)	53	10
Royal Albert Way West of Stansfeld Road (Westbound)	60	7
Royal Albert Way West of Stansfeld Road (Eastbound)	57	7
Victoria Dock Road	53	7
Hartman Road East	35	8

Hourly Road Traffic Data

The following table presents hourly road traffic flows in both eastbound and westbound directions along Airport/Hartman Road as determined from the survey undertaken by K&M Traffic Surveys. The survey was conducted for one week from 13th November 2012 to 19th November 2012 using automatic traffic counters. The data presented below for 2011 and 2023 (with and without development consent) are calculated using recorded and forecast changes in traffic flow data based on the hourly traffic survey data recorded on 14th November 2012 which was chosen as a typical mid-day.

BAP understand that the application will result in a slight change in the profile of road traffic movements associated with passengers travelling to and from the airport, but that the difference would not be significant and therefore has not been calculated. It has consequently been assumed that the hourly profile of future road traffic movements is the same as that recorded by this survey.

Table A3.2.3 – Hourly Road Traffic Flows

Hour Commencing	2011 Baseline		2023 Without Consent		2023 With Consent	
	Eastbnd.	Westbnd.	Eastbnd.	Westbnd.	Eastbnd.	Westbnd.
00:00	18	15	22	18	20	17
01:00	17	13	21	16	19	15
02:00	10	9	12	11	11	10
03:00	23	11	28	13	26	13
04:00	84	26	103	31	97	30
05:00	400	202	488	247	459	232
06:00	436	358	532	438	500	412
07:00	439	422	536	515	508	495
08:00	279	342	341	417	328	411
09:00	227	277	277	338	269	331
10:00	172	200	210	244	206	253
11:00	188	202	230	247	222	236
12:00	251	231	307	282	298	274
13:00	225	330	274	403	263	385
14:00	228	260	278	318	269	312
15:00	303	311	370	380	356	362
16:00	341	424	416	517	403	496
17:00	407	417	497	509	489	487
18:00	373	424	456	517	443	501
19:00	241	452	294	552	291	534
20:00	181	307	221	375	222	364
21:00	75	244	92	297	100	290
22:00	30	45	36	54	46	56
23:00	33	32	40	39	47	37



APPLICANT'S SECTION 106 OFFER LETTER

08 December 2014

RPS
14 Cornhill
London
EC3V 3ND

Tel: 020 7280 3200
Fax: 020 7283 9248
Email: rpslp@rpsgroup.com

Sunil Sahadevan
Principal Planner
Development Control
Newham Dockside
1st Floor, West Wing
Dockside Road
London City Airport E16 2QU

8 December 2014

Dear Sunil

**City Airport Development Programme
Planning Obligations under Section 106 Town and Country Planning Act 1990 ("S106")**

Full Planning Application number 13/01228/FUL for demolition of existing buildings and structures and provision of additional infrastructure and passenger facilities at London City Airport without changes to the number of permitted flights or opening hours ("CADP1")

Outline Planning Application number 13/01373/OUT for erection of a hotel with up to 260 bedrooms with ancillary flexible A1-A4 floorspace at ground floor ("CADP2")

As requested, this letter sets out our current position on the S106 obligations which we ("LCY") consider should be entered into if the Council decides to grant planning permission for CADP1 and CADP2. It reflects our understanding of where the last few months of discussions with the Council, TfL, DLR and the GLA have reached.

Introduction

We have based our proposed S106 obligations on the circumstances as they exist today and in particular they are subject to the following:

- 1 Feedback from the Council and from the current public consultation on the recently submitted Consolidated Environmental Statement (CES) and the Consolidated Environmental Statement Addendum (CESA).
- 2 The conditions which the Council considers ought to be imposed on any planning permissions granted for CADP1 and CADP2. We have listed in **Appendix 2** to this letter the matters which in our view are likely to be covered by condition.
- 3 Any comments on our proposed S106 obligations once this letter is placed on the planning register.

