

**PLANNING STATEMENT IN SUPPORT OF THE SECTION 73 PLANNING
APPLICATION TO VARY CONDITIONS 13 AND 15 ATTACHED TO THE
OUTLINE PLANNING PERMISSION FOR LONDON CITY AIRPORT, DATED
23 MAY 1985 (AS VARIED) TO ALLOW UP TO 120,000 TOTAL
MOVEMENTS PER ANNUM WITH RELATED MODIFICATIONS TO THE
DAILY AND OTHER LIMITS INCLUDING NOISE FACTORED MOVEMENTS.**

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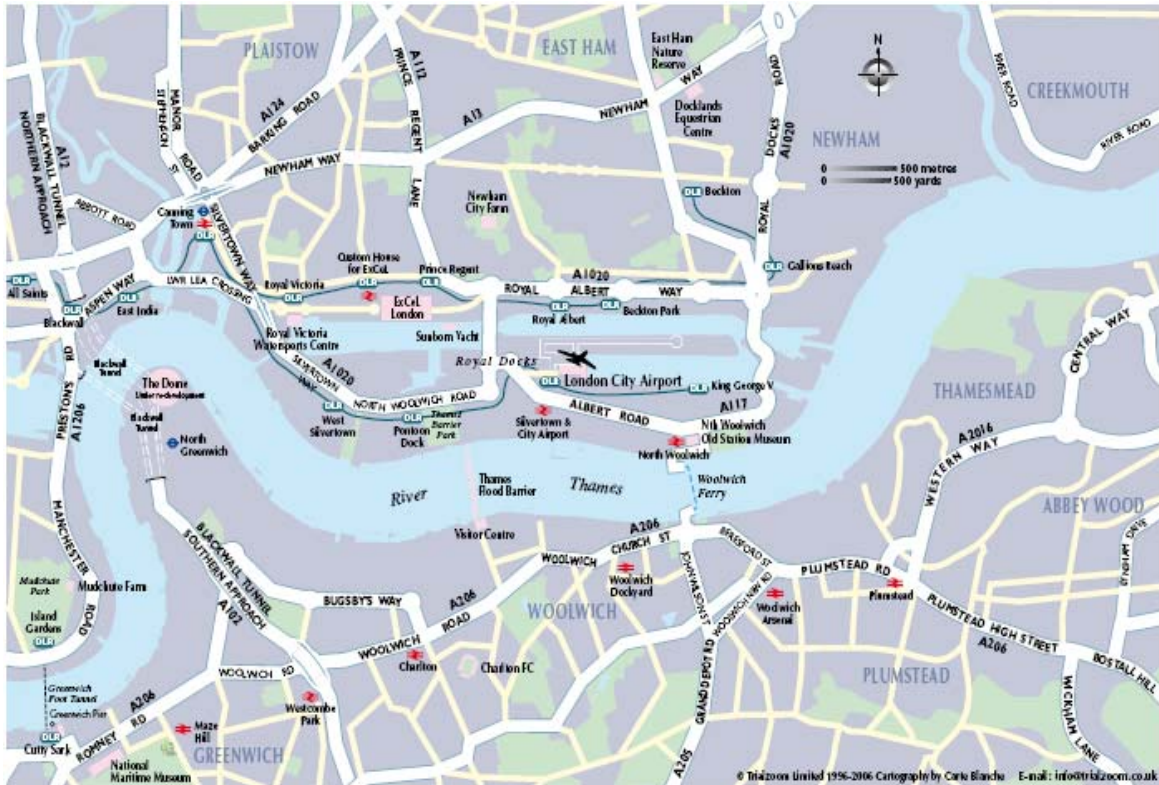
SECTION 1: INTRODUCTION

- 1.1 This Statement supports an application under Section 73 of the Town and Country Planning Act 1990 (as amended) to vary conditions 13 and 15 attached to the outline planning permission for London City Airport (LCY), dated 23 May 1985 (LPA ref: N/82/104), as varied subsequently.
- 1.2 Condition 13 restricts the number of air transport movements (ATMs) that are permitted at LCY in order to regulate the effects of the Airport's operation, primarily environmental matters such as the levels of noise and air quality.
- 1.3 Condition 15, inserted by a previous variation of the original planning permission and granted in 1998 (LPA ref: P/97/0826), restricts the number of air transport movements that are permitted at the Airport between 0630 and 0659 hours on Mondays to Saturdays.
- 1.4 An Environmental Statement, which assesses the likely significant environmental effects of the proposal, a Transport Statement and other documents are submitted with the planning application.
- 1.5 LCY falls within the administrative area of the London Borough of Newham (LBN).

a) Background

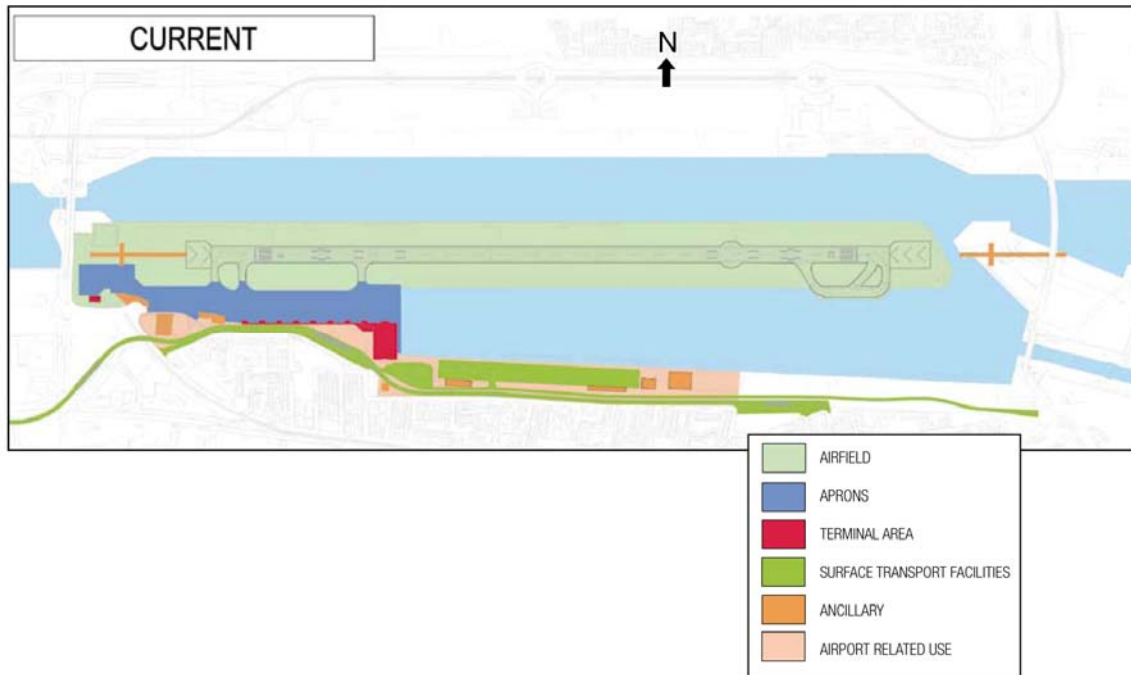
- 1.6 LCY is a city centre airport located in the Royal Docks, six miles east of the City of London, Europe's major financial district, and two miles east of Canary Wharf, London's new business centre located in the Docklands. The Airport is half a mile from ExCel London, the exhibition and conference centre. Figure 1 below shows the location of LCY.

