

**Our ref:** Q10064  
**PP ref:** PP-08088198  
**Email:** [matt.eyre@quod.com](mailto:matt.eyre@quod.com)  
**Date:** 17 September 2019



Director of Regeneration & Planning  
London Borough of Newham  
Newham Dockside  
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Beckton  
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E16 2QU

For the attention of Dave Whittaker

Dear Mr Whittaker,

**LONDON CITY AIRPORT – CADP1 PLANNING PERMISSION (REF: 13/01228/FUL AS AMENDED)**

**AOD2: APPLICATION FOR APPROVAL OF DETAILS PURSUANT TO CADP CONDITIONS 36, 38, 39, 41, 44, 61, 62, 64, 65, 70, 73, 77, 78, 87, AND 92**

On behalf of London City Airport Limited please find the enclosed application to discharge the requirements of Conditions 36, 38, 39, 41, 44, 61, 62, 64, 65, 70, 73, 77, 78, 87, and 92 pursuant to the CADP1 Planning Permission approved on 26 July 2016 (ref: 13/01228/FUL as amended). Full wording of the relevant conditions are provided in **Appendix 1** to this letter.

This application seeks approval of consequential updates relating to the re-sequenced Construction Phasing Plan and to the Dockside path from the proposed non-material amendments to the RVP Pontoon bridge design, details of which are submitted under separate covers and explained below.

This application (**AOD2**) forms part of a suite of related applications seeking approval for details of the updated Construction Phasing Plan and associated updated Construction Environmental Management Plan (**AOD1**); details to satisfy pre-occupation requirements (**AOD3**); and associated non-material amendments to the RVP Pontoon and wording of Conditions attached to the CADP1 Planning Permission (**S96a**).

These details are submitted concurrently as four separate applications referenced below:

- **AOD1** – Approval of Details Application for CADP re-sequencing;
- **AOD2** – Approval of Details Application for minor re-sequencing updates;
- **AOD3** – Approval of Details Application to satisfy pre-occupation requirements; and
- **S96a** – Application for non-material amendments.



## Proposals

The conditions subject to this application, have been discharged previously. However, minor updates are required to update references from the Accelerated Construction Phasing Plan approved pursuant to CADP1 Condition 4 in July 2018 (ref: 18/01290/AOD) to the *2019 Revised Construction Phasing Plan* submitted in related application AOD1.

Other than the exceptions for Conditions 36, 64 and 73 explained below, the updates solely relate to updating references to other documents approved or submitted subsequently.

### Conditions 36 and 73

The proposed non-material amendments to the RVP Pontoon design from a floating pontoon to a fixed span structure detailed in the related S96a application, involves the realignment of the Dockside path around the entrance to the RVP Pontoon. As a result, minor updates to the relevant plans showing the details of the Dockside path previously approved pursuant to Conditions 36 (ref: 18/03472/AOD) and 73 (ref: 18/02102/AOD) are also provided for approval as part of this application.

### Condition 64

An updated Condition 64 PV Panel report has been submitted seeking approval for a new PV Panel product due to the lack of availability of the PV Panels specified in the approved in July 2018 report (ref: 18/00994/AOD). The new PV Panel product will achieve the same performance stated in the Energy Assessment approved pursuant to Condition 61 (ref: 18/00994/AOD).

Therefore, other than the updated Dockside path plans provided pursuant to Conditions 36 and 73 and the report for Condition 64, no updated documents are provided due to the minor nature of the updates. The proposed updates to the approved condition documents are set out in the Schedule in **Appendix 2** and should be read alongside the referenced approved document.

Accordingly, please find copies of the following submitted via the Planning Portal under reference PP-08088198:

- This cover letter;
- Approval of details application form duly signed, dated and completed; and
- Schedule of updates (included as **Appendix 2**);
- Condition 64 PV Panels report dated August 2019 and drawings:
  - A400-PAW-A-14-DR-GA-802-001-02-S3: Photovoltaic Panels – Sheet 1 of 3;
  - A400-PAW-A-14-DR-GA-802-002-02-S3: Photovoltaic Panels – Sheet 2 of 3;
  - A400-PAW-A-14-DR-GA-802-003-02-S3: Photovoltaic Panels – Sheet 3 of 3;
- Condition 36 Drawing:
  - A400-ATK-L-16-XXX-DR-GA-200-004-05-S2 Rev 05: Condition 36 Dockside Hardscaping and Landscaping Details Sheet 3 of 10;
- Condition 73 Drawings:

- A400-ATK-L-16-XXX-DR-GA-200-013-02-S2 Rev 02: Dockside General Arrangement Sheet 3 of 10; and
- A400-ATK-L-16-XXX-DR-GA-200-012-02-S2 Rev 02: Dockside General Arrangement Overall – Sheet 1 of 2.

Additionally, Condition 3 of the CADP1 Permission requires that: *“the Development shall be carried out in accordance with the environmental standards, mitigation measures, requirements, recommendations and methods of implementing the Development contained in the Updated Environmental Statement (UES) and revisions, February 2016. Reason: To ensure that the Development is carried out in accordance with the UES dated September 2015 and the mitigation measures proposed therein.”*

A ‘Statement of Conformity’ prepared by the UES lead author, RPS is therefore included at **Appendix 3** of this letter. It confirms that the proposed updates do not alter any of the details approved pursuant to Conditions 36, 38, 39, 41, 44, 61, 62, 64, 65, 70, 73, 77, 78, 87, and 92, which remain fully in accordance with the requirements of Condition 3 of the CADP1 Permission.

The application fee of £116 has been paid via the Planning Portal in accordance with The Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012).

I trust this enables registration and validation of the application, but please do not hesitate to contact me should you require any further information or have any queries at this stage.