All of these matters have the potential to affect the need for and the reasonableness of the proposed terms and may therefore have a bearing on the final approach that should be taken towards S106 obligations when the Council comes to determine the applications,

Legislative and Policy Framework

LCY's proposed S106 planning obligations take into account:

1. The planning application documents submitted in support of CADP1 and CADP2 including the Consolidated Environmental Statement and the Consolidated Environmental Statement Addendum;
2. Consultation responses to CADP1 and CADP2;
3. The provisions of the development plan, the National Planning Policy Framework (2012) and (among other things) the Aviation Policy Framework (2013) as well as other material planning considerations affecting the land;
4. Regulation 122 Community Infrastructure Regulations 2010 and the need to ensure that planning obligations are necessary to make the development acceptable in planning terms, directly related to the development, fairly and reasonably related in scale and kind to the development and are reasonable in all other respects;
5. Regulation 123 Community Infrastructure Regulations 2010 and in particular the need to ensure that there is no duplication of the matters being funded by either the Mayor of London's Community Infrastructure Levy (CIL) or the London Borough of Newham's CIL;
6. Those matters which ought to be capable of being dealt with by planning conditions as opposed to planning obligations.

CADP1 Proposed S106 Obligations

In general we expect the S106 obligations for CADP1 to be conditional on the grant of planning permission and (in most instances) implementation of planning permission. We are also working on the assumption that the CADP1 S106 will become the single source of planning obligations for the Airport, so we also expect the continuing requirements of the S106 Agreement dated 9 July 2009 to be transposed into either the CADP1 S106 or (where possible) the conditions attached to the CADP1 planning permission; the provisions which we expect to be carried over into the CADP1 S106 are set out in **Appendix 1** to this letter.

The new terms that we propose for CADP1 are as follows:

1 Education, Employment & Training (EET)

LCY will contribute a total sum of £6.8 million towards EET initiatives. This will relate to both CADP1 and CADP2; the split between the two is to be agreed.

The EET initiatives may include:

- (a) training and supporting people in gaining entry into work associated with the Airport including through Newham Workplace;
- (b) ensuring local residents are given the opportunity through training and education to access the jobs at the Airport; and
- (c) supporting local education initiatives in, for example, primary and secondary schools.

We suggest that this sum is paid in six equal instalments which are triggered by the following “milestones” in the progress of CADP1:

- six months prior to commencement of CADP1
- commencement of CADP1
- occupation of the first phase of CADP1
- six months prior to commencement of the second phase of CADP1
- commencement of the second phase of CADP1
- occupation of the second phase of CADP1

2 DLR Contributions

- 2.1 LCY will pay £2.6 million toward the cost of additional DLR rolling stock linked to commencement of the Eastern Terminal Extension (when significant passenger handling capacity is added) and the grant of one year of branding rights over the rolling stock.
- 2.2 In order to fund the initial placement of additional DLR staff at the London City Airport DLR station LCY will pay £300,000 in three equal instalments, the first of which will be paid on occupation of the first phase of CADP1, with the subsequent two instalments being paid on the first and second anniversaries of occupation.

3 Other Transport Measures

- 3.1 Parking Contribution – when called upon during a period of 12 years from implementation of CADP1 LCY will pay up to £250,000 (no more than £180,000 in any one year) towards the cost of investigating and introducing residents parking controls if there is a parking problem associated with vehicles visiting London City Airport.
- 3.2 Road Signage – LCY will pay a £21,000 contribution towards the cost of upgraded road signage on major roads close to the Airport, associated with the opening of a new eastern access. This will be payable on or before completion of the CADP1 dockside works.
- 3.3 Walking and Cycle Route Study and Infrastructure Provision – before occupation of the first phase of CADP1 LCY will pay up to £5,000 towards a study to define walking and cycling

routes required around the Airport and up to £95,000 towards the subsequent implementation of the supporting infrastructure recommended by the study.

- 3.4 Bus turnaround area at Customs House Crossrail Station – recognising the potential for future bus services between the Airport and Custom House Crossrail Station, LCY will contribute £15,000 towards the cost of constructing a turnaround area at the new Crossrail station on public highway. This will be payable before occupation of the first phase of CADP1.
- 3.5 Opening of Hartmann Road – LCY will permit all road users (including buses) to use Hartmann Road (without establishing a public right of way) after the eastern access opens.