Figure 1: LCY Location Map



- 1.7 The unique location of LCY means its operation is not typical of other London airports or of airports generally. LCY has a distinct function, serving a primarily business market. Since it opened in 1987, the Airport has grown steadily. The demand for services from LCY continues to increase. This further growth is subject to regulation by planning controls.
- 1.8 The LCY site extends to an area of 48.5 hectares. The site includes the runway, apron, main passenger terminal, the corporate aviation building (or “Jet Centre”) and other operational buildings. The runway is surrounded by water in the Royal Albert Dock and the King George V Dock. Figure 2 below indicates the existing land use at the Airport.

Figure 2: Existing Land Use at LCY



- 1.9 LCY has one runway which has a take off distance of 1,199 metres in length. There is no parallel taxiway and aircraft arriving or departing have to ‘back-track’ on the runway to take-off / taxi to the apron. The runway is capable of handling aircraft up to the size of a BAe 146 Regional Jet. A holding point for up to 3 aircraft exists at the eastern end of the runway. This was built in 2003 and improves the efficiency of the runway, especially during peak hours. The runway in its current configuration has the capacity to handle 38 aircraft movements per hour.
- 1.10 As detailed in **Section 2**, LCY was granted planning permission to build a holding point and an additional aircraft parking area in an extension over the dock to the east of the terminal. These stands are currently under construction and are due to be operational in early summer 2008.

- 1.11 Currently, LCY has 14 scheduled aircraft stands in total, 10 of which are served by a dedicated pier with the remaining stands served by buses. The site also accommodates a fire station, fuel storage, ground handling, maintenance, freight handling and office facilities which are essential for the operation of the Airport.
- 1.12 The main passenger terminal was opened in 1987 and includes check-in facilities, ticket desks, security, a departure lounge, a departure and arrival pier, departure gate areas, domestic and international baggage reclaim, immigration and customs, shops, a business centre and catering outlets. In essence, the main passenger terminal provides facilities for the scheduled airline services that use LCY.
- 1.13 The main passenger terminal was originally built to provide for 1.2 mppa and the departure lounge provided seating for 326 people. The first floor departure lounge was re-configured and expanded in 1997 and in 2001 the terminal building was extended westwards to increase baggage reclaim capacity, enhance immigration facilities and provide accommodation for control authorities and handling agents. Planning permission was granted in February 2003 for operational improvements to the Airport, known as the Operational Improvements Programme (OIP). These improvements include a 8,750 sq m floor area to the airport terminal building to service the new apron area, which will provide sufficient capacity to accommodate the passengers associated with the proposed increase in total aircraft movements.
- 1.14 The compact nature of the main passenger terminal, together with a commitment to service quality, allows LCY to provide short check-in and boarding times in comparison with other airports. Equally, arriving passengers can take less than five minutes to get from their aircraft to the front of the terminal. LCY has won many awards for its excellent services and facilities over the years including the Queen's Award for Export.
- 1.15 In December 2005 LCY was connected to London's public transport rail system via the on-site Docklands Light Railway (DLR) station, which links directly into the Airport terminal building. The Airport is also easily accessible by road, located a mile from the A13, three miles from the North Circular (A406) and 15 miles from the M25. The Docklands Highway network links the Airport to Canary Wharf, Tower Hill and the centre of London.

b) Corporate Aviation and the Jet Centre

- 1.16 From the outset, LCY, due to its unique location, was designed to serve a primarily business market, serving domestic and European destinations. It is a popular airport for European and domestic business travellers because of its ease of access and simplicity of use. LCY has a check-in time of ten minutes for all flights, a very attractive feature for business travellers in particular.
- 1.17 In recent years LCY has developed the Jet Centre, a dedicated service for corporate aviation passengers. Corporate aviation concerns the ownership and operation of aircraft by individuals and companies in conducting their business and therefore not for public hire. It also includes business charter services where an individual or company can hire the services of an aircraft operator for their own private business.
- 1.18 Located at the western end of the airfield, the Jet Centre is a stand alone facility consisting of VIP lounges, parking for aircraft, immigration, security, customs and crew facilities. Staff provide such services as flight planning and weather briefings. They also organise slot requests, ground handling arrangements, jet brokerage, aircraft cleaning, catering, maintenance, refuelling, aircraft and baggage handling. The Jet Centre has its own access road and drop off area.
- 1.19 The principal drivers of corporate aviation are speed, convenience and discretion. Corporate aviation meets the needs of business travellers in a more precise way by allowing individuals to choose their time of departure within limits and to travel to destinations not served by scheduled carriers.
- 1.20 The corporate aviation business complements the scheduled aviation business at LCY.

c) Current Operation

- 1.21 The current limit of 73,000 air transport movements at LCY is likely to be reached by the end of 2007-early 2008. In 2006 the number of scheduled passengers was approximately 2.38 million passengers per annum (mppa).

- 1.22 According to the 2006 CAA Passenger Survey, 64% of passengers using LCY are travelling for business reasons. This compares with an average of 25% at the other London airports (Gatwick, Heathrow, Luton and Stansted).
- 1.23 Twelve airlines currently operate from LCY, between them flying to 31 different UK and European destinations. The top 5 destinations in 2006 were Edinburgh, Geneva, Zurich, Amsterdam and Frankfurt.
- 1.24 The Civil Aviation Authority (CAA) has overall responsibility for the control of airspace within the UK and the provision of air traffic services under the Transport Act 2000. Section 2 of the Act requires the CAA to exercise its functions, inter alia, "...to further the interests of...managers of aerodromes..." This is to be through the "range, availability, continuity, cost and quality of air traffic services." The safe use of airspace is regulated by the Directorate of Airspace Policy (DAP), a division of the CAA. National Air Traffic Services (NATS) are charged with designing and developing UK airspace to meet demand. It is anticipated therefore that there will be sufficient airspace capacity to meet the increase in aircraft movements which are the subject of the proposed scheme.

d) Projected Growth

- 1.25 In accordance with the recommendations of the Government's Air Transport White Paper (ATWP), LCY has prepared a master plan that sets out proposals for growth of the Airport. The London City Airport Master Plan sets out LCY's aspirations for long-term growth of the Airport up to 2030. It describes and assesses the aspiration to expand the Airport in order to accommodate up to 8 mppa and 170,000 total movements. The LCY Master Plan responds to the conclusions of the ATWP, particularly the need to make the best possible use of existing runways.
- 1.26 Small improvements to throughput could be achieved through further co-operation with the airline operators using the Airport to improve the 'load factor' (the proportion of available seats actually occupied by passengers) on flights together with changes to the aircraft mix, including a greater proportion of larger aircraft, such as the Avro RJ and Embraer 170/190 type planes. However, the number of scheduled passengers is likely to be limited to minor incremental growth up to only about 2.5 mppa by 2010 without an extension of the 73,000 ATM limit.