Yours sincerely



Matt Eyre  
Senior Planner

cc. Tim Halley – London City Airport Limited

## APPENDIX 1

**FULL WORDING OF CONDITIONS 36, 38, 39, 41, 44, 61, 62, 64, 65, 70, 73, 77,  
78, 87, AND 92 OF THE CADP1 PLANNING PERMISSION (REF: 13/01228/FUL)**

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## Appendix 1 – Full CADP1 Condition Wording

The wording of the relevant Conditions of the CADP1 Planning Permission (ref: 13/01228/FUL as amended) to which the enclosed submission relates are stated in full below:

### ***“36. Landscape***

*Prior to the relevant Phase of Development Commencing full details of a landscape scheme to include all hard surfaces, grassed areas, tree and shrub planting and the proposed times of planting, relating to that approved Phase, shall be submitted to the local planning authority for approval in writing.*

*Each submitted landscape scheme shall be in accordance with the Landscape Drawings.*

*All landscaping schemes and all planting shall make such planting unattractive to birds so as not to have an adverse effect on the safety of operations at London City Airport by encouraging bird roosting and creating sources of food for birds, and thereby preventing a bird strike threat to aircraft operating at the Airport.*

*Within one month of the completion of the landscaping scheme for a relevant Phase written confirmation of the completion date shall be submitted to the local planning authority.*

*The scheme as approved shall be implemented in full within the first planting season following completion of each of the agreed Phases within the Construction Programme.*

*If any tree or shrub is removed, uprooted or destroyed or dies, or becomes in the opinion of the local planning authority, damaged, diseased or defective, another tree or shrub of the same species and size as that originally planted shall be replanted in the same location or as otherwise detailed in the scheme.*

***Reason:*** *To ensure a satisfactory standard of external appearance of the development and in the interest of the safe operation of London City Airport; with regard to policy OS8 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), policies 3.5, 7.1, 7.2, 7.3, 7.5, 7.6, 7.8 and 7.21 of the London Plan (consolidated with alterations Since 2011 and published March 2015), and policies SP2, SP3, SP5 and INF1 of the Newham Core Strategy (adopted 26 January 2012).”*

### ***“38 Details of Screening of Plant***

*Prior to the relevant Phase Commencing a plant screening strategy shall be submitted to and approved in writing by the local planning authority. No part of a relevant Phase shall be brought into use until the plant screening strategy for that Phase as approved has been implemented. The approved plant screening strategy for that Phase shall be retained thereafter.*

**Reason:** *To ensure a satisfactory form of external appearance and in the interest of the amenity of neighbouring properties and the area."*

### **"39. Contamination**

*a) Prior to the Commencement of the relevant Phase, an investigation into ground conditions of that Phase shall be undertaken in accordance with the Model Procedures for the Management of Land Contamination, Environment Agency, Contaminated Land Report 11.*

*b) The report of the investigation together with a detailed remediation strategy for dealing with any identified contamination in respect of that Phase shall be submitted to the local planning authority for approval in writing.*

*c) Upon Commencement of the Phase the approved remediation strategy for that Phase shall be implemented.*

*d) If, during the Development of a Phase, contamination not previously identified is found to be present within that Phase then no further Development in the areas where contamination is identified shall be carried out until a further remediation strategy has been submitted to the local planning authority for approval in writing, detailing how this unsuspected contamination shall be dealt with.*

*e) The further remediation strategy shall be implemented as approved.*

*f) As soon as reasonably practicable, and before the occupation of any remediated area forming part of a Phase, a validation report shall be submitted to the local planning authority for approval in writing, stating what works were undertaken and that the remedial scheme was completed in accordance with the approved remediation strategy for that Phase.*

**Reasons:** *To safeguard the public, the environment and surface and ground water, as this site may have or is known to have been used in the past for activities that are likely to have resulted in it being contaminated with material that is potentially harmful to humans or the environment."*

### **"41. External Lighting**

*No Phase of the Development shall Commence until full details of any proposed external lighting (the external lighting scheme) for the relevant Phase have been submitted to and approved in writing by the local planning authority.*

*Each external lighting scheme shall in respect of the relevant Phase:*

- state the minimum luminance reasonably required to perform the relevant lighting task;*
- minimise glare, light spillage and pollution;*

- include landscaping/screening measures to screen illuminated areas in environmentally sensitive areas;
- avoid dazzle or distraction to drivers on nearby highways;
- include the location, type, number, mounting height and alignment of the luminaires;
- include the beam angles and upward waste light ratio for each light;
- include details of screening and other mitigation;
- include an isolux diagram showing the predicted illuminance levels at critical locations on the Airport Boundary of the Phase and where the Phase abuts residential properties or the public highway; and
- set out where necessary, the percentage increase in luminance and the predicted illuminance in the vertical plane (in lux) at key points.

*The approved lighting scheme(s) shall be implemented prior to occupation of the relevant Phase of the Development and shall be permanently retained thereafter.*

**Reasons:** *To ensure that safety is not compromised with regard to the principles/practices of Secured by Design; to minimise adverse impacts of light pollution on the highway network; to minimise adverse impacts on the safeguarded area around London City Airport; to ensure that it does not cause a hazard to navigation of the Royal Albert Dock, and with regard to saved policy EQ45 of the London Borough of Newham adopted Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), policies 7.3, 7.5, 7.6 of the London Plan (consolidated with alterations Since 2011 and published March 2015), and policies SP3 and SP4 of the Newham Core Strategy (adopted 26 January 2012)."*

#### **"44. Fixed Electrical Ground Power (FEGP)**

*No Phase of the Development shall Commence until a strategy setting out how existing and proposed aircraft stands will be upgraded to include FEGP has been submitted to and approved in writing by the local planning authority.*

*Such approved strategy shall be implemented as approved and retained thereafter. No new or reconfigured Aircraft Stand shall be operational until the FEGP for that stand has been brought into operation.*

**Reason:** *In order to minimise noise and disturbance, in the interest of residential amenity, in the interest of protecting environmental amenity, and with regard to saved policies EQ45 and EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from the 27 of September 2007 in accordance with the direction from the Secretary of State) and policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012)."*

***“61. Energy Assessment and Reduction in Carbon Dioxide Emissions***

*1) No relevant Phase of the Development shall Commence until an Energy Assessment for that Phase has been submitted to and approved in writing by the local planning authority.*