4 Noise

- 4.1 Enhanced Noise Insulation for eligible properties in the 57dB noise contour - with effect from implementation of CADP1 LCY will enhance the existing First Tier noise insulation scheme so that:
 - (a) where properties are single glazed, LCY will cover 100% cost of standard thermal double glazing;
 - (b) where treating properties is either impractical or is detrimental to residential amenity, alternative measures of equivalent value will be agreed with the Council.
- 4.2 Enhanced Noise Insulation for eligible properties in the 66dB noise contour - with effect from implementation of CADP1 LCY will enhance the Second Tier noise insulation scheme so that:
 - (a) LCY will cover 100% cost of high performance acoustic double glazing for eligible properties.
 - (b) Where treating properties is either impractical or is detrimental to residential amenity alternative measures of equivalent value will be agreed with the Council.
- 4.3 Enhanced publicity for noise insulation works – from implementation of CADP1 LCY will build on existing publicity for the noise insulation schemes by advertising the works via social media and on the London City Airport Consultative Committee website and the LCY website
- 4.4 Advanced noise insulation works for developments under construction – LCY will bring forward a second generation of the existing Noise Insulation Payment Scheme linked to implementation of CADP1.
- 4.5 Enforceability of the enhanced noise insulation measures by Tower Hamlets and Greenwich Councils – LCY will use reasonable endeavours to enter into Neighbouring Authority Agreements with each of these Councils to replicate the provision for enhanced noise insulation in the CADP1 planning obligations so that those Councils have a direct, contractual right to enforce the enhanced measures.

- 4.6 Noise insulation works for dwellings exposed to significant levels of construction noise due to the building out of CADP1. As you know, the eligibility for such works and their specification are under discussion.

5 Public Safety Zones

Compensation for adverse impacts of extended public safety zones on undeveloped sites - LCY will bring forward a second generation of the existing Value Compensation Scheme linked to implementation of CADP1.

6 King George V Dock

- 6.1 Dock restoration - if the Airport ceases to be used as civil aerodrome due to voluntary closure in principle it will remove the deck over the dock constructed as part of CADP1 unless the Council, in consultation with the Greater London Authority, consider that alternative use can be made of the deck.
- 6.2 Historical Interpretation Boards - LCY will provide two Boards in the vicinity of King George V Dock to assist people with the understanding of the heritage value of the Royal Docks; LCY is expecting to spend up to £40,000 on this initiative and will complete it in time for occupation of the Eastern Terminal Extension.

7 Energy Centres

LCY will commit to the phased delivery of the energy centres forming part of CADP1 unless a feasibility study into connection to a District Heating Network indicates that such a connection should be made:

- (a) The Western Energy Centre will be commissioned no later than the occupation of the Western Terminal Extension
- (b) The Eastern Energy Centre will be commissioned no later than the occupation of the Eastern Terminal Extension

8 Strategic Planning Control Over Annual Movement Numbers

In response to a request from the Greater London Authority/the Mayor of London to have oversight on any future proposal to increase flight numbers at the Airport (this being a strategic planning issue), LCY is willing to agree that it will only implement planning permission for increased flight numbers if it is obtained in accordance with a procedure which enables the Mayor to use his statutory planning powers. This would – if required by the Council and the Greater London Authority - take effect after all the new aircraft stands and the parallel taxiway forming part of CADP have been built and brought into use.

9 Monitoring and Development Management of CADP1

- 9.1 Annual Monitoring Payment – LCY will increase the existing annual monitoring payment from £70,000 to £120,000 to fund the continued employment of the Airport Monitoring Officer

(AMO) and the appointment of consultants and other Council departments to support the AMO in recognition of the additional work necessitated by the CADP1

- 9.2 Development Management Contribution – between the start of works and occupation for each phase of CADP1 LCY will pay each year an amount yet to be discussed with the Council towards the additional costs which will be incurred by the Council in dealing with applications for further approvals under any planning permission granted for CADP1 and the CADP1 planning obligations.
- 9.3 Environmental Monitoring Fee – LCY will pay a maximum sum (yet to be discussed with the Council) each year towards environmental monitoring of the construction of CADP1.