- 1.27 It is predicted that, on the basis of consent being granted for 120,000 total movements, by the year 2010 approximately 3.9 mppa will use the Airport (see **Section 4** for full explanation). The Environmental Statement submitted with the planning application assesses the likely significant environmental effects of this growth.
- 1.28 The projected growth of LCY has been informed by a careful review of current operations and the recent growth trends experienced by the Airport. More importantly, the growth projections are based on two key determinants:
- 1) **Population Growth in London** - the London Plan projects this will increase by 800,000 between 2002 and 2016 (para 1.35).
 - 2) **Growth in Finance and Business Services** - the London Plan states this sector will make the most significant contribution to economic growth in London over the next 15 years with around 440,000 further jobs, just over 50 per cent of the gross total growth of 854,000 (para 1.44).
- 1.29 As explained in the Master Plan (page 18), the demand for growth at LCY is based on work undertaken on the relationship between passenger growth at LCY and both the growth in finance and business services employment and the growth of employment on the Canary Wharf Estate. Linear regression showed that there was a direct correlation between the actual number of passengers passing through LCY from 1997 to 2001 (inclusive) and the numbers of persons working in the finance and business services sector within London. Economic growth and the growth in finance and business services are considered further in **Section 7**.
- 1.30 Given the drivers of passenger growth and the unique characteristics of LCY, it is expected that LCY will continue to serve a primarily business market, serving and supporting the needs of the London and Borough economy. The rest of this report explains the proposals in more detail and reviews the key planning considerations it raises.

SECTION 2: THE PLANNING CONSENT

a) Planning Permission for LCY

- 2.1 Planning permission for LCY was originally granted on 23 May 1985. Since then, a series of variations have been made to the original permission in order to provide for the continual, managed growth of the Airport.
- 2.2 The original planning permission (LPA ref: N/82/104), granted by the Secretary of State, was for the following development:
- “The layout, construction, and use of an aerodrome for use by short-take-off-and-landing type aircraft, known as a STOLport, on land adjacent to the Royal Albert Dock and King George V Dock, Newham E16.”**
- 2.3 The planning permission includes conditions relating to, amongst other things, the submission of reserved matters, the type of aircraft using the Airport, ground running of engines, operating hours and noise. In addition, condition 13 requires that the number of air transport movements (ATMs) did not exceed 120 per day on Mondays to Fridays inclusive; 40 per day on Saturdays, Sundays, Bank Holidays and Public Holidays; and a total of 30,160 per year.
- 2.4 The planning history for LCY is lengthy. The most relevant planning permissions are summarised in Figure 4 and the accompanying text below:

Figure 4: Planning History Summary Schedule

May 1985	Outline planning permission granted (subject to S106 agreement) for LCY (or “STOLport” as it was then known) (LPA ref: N/82/104).
	<ul style="list-style-type: none"> • Permission was restricted to 30,160 air transport movements (ATMs) per year [SUPERSEDED]. • Included a noise control system.
September 1991	Planning permission granted for the extension of the existing runway and the variation of conditions attached to the original 1985 planning permission (Refs: LRP43/G5750/01; LRP219/J9510/017).
	<ul style="list-style-type: none"> • Introduced the concept of noise factoring – setting out 5 categories of noise with each category assigned a noise factor weighting. Each type of aircraft using the Airport must be placed in the relevant category. • Permission restricted to 36,000 ATMs and 36,000 noise factored movements per calendar year [SUPERSEDED].
July 1998	Planning permission granted (subject to S106 agreement) for the variation of conditions attached to the original 1985 planning permission (LPA ref: P/97/0826).
	<ul style="list-style-type: none"> • Permission restricted to 73,000 ATMs and 73,000 noise factored movements per calendar year. • Condition 15 added - between 0630 and 0659 hours on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the airport will be closed between these times) the number of air transport movements shall not exceed 6 on any day.
February 2003	Planning permission granted (subject to S106 agreement) for operational improvements including construction of runway 28 hold, with associated protective boom, eastern apron extension, associated link to runway, extension of pier/noise mitigation barrier (LPA ref: P/00/1323).
	<ul style="list-style-type: none"> • In essence, this permission related to the physical works required to provide for 73,000 ATMs per calendar year (as permitted by the 1998 permission).
January 2007	Planning permission granted (subject to S106 agreement) for the variation of Condition 13 of the 1998 planning permission and (LPA ref: 06/01310/VAR).
	<ul style="list-style-type: none"> • Varies daily ATM limits, whilst retaining the overall limit of 73,000 ATMs. • Consent is for a 3-year temporary period, expiring on 11 July 2010.

b) 1991 Variation

2.5 In 1991 planning permission was granted for the extension of the runway to 1,199 metres in length and variation of the 1985 planning permission to provide for an increase in the number of ATMs permitted per calendar year from 30,160 to 36,500. This permission also introduced the concept of noise factoring to regulate the operation of LCY. The noise factoring system is based on 5 categories of noise with each category assigned a noise factor weighting. Each type of aircraft using the Airport must be placed in the relevant category. Under this permission the number of noise-factored movements was also limited to 36,000 per calendar year. The noise-factored threshold includes both scheduled ATMs and General Aviation movements associated with the Corporate Jet Centre.

c) 1998 Variation

2.6 In 1998 a further variation of the original planning permission was granted which established daily operating limits for ATMs within an overall limit of 73,000 ATMs per calendar year. The number of noise-factored movements allowed was also increased to 73,000 per calendar year.

2.7 This variation inserted a new condition (Condition 15) which states that between 0630 and 0659 hours on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the airport will be closed between these times) the number of air transport movements shall not exceed 6 on any day.

d) 2003 Operational Improvements

2.8 Planning permission was granted in February 2003 for operational improvements to the Airport, including construction of runway 28 hold, with associated protective boom, eastern apron extension, associated link to runway, extension of pier/noise mitigation barrier. In essence, this permission related to the physical works required to provide for 73,000 ATMs per calendar year (as permitted by the 1998 permission).

2.9 Whilst the runway 28 hold has since been constructed at the eastern end of the runway, the extension to the terminal and terminal pier have yet to be commissioned. LCY has let the contract to construct new aircraft parking stands on an apron extension over the King George V Dock which are due to be operational in early summer 2008.

e) 2007 Variation

2.10 On 11 July 2007 LBN granted planning permission, subject to a S106 agreement, to vary the previous 1998 condition governing the weekly spread of ATMs at the Airport, whilst retaining the overall limit of 73,000 ATMs and 73,000 'noise-factored' movements. This latest variation increases the number of aircraft movements during weekdays to a maximum of 360 ATMs per day, whilst decreasing the allowance for flights at weekends and public holidays. The consent is valid for three years, expiring on 11 July 2010.

f) The Current Application

2.11 In a similar manner to the above permissions, this application seeks to vary the 1985 permission (as varied) to provide for the continued growth of LCY. Any new permission will supersede the temporary consent referred to above.

SECTION 3: THE GOVERNMENT'S AIR TRANSPORT WHITE PAPER

a) Introduction

- 3.1 The Air Transport White Paper (ATWP) was published by the Government in December 2003 and sets out a clear strategic policy framework for the development of airport capacity in the UK over the next 30 years.
- 3.2 The ATWP recognises that demand for air travel in the South East is high, principally because of the nature and strength of the economy within the South East and London in particular. Pressures on existing capacity in the South-East of England are already more severe than those in the rest of the country.
- 3.3 Paragraph 11.6 of the ATWP states that **“Our first priority is to make the best possible use of the existing runways at the major South East airports”**.
- 3.4 The ATWP recommends that airport operators produce master plans to take account of the ATWP conclusions on future development. The master plans should set out proposals for development of the airport to 2015 in some detail. Indicative land use plans should be included for the period from 2016 to 2030 (paragraph 12.8).

b) The Economic Importance of Aviation

- 3.5 The opening line of the ATWP is as follows:

“Air travel is essential to the United Kingdom’s economy and to our continued prosperity (Foreword).”