*2) Each relevant Energy Assessment shall demonstrate how a minimum reduction in carbon dioxide emission of 25% over the Target Emission Rate outlined in the national Building Regulations.*

*3) The relevant Energy Assessment as approved pursuant to Part 1 of this condition shall be implemented prior to the relevant Phase of the Development being brought into use or operation and the recommendations of the approved assessment retained for the duration of the Phase.*

**Reason:** *To ensure the development makes the fullest contribution to minimising carbon dioxide emissions in accordance with the Mayor of London’s energy hierarchy.”*

***“62. Archaeology Scheme of Investigation and List of Historic Buildings***

*No Phase of the Development shall Commence other than demolition to existing ground level unless and until there has been secured the implementation of a programme of archaeological evaluation in relation to that Phase in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the local planning authority.*

*Such a submitted Scheme shall include details of a programme for investigating and recording archaeological assets, works and historic structures that might be found during Development of that Phase; and lists all historic buildings at the Airport.*

*The Phase shall be implemented in accordance with the relevant approved Scheme.*

**Reason:** *To secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with recommendations given by the local planning authority, English Heritage and in the NPPF, as the site has archaeological potential in terms of heritage assets of archaeological interest.”*

***“64. Photovoltaic Panels***

*Prior to the Commencement of any Development on the terminal buildings details of any photovoltaic panels to be used shall be submitted to the local planning authority for approval in writing.*

*The photovoltaic panels shall be installed and retained in accordance with the approved details.*

**Reason:** *To encourage and establish sustainable energy use.”*

***“65. Crossrail Method Statement***



*No Phase of the Development shall take place until a method statement to demonstrate and ensure that Crossrail structures and tunnels are not impeded by the relevant Phase of Development has been submitted to and approved in writing by the local planning authority.*

*The approved method statement shall be implemented on Commencement of Development of the relevant Phase.*

**Reason:** *To ensure there is no conflict in terms of safeguarding or safety with Crossrail.”*

#### **“70. Waste Management Strategy**

*No Phase of the Development shall Commence until a Waste Management Strategy for that Phase has been submitted to and approved in writing by the local planning authority. Each Waste Management Strategy shall seek to maximise the use of the River Thames and other waterways for the transport of waste materials from the Airport and shall be implemented on Commencement of the Development of the relevant Phase.*

**Reason:** *To ensure that the development accords with the aims and objectives of promoting the use of sustainable transport.”*

#### **“73. Access Roads and Parking Areas (as proposed in the associated S96a application)**

*The Access Roads and Parking Areas shall be constructed in accordance with details that shall be submitted to and approved in writing by the local planning authority and the Access Roads and Parking Areas shall be retained thereafter.*

*No part of the Eastern Terminal Extension hereby approved shall be occupied until temporary access roads giving access to the A117 and a taxi feeder park are provided and which shall remain in place until the permanent Access Roads and Parking Areas approved under this condition are completed.*

**Reason:** *To ensure the development makes adequate provision for the off-street parking and manoeuvring of vehicles likely to be associated with the approved use.*

#### **“77. Traffic Management Plan**

*No relevant Phase of the Development shall be Commenced until a Traffic Management Plan has been submitted to and approved in writing by the local planning authority in respect of the relevant Phase. Each submitted Traffic Management Plan shall:*

- set out the proposed management arrangements for vehicle movement within the Phase, including the internal shared access;*
- include details of appropriate road markings and signage internal to the site to regulate the movement of traffic, cyclists and pedestrians; and*

- ensure that the internal road network is designed, operated and retained in line with current practice on highway design for all road users, including buses, cyclists, and pedestrians.

*The relevant Phases shall be operated in accordance with the approved Traffic Management Plans for those Phases thereafter.*

**Reason:** *To prevent obstruction of the public highway surrounding the site and internal."*

#### ***"78. Taxi Management Plan***

*No relevant Phase of the Development shall be Commenced until a detailed Taxi Management Plan has been submitted to and approved in writing by the local planning authority in respect of that Phase. The Taxi Management Plan shall be implemented as approved and retained thereafter.*

**Reason:** *To ensure that taxi facilities are operated safely and efficiently."*

#### ***"87. Construction Design and Method Strategy***

*Development of the relevant Phase of Development shall not Commence until there has been submitted to the local planning authority for approval in writing a detailed Construction, Design and Method Strategy for all of the foundations, basement and ground floor structures, and any structures below ground level including piling (temporary and permanent) for that Phase.*

*Such a Strategy shall include (but not be limited to) details of the following in respect of each Phase:*

- *specification and erection methodology for all façade treatments, roof sections and windows;*
- *specification, construction methodology, calculations and lifting plan for any cranes proposed to be used;*
- *the location of existing DLR structures and how the Phase of Development will accommodate these to demonstrate that there will be no potential security risk to DLR railway, property and structures; and*
- *mitigation of the effects of noise and vibration arising from the adjoining operations within the structures.*

*Each relevant Phase shall thereafter be carried out in accordance with the relevant approved Construction Design and Method Strategy.*

**Reason:** *To ensure a satisfactory standard of development and to safeguard amenities of the surrounding area."*

#### ***"92. Construction Lighting***

*Before the Commencement of the relevant Phase of Development a Construction Lighting Scheme for that Phase shall be submitted to and approved in writing by the local planning authority.*

*Details shall include appearance, siting, orientation and screening of the lights to be used during construction and the means of construction and laying out of cabling for such lights.*

*The approved Construction Lighting Scheme shall be constructed/installed prior to Commencement of the relevant Phase and shall be removed following completion of the Phase of Development.*

***Reasons:*** *To ensure that construction and community safety is not compromised."*

## APPENDIX 2

### SCHEDULE OF PROPOSED UPDATES

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## Appendix 2 – Schedule of Updates

Several approval of details applications have been approved pursuant to the CADP1 Planning Permission (ref: ref: 13/01228/FUL as amended) and remain compliant with the relevant conditions. Since their approval, other referenced strategies or approved documents have been updated, most notably the *2019 Construction Phasing Plan* submitted concurrently with this application.