CADP2 Proposed Planning Obligations

Again, we expect the S106 obligations for CADP2 to be conditional on the grant of planning permission and (in most instances) implementation of planning permission.

1 Education, Employment & Training (EET)

As indicated above, LCY will contribute a total sum of £6.8 million (for both CADP1 and CADP2) towards EET initiatives which will be managed by the Council. The split between the two is to be agreed. We suggest that the amount attributed to CADP2 should be paid in three equal instalments:

- (a) six months before commencement of the hotel
- (b) commencement of the hotel
- (c) occupation of the hotel

- 2 **Environmental Monitoring Fee** – LCY will pay a maximum amount each year (yet to be discussed with the Council) towards environmental monitoring of the construction of CADP2.
- 3 **District Heating Network** – if available at the stage of implementation of CADP2 and subject to a feasibility study LCY will ensure that provision is made for the hotel to connect to the District Heating Network

We trust this is clear. Should you wish to clarify anything please let us know. We of course accept that this correspondence is without prejudice to the determination of the planning applications by the Council.

Yours sincerely,



Rachel Ness
Director of Infrastructure, Strategy and Planning

Appendix 1 – Items from S106 dated 9 July 2009 expected to be carried over into CADP S106

Subject to minor changes in the course of adapting and simplifying these terms for the CADP S106:

- 1 The existing sound insulation schemes (in simplified form): the First Tier Works, the Buildings First Tier Works, the Second Tier Works, the Public Building Second Tier Works and the further inspection of treated premises, together with associated publicity and reporting requirements
- 2 The existing Noise Insulation Payments Scheme (i.e. the advanced sound insulation scheme for developments under construction).
- 3 The Purchase Scheme for properties within the 69dB contour
- 4 The balance of the DLR Service Enhancement Contribution (to the extent not already paid but subject still to the grant of 5 years of branding rights over the relevant rolling stock.)
- 5 Continuing to operate the Airport Transport Forum but on updated terms of reference
- 6 Targets and reporting obligations associated with local employment and training
- 7 The STQ (Silvertown Quays) Payment (to the extent not paid)
- 8 The Annual Performance Report
- 9 The existing Value Compensation Scheme
- 10 Enforcement mechanism incorporating the Contractual Breach Limit

Appendix 2 – Matters expected to be covered by conditions

	Condition	Origin (if carried over)
	Operation of Airport	
1.	Runway Length	Carrying over condition 1 of 2009 Permission
2.	Conventional Aircraft only except in an emergency, requirement for aircraft to have certificate of air worthiness and comply with aerodrome operating criteria	Carrying over condition 2 of 2009 Permission and Part 1, Third Schedule 2009 S106
3.	Restrictions on use including not for club or recreational flying and restriction on test flights	Carrying over condition 3 of 2009 Permission and Part 1, Third Schedule 2009 S106
4.	Site and buildings only used for air services	Carrying over condition 4 of 2009 Permission and Part 1, Third Schedule 2009 S106
5.	Restrictions on Ground Running	Carrying over condition 5 of 2009 Permission
6.	Takeoff and landing times	Carrying over condition 6 of 2009 Permission
7.	Annual Movement Cap & Noise Quota Count System	Replacement of condition 7 of 2009 Permission and supersedes 2009 S106 provisions relating to ACR
8.	Maximum number of Aircraft Movement (daily and annual limits)	Carrying over condition 8 of 2009 Permission
9.	Number of movements 0630 to 0659	Carrying over condition 9 of 2009 Permission
10.	Number of movements 0630 to 0645	Carrying over condition 10 of 2009 Permission
11.	Airport closed Christmas Day	Carrying over condition 11 of 2009 Permission
12.	Automatic air quality monitoring data to be available in real time on airport website	
	Implementation (CADP)	
13.	Development begun within 5 years	
14.	Construction sequencing plan (excluding demolition) for details of sub-phases	
15.	Defined Temporary Facilitating works shall be removed upon opening of permanent works	
	Demolition and Further Design Details	
16.	In accordance with approved plans	
17.	Final approval of external facing materials	
18.	Lighting strategy including mitigation measures	
19.	Landscape scheme details	
20.	Details of permanent plant attenuation and limit on background noise levels	
21.	Crime prevention strategy (including CCTV, Secured by Design, Park Mark)	
22.	Drainage Strategy	
23.	Waste Management Strategy (permanent)	
24.	BREEAM pre-assessment	
25.	25% carbon emissions	
26.		
27.	Implement Sustainability Measures Buildings	
28.	Water saving fixtures and fittings	
29.	Further Details of CHP	