- 3.6 The ATWP recognises the importance of air travel to national and regional economic prosperity, and that not providing additional capacity where it is needed would significantly damage the economy and national prosperity (Executive Summary).
- 3.7 The fundamental importance of aviation to the UK economy is clearly summarised as follows:

“Britain’s economy is in turn increasingly dependent on air travel. One third of our visible exports, by value, now go on air. Exports of services, which depend on the ability to travel by air, make up a further eight per cent of our national income. Around 25 million foreign visitors a year contribute to a tourist industry that directly supports more than two million jobs; two thirds of these visitors come by air. Businesses coming to Britain are attracted by our good air links, and airports are a magnet for other forms of development. In an increasingly competitive global marketplace, Britain’s continuing success as a place in which to invest and do business depends crucially on the strength of our transport links (paragraph 2.5).

“The aviation industry itself makes an important contribution to our economy. It directly supports around 200,000 jobs, and indirectly up to three times as many. In a tough competitive environment, UK airport operators and UK-based carriers of all types are leaders in their fields, whose success brings significant economic benefits to this country. An illustration of this is the fact that one fifth of all international air passengers in the world are on flights to or from a UK airport (paragraph 2.6).”

c) London City Airport

- 3.8 In addition to seeking to make the best possible use of existing runways at the major South East airports, the ATWP also supports, in principle, development of smaller airports in the South East to meet local demand subject to relevant environmental considerations (paragraph 11.11). LCY is specifically considered as a small airport in the South East. Paragraph 11.95 states that local planning frameworks should take account of the benefits that development at the smaller airports could provide, and consider policies which facilitate the delivery of growth at these airports. It states that the specific details of development at any airport should remain a matter of local determination through the planning system.
- 3.9 LCY’s growth potential of up to 5 million passengers per annum is recognised at paragraph 11.96 of the ATWP. It states the following:

“London City provides services within the UK as well as to a wide range of key European destinations such as Paris, Amsterdam and Zurich. Our forecasts show that the airport is likely to grow steadily and that this growth would not be significantly affected by the addition of runway capacity at the major London airports. It is particularly well placed to serve a niche business market. Several of the surrounding local authorities supported growth to 5mppa. The airport operator believes that with some further development a higher throughput could be achieved.”

- 3.10 Paragraph 3.5 of the ATWP states that at a local level, decisions about the amount and location of future airport capacity must properly reflect environmental concerns, with adverse impacts required to be controlled, mitigated and, where relevant, made the subject of suitable compensation.

d) Climate Change

- 3.11 The ATWP also acknowledges the growing contribution of air transport to climate change (paragraph 3.35). It states that the Government is committed to taking a lead in tackling the problem of climate change and to putting the UK on a path to a reduction in carbon dioxide emissions by some 60 percent from current levels by 2050 (paragraph 3.36).
- 3.12 The ATWP states how the issue of climate change should be addressed by the aviation sector:

“Reduction in greenhouse gas emissions across the economy does not, however, mean that every sector is expected to follow the same path. The Government is committed to a comprehensive approach, using economic instruments to ensure that growing industries are catered for within a reducing total. The use of emissions trading allows coverage of environmental costs through a mixture of emissions reduction within the sector and purchase of reductions that can be produced more cheaply by other sectors (paragraph 3.37).... The Government therefore believes that the best way of ensuring that aviation contributes towards the goal of climate stabilisation would be through a well-designed emissions trading regime (paragraph 3.39).”

3.13 In addition, the ATWP states that the Government will press for the adoption by airports, airlines and air traffic controllers of working practices that minimise the impact of their activities on climate change; research and development by aerospace manufacturers of new technologies to reduce the climate change impact of future fleets; and voluntary action to control greenhouse gas emissions and develop sustainability strategies (paragraph 3.41).

3.14 Paragraph 3.42 states that the Government will also continue to explore and discuss options for the use of other economic instruments for tackling aviation's greenhouse gas emissions.

e) **Other Issues**

3.15 A number of other elements of the ATWP are also of direct relevance to the LCY proposals including:

- **SURFACE ACCESS** - The importance of long-term surface access strategies being defined in airport master plans and being the subject of project development, option appraisal and consultation, with a view to identifying preferred schemes in Local Planning and Transport Plans (paragraph 12.20).
- **NOISE** – paragraph 3.15 explains that the Government's approach is, first to control the scale of impacts; second, to mitigate the remaining impacts; and third, to compensate for those impacts which cannot be mitigated. Page 34 confirms that 57dBA L_{eq} marks the daytime onset of significant community annoyance, whilst paragraph 3.21 states that noise levels of 69dBA L_{eq} or more should trigger assistance with the costs of relocation, and 63dBA L_{eq} or an increase of 3dBA L_{eq} or more should trigger contributions to acoustic insulation.
- **AIR QUALITY** – paragraph 3.28 acknowledges that aircraft engines, along with airport traffic on local roads and surface vehicles generate emissions, the most important being nitrogen dioxide (NO_2) and particulates (PM_{10}). Paragraph 3.31 states that compliance with air quality standards will require reducing airport 'airside' emissions substantially, through technological and operational improvements by both airports and airlines. It also encourages limiting road traffic emissions through increased use of public transport.

- **OTHER** – paragraph 3.34 states that the loss of habitats, species, landscape and built heritage should be minimised where any new development takes place.

f) **Air Transport White Paper Progress Report**

- 3.16 In December 2006 the Government published its Progress Report on the ATWP.
- 3.17 The Progress Report reaffirms the importance of aviation to the UK economy. It draws on research published in 2006 by Oxford Economic Forecasting, which concluded that access to air services is an important factor for 25% of companies across the whole economy in influencing where they locate their operations in the UK. Access to air services also affects the decisions by 10% of all companies as to whether to invest in the UK at all (paragraph 4.14).
- 3.18 The document also reaffirms the Government’s commitment to make the best use of existing capacity (see paragraph 5.5). LCY is dealt with specifically in paragraph 10 of Appendix A (Progress at UK Airports) which states as follows:

“The White Paper states that London City Airport was likely to demonstrate steady growth, serving a niche business market to domestic and European destinations. London City published its draft consultative master plan in March 2006 which included plans to handle 8mppa by 2030. The airport continues to be an important factor in local regeneration, business development, transport and tourism infrastructure.”

- 3.19 The Progress Report also reaffirms the Government’s policy for tackling the climate change impacts of aviation. Paragraph 2.10 states:

“The Government continues to believe that this can be done by emissions trading. This mechanism – which already operates across the EU in other sectors – should be extended to the aviation sector at the earliest opportunity. Inclusion of aviation in the emissions trading scheme is the most efficient and cost-effective way to ensure that the sector plays its part in tackling climate change. This approach was endorsed by Sir Nicholas Stern’s recent report on the economics of climate change, which strongly supports carbon pricing to ensure that economic decisions fully reflect social and environmental costs.”

3.20 Page 22 of the Progress Report recommends:

- a) All airports to follow the example of Manchester and Luton airports and plan to become carbon neutral; and
- b) Operators to publish an environmental statement alongside their master plans setting targets for recycling, reducing carbon emissions, improving their energy efficiency of their business operations with the aim of achieving carbon neutrality as quickly as possible.