Therefore, this application seeks to update the references to CADP1 documents approved or updated subsequently as specified in the Table 1 below, to ensure the approved details remain consistent with the CADP1 Development.

The following text relating to the *2019 Construction Phasing Plan* (“2019 Construction Phasing Plan text”) should be read with the previously approved documents where stated in Table 1:

*“The build out of the CADP1 infrastructure in a single phase has been subject to several unforeseen delays including to the ongoing piling and deck works within KGV Dock. These delays have occurred at the same time as unprecedented growth in passenger numbers using the terminal buildings. As explained below, the delays to construction require some consequential changes to the previously approved Accelerated Construction Phasing Plan: namely, to re-sequence some of the build to allow for the continued, uninterrupted operation of the terminal during construction. As a result, the duration of the single-phase build needs to be extended to around 90 months in total. This resequencing of the works is hereafter referred to as the “2019 Construction Phasing Plan”.*

Updates are shown with deleted text struck through and insertions in blue.

Table 1 - Proposed Updates to Approved CADP1 Documents.

Condition Ref	Title	Approved Application		Approved Document Revision	Proposed Updates
		Ref	Date		
36	Landscape	18/03472/AOD	11 December 2018	December 2018	Last sentence in Paragraph 1.6 to read:

					<p><del>“The new 2017 Accelerated Construction Plan has been submitted to London Borough of Newham</del> <b>was approved on 13 July 2018 (ref: 18/01290/AOD)</b> pursuant to Condition 4 <del>under separate cover.</del></p> <p><b>Insert “2019 Construction Phasing Plan” text after Paragraph 1.6.</b></p> <p>Update reference in Section 3 Schedule of Plans for Approval and replace the relevant Drawing in Appendix 1 as follows:</p> <table><tr><td><del>Dockside Hardscaping &amp; Landscaping Details – Sheet 3 of 10</del></td><td><del>A400-ATK-L-16-XXX-DR-GA-200-004-02-S2</del></td></tr><tr><td><b>Dockside Hardscaping &amp; Landscaping Details – Sheet 3 of 10</b></td><td><b>A400-ATK-L-16-XXX-DR-GA-200-004-04-S2</b></td></tr></table>	<del>Dockside Hardscaping &amp; Landscaping Details – Sheet 3 of 10</del>	<del>A400-ATK-L-16-XXX-DR-GA-200-004-02-S2</del>	<b>Dockside Hardscaping &amp; Landscaping Details – Sheet 3 of 10</b>	<b>A400-ATK-L-16-XXX-DR-GA-200-004-04-S2</b>
<del>Dockside Hardscaping &amp; Landscaping Details – Sheet 3 of 10</del>	<del>A400-ATK-L-16-XXX-DR-GA-200-004-02-S2</del>								
<b>Dockside Hardscaping &amp; Landscaping Details – Sheet 3 of 10</b>	<b>A400-ATK-L-16-XXX-DR-GA-200-004-04-S2</b>								
38	Details of Screening of Plant	18/03472/AOD	11 December 2018	December 2018	<b>Insert “2019 Construction Phasing Plan” text after Paragraph 1.4.</b>				
39	Contamination	18/00671/AOD	13 March 2018	March 2018	<p>Last sentence in Paragraph 1.1.3 to read:</p> <p><del>“The new 2017 Accelerated Construction Plan has been submitted to London Borough of Newham</del> <b>was approved on 13 July 2018 (ref: 18/01290/AOD)</b> pursuant to Condition 4 <del>under separate cover.</del></p> <p><b>Insert “2019 Construction Phasing Plan” text after Paragraph 1.1.3.</b></p> <p>Paragraph 1.1.4 to read:</p> <p><i>“This submission seeks approval of details pursuant to Part a) of Condition 39 for the entire approved CADP1 infrastructure to be delivered by the <del>new 2017 Accelerated</del> <b>2019 Construction Phasing Plan.</b>”</i></p>				

41	External Lighting	18/01029/AOD	16 April 2018	April 2018	<p>Insert "<a href="#">2019 Construction Phasing Plan</a>" text after Paragraph 1.1.8.</p> <p>Paragraph 1.1.8 to read:</p> <p><i>"The <del>new</del> 2017 Accelerated Construction Plan has been submitted to London Borough of Newham <a href="#">was approved on 13 July 2018 (ref: 18/01290/AOD)</a> pursuant to Condition 4 <del>under separate cover</del>. This submission seeks approval of the external lighting details pursuant to Condition 41 for all of the approved CADP1 infrastructure to be delivered by the <del>new Accelerated</del> <a href="#">2019 Construction Plan</a> as detailed in this report and the drawings included in appendix A:"</i></p>
44	Fixed Electrical Ground Power	18/00846/AOD	13 July 2018	March 2018	<p>Update last sentence in Paragraph 1.5 to read:</p> <p><i>"The <del>new</del> 2017 Accelerated Construction Plan has been submitted to London Borough of Newham <a href="#">was approved on 13 July 2018 (ref: 18/01290/AOD)</a> pursuant to Condition 4 <del>under separate cover</del>.</i></p> <p>Insert "<a href="#">2019 Construction Phasing Plan</a>" text after Paragraph 1.5.</p> <p>Paragraph 1.6 to read:</p> <p><i>"This submission seeks approval of the details pursuant to Condition 44 for all of the approved CADP1 infrastructure to be delivered by the <del>new Accelerated</del> <a href="#">2019 Construction Phasing Plan</a>."</i></p>
61	Energy Assessment	18/00994/AOD	13 July 2018	March 2018	<p>Insert the following sentence to the end of Paragraph 1.5:</p> <p><i>"<a href="#">The 2017 Accelerated Construction was approved on 13 July 2018 (ref: 18/01290/AOD) pursuant to Condition 4.</a>"</i></p> <p>Insert "<a href="#">2019 Construction Phasing Plan</a>" text after Paragraph 1.5.</p>