	Condition	Origin (if carried over)
30.	Details of visibility splays	
31.	Details of photovoltaic panels	
32.	Details of Screening of Plant	
33.	Details of bus stops, shelters and cage markings	
34.	Infiltration of Surface Water Drainage	
35.	Disposal of foul and Surface Water	
36.	Surface Water Drainage Scheme	
37.	Environmental Mitigation	
38.	Hours of aircraft Maintenance	To supersede Part 2, Third Schedule of the 2009 S106
	Construction	
39.	Implementation of programme of archaeological works	
40.	Implementation of programme of historic buildings recording	
41.	No further development if contamination found	
42.	Contamination remediation Strategy implemented	
43.	Construction Noise and Vibration Management & Monitoring Strategy	
44.	Code of Construction Practice and Considerate Contractor Scheme	
45.	Crossrail Concurrent Working Method Statement	
46.	Piling Method Statement	
47.	Implementation of a construction logistics plan	
48.	A Construction Environmental Management Plan (CEMP) incorporating a Site Waste Management Plan (SWMP)	
49.	Hours of Work	
50.	Implementation of replacement habitat for dock wall	
51.	Measures to retain tracks of along Dock Edge (south of KGV Dock)	
52.	Erection of temporary noise barrier prior construction of the relevant part of the development	
53.	Controls on the heights of cranes during the construction of buildings	
54.	Fixed Electrical Ground Power (FEGP) on existing stands 1-10 and 21-24 and on any new stands constructed as part of CADP	
	Operation	
55.	Building noise/vibration mitigation	
56.	Taxi management plan	
57.	Minimum provision of disabled passenger (3%) and staff car parking (5%)	
58.	Minimum provision of electric charging points	

	Condition	Origin (if carried over)
	(20% of net additional spaces)	
59.	Minimum provision of cycle spaces (70no) unless Travel Plan indicates otherwise	
60.	Parking Management Plan	
61.	Delivery and Service Plan (Separate for CADP1 and CADP2 proposals)	
62.	Restrictions on ground running and noise barriers	
63.	Strategy to minimise operation waste, including meeting recycling targets	
64.	CADP Travel Plans	To supersede existing Travel Plans once CADP operational (Sixth Schedule Part 1, 2009 S106)
65.	CADP mini-cab management strategy	
66.	Air Quality Monitoring	To supersede Third Schedule Part 3 of 2009 S106
67.	Restrictions on development and permitted development rights	To supersede Third Schedule Parts 4 of 2009 S106
68.	Sustainability Strategy	To supersede Third Schedule, Part 6 2009 S106
69.	Complaints about environmental impact	To supersede Third Schedule, Part 7 2009 S106
70.	Ground running noise limit	To supersede Fifth Schedule Part 1 2009 S106
71.	Maintain noise barriers	Partly to supersede Fifth Schedule Part 2 2009 S106
72.	Ground Noise Study	To supersede Fifth Schedule Part 2 2009 S106
73.	Noise Monitoring and Mitigation Strategy	To supersede Fourth Schedule Parts 7 to 11 2009 S106
74.	Wake Turbulence Study	To supersede Seventh Schedule Part 1 2009 S106