3.21 In the case of LCY, such commitments will be detailed in an 'environmental statement' to be submitted in support of the forthcoming planning application to further develop the Airport in accordance with the Master Plan. The Airport is in the process of developing a comprehensive carbon management strategy to be applied to emissions both within and outside of the Airport's direct control. Once completed and implemented, this strategy will enable the Airport to achieve objectives to minimise greenhouse gas emissions and will provide information/support in relation to offsetting, where appropriate. Further details of this are provided in the Sustainability Report. With regard to surface access, LCY has higher proportions of passengers using public transport than any other UK airport.

g) The Planning White Paper – “Planning for a Sustainable Future”

3.22 In May 2007, the Government published a new Planning White Paper: “Planning for a Sustainable Future”, which sets out a wide ranging agenda for reform of the planning system. The Planning White Paper explains the Government's intention to produce national policy statements in respect of national infrastructure and, in this context renews its commitment to the ATWP.

3.23 Paragraph 3.1 of the Planning White Paper states:

**"The Government has since responded by publishing the Air Transport White Paper to provide a framework for airport development. This identifies airport development which the Government considers to be in the national interest, for reference at future planning inquiries..."
(RPS emphasis added)**

3.24 The Planning White Paper emphasises that nationally important infrastructure is "vital" to the national economy (paragraph 1.49), that the Air Transport White Paper is to be treated as a national policy statement (paragraphs 1.10, 3.1, 3.29 and 3.36). Particularly significant is the fact that the Planning White Paper reconfirms the status of the ATWP in the following terms:

"National Policy Statements would need to be regularly reviewed or updated to ensure that they take account of significant developments. The Air Transport White Paper for example, had a commitment to monitor and evaluate the effectiveness and impact of the policies with a progress report after 3 years, and the Government is now committed to a full review in a further 3-5 years (paragraph 3.31)."

3.25 In other words, the Planning White Paper confirms that the ATWP remains up to date national policy for at least the next 3-5 years.

3.26 It therefore has an unequivocal status as a definitive statement of national policy.

SECTION 4: THE PROPOSALS

- 4.1 The current ATM limit, with recent variations described in **Section 2** above, should enable the Airport to operate effectively and without undue commercial constraint only until the end of 2007-early 2008. During the past two years there has been a 19% growth in passengers per annum.
- 4.2 In light of this recent growth at LCY, there is a requirement to extend the capacity of the Airport (beyond the ATM cap adopted through the July 1998 permission), in order to avoid constraining the Airport and the wider economy it supports and to ensure that the continued growth of the Airport is properly regulated.
- 4.3 This application seeks to accommodate the projected demand, by airlines operating at LCY, for the period up to the end of 2010. No new airport facilities beyond those already consented are required to accommodate this level of growth. For the Airport to continue to grow beyond 2010, however, additional airport facilities are likely to be necessary, and this is intended to be the subject of a more comprehensive 'Master Plan' application which will follow determination of this application. The current application concentrates on the urgent need to lift restrictions on the existing airport facilities in the interim period and, therefore, seeks to vary previous planning permissions.
- 4.4 Accordingly, the following is proposed:

“Application under section 73 of the Town and Country Planning Act 1990 to vary conditions 13 and 15 of the outline planning permission dated 23rd May 1985, as previously varied by the Secretary of State on 26th September 1991 and by the London Borough of Newham on 21 July 1998 and 11 July 2007 to allow up to 120,000 total movements per annum with related modifications to the daily and other limits including noise factored movements.”

- 4.5 As referred to previously, the current annual limit on ATMs is 73,000. In addition, there are also an unrestricted number of General Aviation (GA) movements from the Jet Centre for which no planning limit applies.

- 4.6 Within the existing permitted limits, the Airport handled 79,616 total movements in the last full calendar year (2006), of which 71,016 were classified as ATMs (as defined in the previous wording of condition 13), comprising 65,860 scheduled airline movements and 5,156 Jet Centre ATMs (from a total of 13,756 GA / Jet Centre movements).
- 4.7 It is proposed to increase this to a combined total of 120,000 movements per annum with no redefinition of an ATM cap. This will ensure that the operations of the Jet Centre are subject to the same planning controls as the Airport's scheduled movements.
- 4.8 A summary of the existing and proposed number of aircraft movements is provided in Figure 3 below.

Figure 3: Summary of Existing and Proposed Aircraft Movements

	2006 – Existing Aircraft Movements	2010 – Proposed Aircraft Movements
Total Aircraft Movements	79,616	120,000
Classified Air Transport Movements (ATMs)	71,016	N/A
Scheduled Movements	65,860	(approx 95,000)
General Aviation / Jet Centre	13,756*	(approx 25,000)

**5156 of these movements were designated ATMs*

- 4.9 The proposed total movement limit of 120,000 is based on the projected demand by airlines and corporate aviation companies operating at LCY, which, by 2010, is likely to generate in the order of 95,000 scheduled airline and 25,000 jet centre movements. The overall pattern of movements remains as existing. It is therefore proposed to increase the existing daily limits on a pro-rata basis, as detailed below.

4.10 There will be a related increase to the number of noise factored movements, and adjustments to the daily and other limits. It is proposed that the noise factored movement limit of 73,000, set out in condition 13 (4), is extended to 135,000 to allow for changes in the aircraft mix, with a greater proportion of modern, larger and more fuel efficient aircraft coming on line. It is proposed that the current arrangements for categorising aircraft under this noise factoring system, in accordance with Condition 12 of the July 1998 permission; (S106 First Schedule) and Condition 13; (S106 Clause 4.3), shall be retained.

4.11 This application seeks to amend the wording of condition 13 as follows¹:

“(13.) (1) The number of ~~air transport~~ aircraft movements at the Airport shall not exceed:

- (a) 50 100 per day on Saturdays and 400 200 per day on Sundays but not exceeding 440 280 on any consecutive Saturday and Sunday**
- (b) 360 592 per day on weekdays except 1 January, Good Friday, Easter Monday, the May Day holiday, the late May bank holiday, the late August bank holiday, 25 December and 26 December**
- (c) 80 132 on 1 January**
- (d) 400 164 on Good Friday**
- (e) 420 198 on Easter Monday**
- (f) 450 248 on the May Day Holiday**
- (g) 440 230 on the late May Bank Holiday**
- (h) 440 230 on the late August Bank Holiday**
- (i) 60 100 on 26 December**
- (j) ~~73,000~~ 120,000 per calendar year.**

(2) In the event of there being a Bank Holiday or Public Holiday in England which falls upon or is proclaimed or declared upon a date or dates not referred to in sub-paragraph (c) to (i) (inclusive) of condition 13 (1) then the number of ~~air transport~~ aircraft movements permissible on that date shall not exceed 200 330 unless the local planning authority otherwise agrees in writing but in any event the limit for any particular date or dates shall not exceed 240 396 per day.

(3) For the purposes of conditions 13 (1), 13 (2), and 13 (4) the expression ‘aircraft movements’ shall mean the take-off or landing of an aircraft at the Airport, other than those engaged in training or aircraft testing. ~~‘air transport movements’ shall mean air transport movements by civil aircraft engaged in the transport of passengers, cargo, or mail on commercial terms and shall include movements by aircraft engaged in sightseeing tours.~~

¹ Underlining indicates text that it is proposed to insert and strike-through indicates text that it is proposed to delete. The wording of Condition 13 is as approved by the 2007 planning permission.

(4) The number of factored movements shall not exceed:

- (a) In any one week the number of permitted ~~air transport~~ aircraft movements for that week by more than ~~15%~~ 25%**
- (b) ~~73,000~~ 135,000 per calendar year.**

(5) For the purpose of condition 13(4) the number of factored movements shall be calculated by multiplying the number of take-offs and landings by each aircraft by the relevant noise factor for an aircraft of this type under condition 12 and adding together the totals for each aircraft type using the Airport.”