					<p>Paragraph 1.6 to read:</p> <p><i>"This Energy Assessment has been updated and optimised to reflect the single phase build proposed by the <del>Accelerated</del> 2019 Construction Phasing Plan. The two main improvements over the previously approved assessment are:"</i></p>
62	Archaeology Scheme of Investigation and List of Historic Buildings	18/00671/AOD	13 July 2018	March 2018	<p>Insert the following sentence to the end of Paragraph 1.1.4:</p> <p><i>"The 2017 Accelerated Construction was approved on 13 July 2018 (ref: 18/01290/AOD) pursuant to Condition 4."</i></p> <p>Insert "2019 Construction Phasing Plan" text after Paragraph 1.14.</p>
64	Photovoltaic Panels	18/00994/AOD	13 July 2018	March 2018	<p>Refer to updated August 2019 report submitted with this application.</p>
65	Crossrail Method Statement	18/00577/AOD	20 April 2018	February 2018	<p>Last sentence in Paragraph 1.4 to read:</p> <p><i>"The <del>new</del> 2017 Accelerated Construction Plan <del>has been submitted to London Borough of Newham</del> was approved on 13 July 2018 (ref: 18/01290/AOD) pursuant to Condition 4 <del>under separate cover</del>."</i></p> <p>Insert "2019 Construction Phasing Plan" text after Paragraph 1.5.</p>
70	Waste Management Strategy	18/00671/AOD	13 July 2018	March 2018	<p>Last sentence in Paragraph 1.4 to read:</p> <p><i>"The <del>new</del> 2017 Accelerated Construction Plan <del>has been submitted to London Borough of Newham</del> was approved on 13 July 2018 (ref: 18/01290/AOD) pursuant to Condition 4 <del>under separate cover</del>."</i></p> <p>Insert "2019 Construction Phasing Plan" text after Paragraph 1.4.</p>



					<p>Paragraph 1.6 to read:</p> <p><i>“This submission seeks approval of details pursuant to Condition 70 for all of the approved CADP1 infrastructure to be delivered by the <del>new 2017 Accelerated</del> 2019 Construction Phasing Plan.”</i></p>
73	Access Roads and Parking Areas	18/02102/AOD	29 August 2018	July 2018	<p>Revised drawings to supersede the previous revisions as follows:</p> <p><del>Dockside General Arrangement Sheet 3 of 10: A400-ATK-L-16-XXX-DR-GA-200-004-02-S2</del></p> <p>Dockside General Arrangement Sheet 3 of 10: A400-ATK-L-16-XXX-DR-GA-200-013-01-S2</p> <p><del>Dockside General Arrangement Overall – Sheet 1 of 2 – A400-ATK-L-16-XXX-DR-GA-200-001A-02-S2</del></p> <p>Dockside General Arrangement Overall – Sheet 1 of 2 A400-ATK-L-16-XXX-DR-GA-200-012-01-S2</p>
77	Traffic Management Plan	18/00741/AOD	13 July 2018	March 2018	<p>Last sentence in Paragraph 7 to read:</p> <p><i>“The <del>new 2017 Accelerated Construction Plan</del> <del>has been submitted to London Borough of Newham</del> was approved on 13 July 2018 (ref: 18/01290/AOD) pursuant to Condition 4 <del>under separate cover.</del>”</i></p> <p>Insert “2019 Construction Phasing Plan” text after Paragraph 7.</p> <p>Paragraph 8 to read:</p> <p><i>“This submission seeks approval of details pursuant to Condition 77 for all of the approved CADP1 infrastructure as described in the <del>new 2017 Accelerated</del> 2019 Construction Phasing Plan submitted pursuant to Condition 4.”</i></p>

78	Taxi Management Plan	18/00741/AOD	13 July 2018	March 2018	<p>Last sentence in Paragraph 7 to read:</p> <p><i>"The <del>new</del> 2017 Accelerated Construction Plan <del>has been submitted to London Borough of Newham</del> was approved on 13 July 2018 (ref: 18/01290/AOD) pursuant to Condition 4 <del>under separate cover.</del>"</i></p> <p>Insert "2019 Construction Phasing Plan" text after Paragraph 7.</p> <p>Paragraph 8 to read:</p> <p><i>"This submission seeks approval of details pursuant to Condition 78 for all of the approved CADP1 infrastructure as described in the <del>new 2017 Accelerated</del> 2019 Construction Phasing Plan submitted pursuant to Condition 4."</i></p>
87	Construction Design and Method Statement	18/00578/AOD	13 July 2018	February 2018	<p>Last sentence in Paragraph 1.6 to read:</p> <p><i>"The <del>new</del> 2017 Accelerated Construction Plan <del>has been submitted to London Borough of Newham</del> was approved on 13 July 2018 (ref: 18/01290/AOD) pursuant to Condition 4 <del>under separate cover.</del>"</i></p> <p>Insert "2019 Construction Phasing Plan" text after Paragraph 1.6.</p>
92	Construction Lighting	18/00761/AOD	13 July 2018	March 2018	<p>Insert the following sentence to the end of Paragraph 1.1.5:</p> <p><i>"The 2017 Accelerated Construction was approved on 13 July 2018 (ref: 18/01290/AOD) pursuant to Condition 4."</i></p> <p>Insert "2019 Construction Phasing Plan" text after Paragraph 1.1.5.</p>

## APPENDIX 3

### EIA STATEMENT OF CONFORMITY

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# Approval of Details Application for Planning Conditions: 36, 38, 39, 41, 44, 61, 62, 64, 65, 70, 73, 77, 78, 87 and 92

## UES CONFORMITY STATEMENT

### Introduction

As lead authors of the 2015 Update Environmental Statement (UES) and coordinators of the Environmental Impact Assessment (EIA) process, RPS has been instructed by London City Airport (LCA) to review each document submitted to the London Borough of Newham (LBN) in order to discharge the various 'pre-commencement' conditions attached City Airport Development Programme (CADP1) planning permission (13/01228/FUL).

The objective of this review process is to evaluate whether or not the details submitted to LBN are in accordance with the requirements of Condition 3, which states:

***"The Development shall be carried out in accordance with the environmental standards, mitigation measures, requirements, recommendations and methods of implementing the Development contained in the Updated Environmental Statement (UES) and revisions, February 2016.***

***Reason: To ensure that the Development is carried out in accordance with the UES dated September 2015 and the mitigation measures proposed therein."***

This review process provides assurance to LBN and other stakeholders in the project that the various details, strategies and plans submitted in accordance with the CADP1 planning conditions are consistent with those proposed in the UES and/or would not give rise to significant or materially different environmental effects to those set out in the UES.

This application to which this UES Statement of Conformity applies is 'AOD2' which is a combined application for approval of details pursuant to Conditions 36, 38, 39, 41, 44, 61, 62, 64, 65, 70, 73, 77, 78, 87 and 92 of the CADP1 Planning Permission. AOD2 forms part of a suite of related applications seeking approval for details of the updated Construction Phasing Plan and associated updated Construction Environmental Management Plan (AOD1); details to satisfy pre-occupation requirements (AOD3); and associated non-material amendments to the RVP Pontoon and wording of Conditions attached to the CADP1 Planning Permission (S96a), each of which is accompanied by its own UES Statement of Conformity.

### Background

The Airport submitted a Construction Phasing Plan to LBN pursuant to Condition 4 of the CADP1 permission in February 2017. It was proposed to build out CADP1 as a single uninterrupted period of construction over 5 years split into two distinct phases. Consistent with terminology used in the UES, the two phases were referred to as the 'Interim Works' and the 'Completed Works' – each delivering different parts of the CADP infrastructure. The Interim Works would be delivered first and would be immediately followed by the Completed Works. This Construction Phasing Plan was approved by LBN in March 2017 (ref. 17/00500/AOD).

An Accelerated Construction Phasing Plan was subsequently submitted to and approved by LBN in May 2018 (Ref. 18/01290/AOD).

The build out of the CADP1 infrastructure in a single phase has been subject to several unforeseen delays including to the ongoing piling and deck works within KGV Dock. These delays have occurred at the same time as unprecedented growth in passenger numbers using the terminal buildings. The delays to construction require some consequential changes to the previously Construction Phasing Plan; namely, to re-sequence some of the build to allow for the continued, uninterrupted operation of the terminal during construction. This resequencing of the works is referred to as the *2019 Revised Construction Phasing Plan* which has been submitted to LBN for approval in accordance with Condition 4.

The *2019 Construction Phasing Plan* is not dissimilar to the Updated Construction Programme originally assessed in the UES, albeit that earlier plan envisaged construction of the CADP1 infrastructure in a somewhat different order and in two distinct phases (the Interim Works and the Completed Works) with the total works lasting 80 months and spanning 7 calendar years. Including the construction works which have already been completed, the *2019 Revised Construction Phasing Plan* spans 90 months and 8 calendar years but does not involve any greater intensity of works to that which has been assessed previously. Moreover, *2019 Revised Construction Phasing Plan* does not increase the frequency of Out of Operational Hours (OOOH) and aligns with the requirements of the planning conditions attached to the CADP1 permission, in particular Condition 82 which requires that all piling that needs to be conducted during OOOH is completed within a maximum of 32 weeks in total.

As a result of the *2019 Revised Construction Phasing Plan*, a number of pre-commencement AODs require minor updating to their wording, particularly where they refer to the previous version of the construction programme and phasing. However, these changes are contextual rather than substantive in nature, and thus the previously approved AODs, as amended by this AOD2 application, remain valid. Accordingly, and as agreed with LBN, re-submission of full updated reports for these conditions is not considered necessary. Instead, an overarching Conformity Statement (this document) has been prepared to confirm that the approved submissions remain in accordance with the UES in light of the revised construction programme.

Updates to wording are required for the following conditions:

- Condition 38: Details of Screening of Plant (ref. 18/03472/AOD)
- Condition 39: Contamination (ref. 18/00671/AOD)
- Condition 41: External Lighting (ref. 18/01029/AOD)
- Condition 44: FEGP (ref. 18/00846/AOD)
- Condition 61: Energy Assessment and Reduction in Carbon Dioxide Emissions (ref. 18/00994/AOD)
- Condition 62: Archaeology Scheme of Investigation and List of Historic Buildings (ref. 18/00671/AOD)
- Condition 65: Crossrail Method Statement (ref. 18/00577/AOD)
- Condition 70: Waste Management Strategy (ref. 18/00671/AOD)
- Condition 77: Traffic Management Plan (ref. 18/00741/AOD)
- Condition 78: Taxi Management Plan (ref. 18/00741/AOD)
- Condition 87: Construction Design and Method Statement (ref. 18/00578/AOD)
- Condition 92: Construction Lighting (ref. 18/00761/AOD)

The proposed revisions to the wording of the above AOD reports are summarised in Appendix 2 of Quod's covering letter for the AOD2 application. Therefore, these changes are not repeated here.

In addition to the above, minor amendments have been made to the following conditions as follows:

- Condition 36: Landscape (ref.18/03472/AOD). Minor amendments to drawing “*Dockside Hardscaping & Landscaping Details – Sheet 3 of 10*” to account for the proposed replacement of the RVP floating pontoon with a fixed steel truss bridge, with associated revisions to the alignment of the Dock Edge Path as it is diverted around the ramp of this bridge (See AOD3 for more detail);
- Condition 73: Access Road and Parking Areas (ref. 18/02102/AOD). Minor amendments to drawings “*Dockside General Arrangement Sheet 3 of 10*” and “*Dockside General Arrangement Overall – Sheet 1 of 2*” to account for the revisions to the RVP described above; and
- Condition 64: Photovoltaic Panels (ref. 18/00994/AOD). An updated Condition 64 report has been submitted seeking approval for a new PV Panel product due to the lack of availability of the type of panels specified in the approved July 2018 report (ref: 18/00994/AOD). The new PV Panel product will achieve the same performance stated in the Energy Assessment approved pursuant to condition 61 (ref: 18/00994/AOD).