4.12 This application also seeks to amend the wording of condition 15 as follows:

“Unless otherwise agreed in writing by the Local Planning Authority, between 0630 and 0659 hours on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the airport will be closed between these times) the number of ~~air transport~~ aircraft movements shall not exceed ~~6~~ 12 on any day.”

4.13 The proposed increase in aircraft movements between 0630 and 0659 hours on Monday to Saturdays provides for a related increase in the number of aircraft movements during this period. The phrase ‘aircraft movements’ (rather than ‘air transport movements’ as previously) is inserted for consistency. The proposed maximum number of movements during this period (12) is, of course, small.

4.14 It shall remain the case that the Airport shall only allow the take off and landing of aircraft between 0630 and 2200 hours Monday to Friday, between 0630 and 1230 hours on Saturdays, and between 1230 and 2200 hours on Sundays, subject to the provisions of Condition 11. This sets out circumstances where unavoidable operational delays may require the taking off or landing of aircraft after these times.

4.15 No new infrastructure or built works are proposed through the application. The expansion of the Airport to 2010 to accommodate up to 120,000 total movements is expected to be carried out using existing or consented built infrastructure and, in particular, works recently or shortly to be implemented pursuant to planning consent P/00/1323 for various operational improvements, including a runway hold, eastern apron extension for up to 5 aircraft and a 8,750 sq m floor area extension to the Airport main passenger terminal building.

- 4.16 The London City Airport Master Plan, published for consultation in March 2006 and in final form in November 2006, sets out LCY's aspirations for growth of the Airport up to 2030. The Master Plan was produced in response to the Government's ATWP which requires airports to produce a master plan to take account of conclusions on future development.
- 4.17 The ATWP also states that local planning authorities should have regard for airport proposals when preparing their planning policy documents. More specifically, the ATWP states that the level of detail contained within airport master plans is essential to inform the content of the Local Development Framework (paragraph 12.7). It states "*an airport master plan does not have development plan status, but the level of detail contained within it is essential to inform the content of Local Development Framework*". Airport master plans should also take into account the Regional Spatial Strategy and Local Transport Plans and these development plan documents should in turn take into account airport master plans when they are revised (paragraph 12.9).
- 4.18 The LCY Master Plan describes and assesses the aspiration to expand the Airport in order to accommodate up to 8 million passengers per annum (mppa) and 170,000 total movements. Proposals arising from this Master Plan will be subject to a separate planning application to be submitted to LBN in due course.
- 4.19 This application should be distinguished from a future Master Plan application to expand the Airport, which on a phased basis could seek to accommodate 8mppa by 2030. The Master Plan application will be subject to its own planning appraisal, EIA and other assessments and would, therefore, be judged independently from this 'interim' application. This application cannot therefore be seen to predetermine or prejudice subsequent proposals contained within future Master Plan applications. It is estimated that the new limits that are proposed in this interim application would be sufficient to facilitate growth to 2010. During that time, it is intended that an application would be prepared and submitted for the full development of the Airport in accordance with the Master Plan.

SECTION 5: PUBLIC CONSULTATION

a) Introduction

5.1 LCY has a well-established programme of ongoing community consultation, both formally in the form of committees and boards, as well as informally through an extensive range of interactions, including schools and educational programme support, sponsorship of many local initiatives (both financially and in kind) and personal contact with key community figures. LCY makes it a priority to communicate with local residents and community groups. The Airport also regularly communicates with a number of business related organisations.

5.2 Formal dialogue is achieved through consultative bodies, which are established to monitor all aspects of the operation of the Airport, and as a means for supporting community participation and response to queries regarding the day-to-day activities of LCY. Details of the most significant ongoing consultation initiatives are summarised below.

i) The London City Airport Consultative Committee

5.3 The London City Airport Consultative Committee (LCACC) was established in 1987 when LCY commenced operation. The Committee provides an interactive forum to monitor and discuss all aspects of the operation and development of the Airport, especially with regard to its impact and opportunities for the people living and working in the surrounding area. The Committee is made up of representatives from the local authorities, residents, Community Forums and businesses that have an interest in the Airport (membership details are provided in Appendix 2). Meetings are held quarterly and the committee's agenda papers and minutes are published on the Committee website (www.lcacc.org).

ii) The London City Airport Transport Forum

- 5.4 London City Airport Transport Forum (ATF) was created in 1999 in response to Government guidelines set out in the 1998 “A New Deal for Transport – Better for Everyone” White Paper and is designed to improve and sustain access to the Airport. The ATF includes representatives of both the users and providers of transport in the area (a full list of members is shown in Appendix 2). The Airport Surface Access Strategy, developed and implemented in conjunction with the ATF, details the short and long term plans to increase the use of public transport by both staff and passengers.
- 5.5 LCY is keen to monitor, promote and participate in local transport developments and therefore, where possible, engages in discussion groups, forums, working groups and transport committees to ensure that the local provision of public transport meets the needs of all transport users in the area, including the Airport and local residents. The Canary Wharf Transport Forum – chaired alternately by the Canary Wharf Group and Tower Hamlets Council, this group meets 4 times a year to discuss transport matters in the east London Area. All the major providers of public transport in the area regularly attend, including London Underground, DLR, London Buses and train operating companies. The Forum gives stakeholders in the estate an opportunity to discuss transport related developments. It particularly encourages involvement from local stakeholders and feedback from individuals via their nominated company representative.

iii) Community Forums and Groups – Sharing Knowledge

5.6 Community Forums provide the opportunity for the Airport to actively engage with residents and other stakeholders. They are also a means of providing feedback on the performance of local area strategies and commenting on regeneration proposals. LCY has representatives on the Steering Group of the Royal Docks Community Forum (membership details are provided in Appendix 2), the West Silvertown Community Foundation, Newham Chamber of Commerce and Newham Education Business Partnership. In addition to this, the Chief Executive sits on a number of local community boards such as the Royal Docks Trust, Newham Homes, Newham General Hospital and Leaside Regeneration. LCY also maintains communication with a number of business related organisations – specifically the Royal Docks Partnership, London Chamber of Commerce and Industry, Confederation of British Industry, East London Business Alliance and London First.

iv) Access to Jobs

5.7 LCY is eager to ensure that employment opportunities are made available to local residents and actively participates in the LBN Access to Jobs Forum, with a representative participating in the Partnership Group. Employing local people provides a more available workforce, while embedding the economic benefit of the Airport operation within the local community. The Forum works to reduce the barriers to employment experienced by Newham residents. Regular meetings of the Partnership Group and additional forums aim to increase levels of communication amongst employers, employment agencies and the Council, to lower the levels of unemployment in the borough.

5.8 In addition, LCY is a long-standing member of the East London Business Alliance and engages in programmes to promote job opportunities at the Airport to local people, such as the Community Affairs Trainee Scheme for Tower Hamlets graduates; and the Legacy 2020 Job-Link project, supported by the LDA. In order to ensure that the large population of young people in Newham are aware of the jobs available at LCY and the skills required to obtain them, LCY has a strong focus on “education excellence” programmes which address basic skills, raising aspirations and the transition from education to employment. Working with the Newham

Education Business Partnership (NEBP) as well as directly with schools, LCY delivers mock interviews; application form workshops; careers presentations; a weekly work experience programme and job role play exercises, on a weekly basis. Programmes are tailor made and demand led as the LCY Community Relations Manager sits on the NEBP Steering Group.

v) Community Newsletter – Runway News

5.9 The introduction of a new community newsletter in 2005 has proved an effective means of sharing news with local people. Produced 3 times a year, Runway News is delivered to 15,000 letterboxes (close to the Airport) in the London Borough of Newham and is also available on the LCY website.

b) London City Airport Master Plan 2006

5.10 This planning application seeks permission for an increase to 120,000 total movements per annum over the period up to 2010. This is in accordance with the principles set out in the Master Plan that sets out the long-term aspirations for the growth of LCY.