This UES Conformity Statement has been prepared to confirm whether or not the details contained in AOD2 submission remain in accordance with the UES. The relevant conditions are presented in Table 1 below, together with a summary of the implications of the non-material amendments to the UES.

## RPS Statement of Conformity

RPS has reviewed the replacement drawings and details provided for conditions 36, 64 and 73 together with the minor revisions to wording for the AoD reports covering conditions 38, 39, 41, 44, 61, 62, 65, 70, 77, 78, 87 and 92 to account for the *2019 Revised Construction Phasing Plan*.

As set out in Table 1 below, none of these minor changes would result in new or materially different ‘significant environmental effects’ to those identified in the UES, or would otherwise alter the proposed “*environmental standards, mitigation measures, requirements, recommendations and methods of implementing the Development*” which were presented in the UES.

As such, the details contained within the previously approved AoDs (as amended by this AOD2 submission) remain in accordance with the UES, thereby satisfying Condition 3 of the CADP1 planning permission.

Signed on behalf of RPS

**Name:** David Thomson

**Position:** Senior Director

**Signature:**



**Date:** 11<sup>th</sup> September 2019

**Table 1: Summary of Pre-Commencement Conditions**

Condition	Condition Wording	Approved AoD Reference	Summary of UES Conformity
36: Landscape	<p><i>Prior to the relevant Phase of Development Commencing full details of a landscape scheme to include all hard surfaces, grassed areas, tree and shrub plantings and the proposed times of planting, relating to that approved Phase, shall be submitted to the Local Planning Authority for approval in writing. Each submitted landscape scheme shall be in accordance with the Landscape Drawings. All landscaping schemes and all planting shall make such planting unattractive to birds so as not to have an adverse effect on the safety of operations at London City Airport by encouraging bird roosting and creating sources of food for birds, and thereby preventing a bird strike threat to aircraft operating at the Airport.</i></p> <p><i>Within one month of the completion of the landscaping scheme(s) for a relevant Phase written confirmation of the completion date shall be submitted to the Local Planning Authority.</i></p> <p><i>The scheme(s) as approved shall be implemented in full within the first planting season following completion of each of the agreed Phases within the Construction Programme.</i></p> <p><i>If any tree or shrub is removed, uprooted or destroyed or dies, or becomes in the opinion of the Local Planning Authority, damaged, diseased or defective, another tree or shrub of the same species and size as that originally planted shall be replanted in the same location or as otherwise detailed in the scheme(s).</i></p>	18/03472/AOD	As the proposed revisions to the drawing 'Dockside Hardscaping & Landscaping Details – Sheet 3 of 10' does not entail any loss of soft landscaping, there is no variance with the assumptions made in the UES.
38: Details of Screening of Plant	<p><i>Prior to the relevant Phase Commencing a plant screening strategy shall be submitted to and approved in writing by the Local Planning Authority.</i></p> <p><i>a. No part of a relevant Phase shall be brought into use until the plant screening strategy for that Phase as approved has been implemented.</i></p> <p><i>b. The approved plant screening strategy for that Phase shall be retained thereafter.</i></p>	18/03472/AOD	Minor wording change so no variance with UES.
39: Contamination	<p><i>a) Prior to the Commencement of the relevant Phase, an investigation into ground conditions of that Phase shall be undertaken in accordance with the Model Procedures for the Management of Land Contamination, Environment Agency, Contaminated Land Report 11.</i></p> <p><i>b) The report of the investigation together with a detailed remediation strategy for dealing with any identified contamination in respect of that Phase shall be submitted to the Local Planning Authority for approval in writing.</i></p>	18/00671/AOD	Minor wording change so no variance with UES.

Condition	Condition Wording	Approved AoD Reference	Summary of UES Conformity
41: External Lighting	<p><i>No Phase of the Development shall Commence until a full details of any proposed external lighting (the external lighting scheme) for the relevant Phase have been submitted to and approved in writing by the Local Planning Authority.</i></p> <p><i>Each external lighting scheme shall in respect of the relevant Phase:</i></p> <ul style="list-style-type: none"> <li><i>state the minimum luminance reasonably required to perform the relevant lighting task;</i></li> <li><i>minimise glare, light spillage and pollution;</i></li> <li><i>include landscaping/screening measures to screen illuminated areas in environmentally sensitive areas;</i></li> <li><i>avoid dazzle or distraction to drivers on nearby highways;</i></li> <li><i>include the location, type, number, mounting height and alignment of the luminaires;</i></li> <li><i>include the beam angles and upward waste light ratio for each light;</i></li> <li><i>include details of screening and other mitigation;</i></li> <li><i>include an isolux diagram showing the predicted illuminance levels at critical locations on the Airport Boundary of the Phase and where the Phase abuts residential properties or the public highway; and</i></li> <li><i>set out where necessary, the percentage increase in luminance and the predicted illuminance in the vertical plane (in lux) at key points.</i></li> <li><i>The approved lighting scheme(s) shall be implemented prior to occupation of the relevant Phase of the Development and shall be permanently retained thereafter.</i></li> </ul>	18/01029/AOD	Minor wording change so no variance with UES.
44: Fixed Electrical Ground Power (FEGP)	<p><i>No Phase of the Development shall Commence until a strategy setting out how existing and proposed aircraft stands will be upgraded to include FEGP has been submitted to and approved in writing by the Local Planning Authority.</i></p> <p><i>Such approved strategy shall be implemented as approved and retained thereafter. No new or reconfigured Aircraft Stand shall be operational until the FEGP for that stand has been brought into operation.</i></p>		Minor wording change so no variance with UES.
61: Energy Assessment and Reduction in Carbon Dioxide Emissions	<p><i>1. No relevant phase of the Development shall commence until an Energy Assessment for that phase has been submitted to and approved in writing by the Local Planning Authority.</i></p> <p><i>2. Each relevant Energy Assessment(s) shall demonstrate how a minimum reduction in carbon dioxide emission of 25% over the Target Emission Rate (TER) outlined in the national Building Regulations.</i></p> <p><i>3. The relevant Energy Assessment as approved pursuant to (a) above shall be implemented prior to the relevant phase of the Development being brought into use or operation and the recommendations of the approved assessment retained for the duration of the phase.</i></p>	18/00994/AOD	<p>Minor wording change so no variance with UES.</p> <p>Note: the Energy Strategy was updated and optimised to reflect the single phase build proposed by the 2018 Accelerated Construction Phasing Plan. The approved Strategy therefore differs from that described in the UES however no new or materially significant effects would arise and accordingly the conclusions of the UES remain valid.</p>