5.11 Prior to the publication of the final Master Plan in November 2006, a draft version (Master Plan for Consultation) was the subject of a comprehensive programme of public consultation in March 2006.

5.12 Before the consultation commenced, LCY held a half-day conference for its staff, manned an exhibition stand at the “Big Sunday” event organised by LBN in 2006 and made a presentation to a special joint meeting of the London City Consultative Committee and the Airport Transport Forum.

5.13 During preparation of the Master Plan, the following categories of stakeholders, organisations and groups were consulted:

- Central Government
- Local Members of Parliament
- Greater London Authority (including the Assembly)
- Local London Boroughs
- Staff

- Airlines
- Local residents
- Transport organisations
- Local businesses
- Community groups
- Environmental groups
- Other government organisations
- Trade bodies (including London First, the Confederation of British Industry, and the London Chamber of Commerce and Industry, East London Business Alliance)
- Education establishments
- Passengers

5.14 The following methods of consultation were used:

- LCY website
- Electronic news service sent “newsbytes” to subscribers
- Hard copies (with a DVD containing a 10 minute animated film showing the physical elements of the Master Plan unfolding)
- Face-to-face presentations
- Exhibitions in the LCY terminal building and LCY staff restaurant
- Public meeting held in North Woolwich in May 2006 – attended by over 120 people
- Presentation given to a joint meeting of the North Woolwich & Silvertown, Custom House & Canning Town and Beckton Community Forums
- Runway News newsletter – contained a four-page pull-out section titled ‘The Future of London City Airport’
- Coverage in the local press, following release of a press release
- Report broadcast on ITV London News

5.15 In total, approximately 900 hard copies of the Master Plan for Consultation were distributed, over 200 people received a link to an electronic version and 6,000 people accessed the Master Plan for Consultation on the LCY website.

c) LCY Response to Master Plan Consultation

5.16 In total, 23 responses to the consultation were received. Respondents included LBN, LB Tower Hamlets, GLA, Transport for London and the Environment Agency. Each response was analysed and categorised according to a broad quantitative scale:

- Fully supports (13)
- Supports with caveats (3)
- Opposes (2)
- Comments made but neither supports nor opposes (5)

5.17 The number of responses falling within each category is indicated in brackets above. The majority of respondents supported the Master Plan for Consultation and only two opposed the proposals. None of the respondents contradicted passenger and aircraft movement forecasts proposed in the Master Plan for Consultation.

5.18 LBN's response recognised that the Airport is a major strategic asset to the Borough, acting as an incentive to development in the Royal Docks area and being an important employer, but that the environmental impacts of the Airport's operations must be limited, closely monitored and controlled (LBN letter, May 2006). As part of the draft LDF, LBN published a draft Area Action Plan for the Royal Docks and Thameside West (February 2006), which identifies development opportunities within the Royals. It states that the preferred option for the City Airport Development Zone is as follows: -

“Support for measures to enhance existing Airport facilities, without compromising the local or Borough-wide environment quality or amenities nor affecting the development of other sites. The Draft Area Action plan will distinguish between the development site, the runway and the existing terminal building. The Airport has now been in operation for several years and has contributed to the physical regeneration of the area (paragraph 4.91).”

- 5.19 The GLA also provided a detailed response to the Master Plan for Consultation. Their report, dated June 2006, concluded that the proposals will need to weigh the economic benefits of growth in LCY's capacity to London's economy – and that of the Thames Gateway in particular – against the disbenefits of amenity loss or diminution, environmental harm, and loss of development capacity in the London Thames Gateway area.
- 5.20 Of the seven business organisations that responded to the consultation, six fully supported the Master Plan for Consultation, including the CBI, London Chamber of Commerce and Industry, Excel, Canary Wharf Group and Capital & Provident Management, noting the importance of the Airport to the competitiveness of the City and Canary Wharf.
- 5.21 The final Master Plan includes a point-by-point response to the most significant matters raised by the respondents and, where appropriate, the main text was amended accordingly.

d) Further Consultation

- 5.22 In addition to the consultation initiatives detailed above, LCY is undertaking the following specific consultation initiatives with regard to this planning application:
- Briefing formed an article in Runway News (Airport Community Newsletter) which was distributed on 30 June 2007 with the Newham Magazine to 15,000 homes south of the A13.
 - Email and postal updates sent to those listed for Master Plan (plus additional contacts as appropriate).
 - Letters sent to the Chairs of the three community forums and councillors in local area (Royal Docks, Beckton, Custom House and Canning Town) offering a presentation at LCY held on 26th July 2007.
 - Briefing sent to the London City Airport Consultative Committee, with follow up presentation at a meeting on 3 July 2007.
 - LCY briefing to employees.
 - All airline station managers and Head Office contacts of companies operating at LCY included in email briefing.
 - Passengers and business groups via articles in City to Cities magazine and in electronic newspaper 'Newsbytes'

SECTION 6: KEY PLANNING CONSIDERATIONS

- 6.1 A thorough review of national, regional and local planning policy has been completed and is included at Appendix 1. The LCY proposals have been assessed against the relevant planning policies and other material considerations. Careful consideration has also been paid to the comments received by LCY during the consultation phase of preparing the Master Plan and subsequent discussions with interested parties.
- 6.2 In addition, as detailed in Section 5, LCY has continued its comprehensive programme of consultation with local residents and the business community.
- 6.3 The key planning considerations that relate to the proposed development are as follows:
- **Economic Growth and Regeneration** – the economic growth and regenerative impact of the proposed development on the surrounding area (see **Section 7**).
 - **Noise** – the acceptability of the proposed development in terms of noise (see **Section 8**).
 - **Air Quality** – the acceptability of the proposed development in terms of air quality (see **Section 9**).
 - **Transport – Surface Access** - the acceptability of the proposed development in terms of transport (see **Section 10**).
 - **Other Planning Considerations** – the consideration of other issues such as health, sustainability and waste (see **Section 11**).

SECTION 7: ECONOMIC GROWTH AND REGENERATION

a) Introduction

- 7.1 In 2006 LCY handled almost 2.5 million passengers per year and is considered to be a vital contributor to London's economic success. LCY is a key attractor for foreign businesses looking to locate in London and contributes significantly to London's status as a World City. 64% of passengers using LCY are travelling for business reasons compared with an average of 25% at the 4 other London airports (CAA data 2006).
- 7.2 At a more local level, LCY brings regenerative benefits in terms of job creation and prosperity to the surrounding area. It is an important factor in local regeneration, business development, transport and tourism infrastructure and its impact is felt beyond its immediate catchment. It is also considered to be a contributing factor to the success of Canary Wharf and London ExCel exhibition centre. Indeed, it is credited as a "flagship" project in the Royal Docks that changed perceptions and gave potential developers and tenants confidence to invest in key developments in the area such as Canary Wharf and ExCel London.
- 7.3 The purpose of this section is to consider the economic growth and regeneration issues that relate to the proposed growth of LCY to 120,000 total movements per annum. The section includes a review of the relevant planning policies, before considering the importance of LCY to the London economy, having particular regard to the Airport's relationship with the City of London and Canary Wharf, and the local employment and income that is supported by the Airport.

b) Planning Policy

- 7.4 As demonstrated below, the growth of LCY is supported by all levels of planning policy. A review of planning policies is included at **Appendix 1**.

i) National Policy

7.5 As detailed in Section 3, the ATWP states that air travel is essential to the UK economy. It directly supports around 200,000 jobs, and indirectly up to three times as many (Foreword; paragraph 2.5). The ATWP recognises the importance of aviation at all levels:

“At the same time, airport development is a matter of great significance at both national and local levels. The provision of adequate infrastructure and capacity is important for national competitiveness, for regional development and for people’s ability to travel quickly, easily and affordably to where they want to go (paragraph 1.5).”