Condition	Condition Wording	Approved AoD Reference	Summary of UES Conformity
62: Archaeology Scheme of Investigation and List of Historic Buildings	<p><i>No Phase of the Development shall Commence other than demolition to existing ground level unless and until there has been secured the implementation of a programme of archaeological evaluation in relation to that Phase in accordance with a Written Scheme of Investigation which has been submitted to and approved by the Local Planning Authority.</i></p> <p><i>Such a submitted Scheme shall include:</i></p> <ul style="list-style-type: none"> <li><i>details of a programme for investigating and recording archaeological assets, works and historic structures that might be found during Development of that Phase; and</i></li> <li><i>lists all historic buildings at the Airport,</i></li> </ul> <p><i>The Phase shall be implemented in accordance with the relevant approved Scheme.</i></p>	18/00671/AOD	Minor wording change so no variance with UES.
64: Photovoltaic Panels	<p><i>Prior to the Commencement of any Development on the terminal buildings details of any photovoltaic panels to be used shall be submitted to the Local Planning Authority for approval in writing.</i></p> <p><i>The photovoltaic panels shall be installed and retained in accordance with the approved details.</i></p>	18/00994/AOD	The new PV Panel product will achieve the same performance stated in the Energy Assessment approved pursuant to Condition 61. Accordingly, there is no variance with UES.
65: Crossrail Method Statement	<p>a) <i>No Phase of the Development shall take place until a method statement to demonstrate and ensure that Crossrail structures and tunnels are not impeded by the relevant Phase of Development has been submitted to and approved in writing by the Local Planning Authority.</i></p> <p>b) <i>The approved method statement shall be implemented on Commencement of Development of the relevant Phase</i></p>	18/00577/AOD	Minor wording change so no variance with UES.
70. Waste Management Strategy	<p><i>No Phase of the Development shall commence until a Waste Management Strategy for that Phase has been submitted to and approved in writing by the local planning authority. Each Waste Management Strategy shall seek to maximise the use of the River Thames and other waterways for the transport of waste materials from the Airport and shall be implemented on Commencement of the Development of the relevant Phase.</i></p>	18/00671/AOD	Minor wording change so no variance with UES.
73: Access Roads and Parking Areas	<p><i>No part of the Eastern Terminal Extension hereby approved shall be occupied until the Access Roads and Parking Areas have been constructed in accordance with details that shall be submitted to and approved in writing by the Local Planning Authority and the Access Roads and Parking Areas shall be retained thereafter.</i></p>	18/02102/AOD	Revised drawings have been submitted to account for the RVP bridge. However, there is no variance with the details and assumptions made in the UES.

Condition	Condition Wording	Approved AoD Reference	Summary of UES Conformity
77: Traffic Management Plan	<p><i>No relevant Phase of the development shall be commenced until a Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority in respect of the relevant Phase. Each submitted Traffic Management Plan shall:</i></p> <ul style="list-style-type: none"> <li><i>set out the proposed management arrangements for vehicle movement within the Phase, including the internal shared access;</i></li> <li><i>include details of appropriate road markings and signage internal to the site to regulate the movement of traffic, cyclists and pedestrians; and</i></li> <li><i>ensure that the internal road network is designed, operated and retained in line with current practice on highway design for all road users (including buses, cyclists, and pedestrians).</i></li> </ul> <p><i>Thereafter the relevant Phases shall be operated in accordance with the approved Traffic Management Plans for those Phases.</i></p>	18/00741/AOD	Minor wording change so no variance with UES.
78: Taxi Management Plan	<p><i>No relevant phase of the development shall be commenced until a detailed Taxi Management Plan has been submitted to and approved in writing by the Local Planning Authority in respect of that Phase. The Taxi Management Plan shall be implemented as approved and retained thereafter.</i></p>	18/00741/AOD	Minor wording change so no variance with UES.
87: Construction Design and Method Statement	<p><i>Development of the relevant Phase of Development shall not Commence until there has been submitted to the Local Planning Authority for approval in writing a detailed Construction, Design and Method Strategy for all of the foundations basement and ground floor structures, and any structures below ground level including piling (temporary and permanent) for that Phase.</i></p> <p><i>Such a Strategy shall include (but not be limited to) details of the following in respect of each Phase:</i></p> <ul style="list-style-type: none"> <li><i>specification and erection methodology for all façade treatments, roof sections and windows;</i></li> <li><i>specification, construction methodology, calculations and lifting plan for any cranes proposed to be used;</i></li> <li><i>the location of existing DLR structures and how the Phase of Development will accommodate these, i.e. demonstrate that there will be no potential security risk to DLR railway, property and structures; and</i></li> <li><i>Mitigation of the effects of noise and vibration arising from the adjoining operations within the structures.</i></li> </ul> <p><i>Each relevant Phase shall thereafter be carried out in accordance with the relevant approved Construction Design and Method Strategy.</i></p>	18/00578/AOD	Minor wording change so no variance with UES.
Condition 92: Construction Lighting	<p><i>Before the Commencement of the relevant Phase of Development a Construction Lighting Scheme for that Phase shall be submitted to and approved in writing by the Local Planning Authority. Details should include appearance, siting, orientation and screening of the lights to be used during construction and the means of construction and laying out of cabling for such lights. The approved scheme shall be constructed / installed prior to Commencement of the relevant Phase and shall be removed following the completion of the Phase of Development.</i></p>	18/00761/AOD	Minor wording change so no variance with UES.