7.6 More specifically, the ATWP supports growth at LCY to accommodate up to 5 mppa. Paragraph 11.96 states:

“London City provides services within the UK as well as to a wide range of key European destinations such as Paris, Amsterdam and Zurich. Our forecasts show that the airport is likely to grow steadily and that this growth would not be significantly affected by the addition of runway capacity at the major London airports. It is particularly well placed to serve a niche business market. Several of the surrounding local authorities supported growth to 5mppa. The airport operator believes that with some further development a higher throughput could be achieved.”

7.7 Paragraph 3.5 of the ATWP states that at a local level, decisions about the amount and location of future airport capacity must properly reflect environmental concerns, with adverse impacts required to be controlled, mitigated and, where relevant, made the subject of suitable compensation. Environmental concerns such as noise and air quality are considered in **Section 8** and **Section 9** respectively.

- 7.8 In December 2006 the Government published its Progress Report on the ATWP, which took into account the findings of Sir Nicholas Stern's report on the economics of climate change. The document reaffirms the commitment to make the best use of existing capacity (paragraph 5.5). Of particular note is paragraph 10 of Appendix A which states:

“The White Paper states that London City Airport was likely to demonstrate steady growth, serving a niche business market to domestic and European destinations. London City published its draft consultative master plan in March 2006 which included plans to handle 8mppa by 2030. The airport continues to be an important factor in local regeneration, business development, transport and tourism infrastructure.”

- 7.9 The Progress Report also recognises the importance of aviation to the service and knowledge-based sectors of the economy, a theme of particular relevance to LCY given its close proximity to the City of London and Canary Wharf. Paragraph 4.15 of the Progress Report states:

“There is also evidence that aviation is particularly important for service industries and other key growth sectors of the economy. The hi-tech knowledge-based sectors are heavily reliant on aviation to develop and maintain an international client base.”

- 7.10 LCY is also located in the Thames Gateway, which has been identified as a national priority area for regeneration under the Government's Sustainable Communities: Building for the Future programme (February 2003).

- 7.11 In November 2006 the Department of Communities and Local Government published the Thames Gateway Interim Plan Development Prospectus, the purpose of which is to highlight opportunities for private sector partners to become involved. Section A3 relates to the Royal Docks and states:

“Regeneration in the area [the Royal Docks] is well underway...London City Airport is expanding, serving Canary Wharf, the City and London's business community. It is a leading private sector employer in Newham with about 1200 employees.”

7.12 Gateway to London, the inward investment promotion arm of the Thames Gateway Partnership, considered the existence of LCY vital in efforts to attract new investment to the area, and suggests that it would be 80% less successful in attracting new office developments if the Airport did not exist.

ii) Regional Policy

7.13 Regional policy for LCY is set out in the London Plan, adopted in February 2004. Paragraph 1.3 states that 'gateways' such as LCY and their surrounds will be attractive to international investment.

7.14 LCY is located in the East London sub-region, which is the Mayor's priority area for development, regeneration and infrastructure improvement (paragraph 5.50). LCY is also located within an Area for Regeneration, where the Mayor will work with strategic partners to achieve their sustained renewal by prioritising them for action and investment (Policy 2A.4 of the adopted plan). Areas for Regeneration are the 20% most deprived areas in London as defined by the London Index of Deprivation.

7.15 Policy 3C.6 recognises that London's airports need to support regeneration of the Thames Gateway and service the city's economy as a whole:

"The Mayor supports the development of a sustainable and balanced London area airport system, and recognises that further runway capacity in the South East will be required to meet London's needs. This should include substantial new capacity that will support the regeneration of the Thames Gateway as well as servicing the needs of London and its economy as a whole. This policy will be reviewed in the light of the outcome of the current national review of airport capacity."

7.16 In support of the above policy, paragraph 3.175 states:

"...The needs of the London economy should be promoted alongside a substantial increase in the capacity of airports that can serve and stimulate development in the Thames Gateway. International airports are major generators of economic activity..."

- 7.17 Paragraph 5.27 of the London Plan acknowledges that the DLR City Airport extension will support further growth of LCY, providing a direct link between the Airport and central London, with the extension to Woolwich improving access from the south.
- 7.18 LCY is located within the Royal Docks Opportunity Area, which is identified to provide 11,000 new jobs and 5,500 new homes over the period up to 2016 (table 5C.1). Paragraph 5.72 acknowledges that the Royal Docks has already been transformed from a derelict expanse to a high quality development area with modern infrastructure and facilities.
- 7.19 The London Plan is currently being formally altered. 'Early Alterations' on housing provision targets, waste and minerals were published on 20 December 2006 following public consultation and an Examination in Public (although these are not directly relevant to LCY). More wide ranging draft 'Further Alterations' were published for consultation in September 2006 and seek to update and supplement a number of policies, including those relating to airports. These will be subjected to scrutiny at an examination in public in mid 2007.
- 7.20 Policy 3C.6 in the draft Further Alterations recognises that adequate airport capacity serving a wide range of destinations is critical to the competitive position of London in the global economy. It also recognises that airport capacity must be sufficient to sustain London's competitive position.
- 7.21 Under the draft Further Alterations the sub-regional boundaries are proposed to be re-drawn so that LCY would fall within the new North East London sub-region. Paragraph 5.64 states:

“North East London should become one of London's major gateways to mainland Europe, building particularly on the Stratford International Railway Station, but also on access to the City and Stansted airports, the Channel Tunnel and the Port of London...”

7.22 The East London Sub-Regional Development Framework (May 2006), which provides non-statutory guidance on the implementation of the policies in the London Plan, also refers to further growth of LCY being supported by the (completed) DLR City Airport extension (Appendix II Strategic Objectives for the Royal Docks).

iii) Local Policy

7.23 The local planning policy framework for LCY is provided by the LBN Unitary Development Plan (UDP), adopted in June 2001.

7.24 Part 1 the UDP sets out the overarching strategy, with pages 38 and 39 acknowledging the potential for the expansion of the Airport between 1997 and 2002 relative to other major proposals in the Royal Docks, Beckton and South Canning Town.

7.25 Paragraph 7.108 of the UDP recognises the strategic and economic importance of LCY:

“The Airport is a major strategic asset to the Borough and to London as a World City, linking business centres in the West End, City, Docklands, East London and elsewhere in Thames Gateway with a wide range of European business destinations. It is an incentive to further development in the Royal Docks and is an important direct and indirect generator of employment. The Council’s policy towards London City Airport is one of support and encouragement in recognition of its strategic and economic importance to the Borough and sub-region.”

7.26 The UDP recognises that support for the Airport must, of course, be balanced with the environmental impact of the Airport’s operations.

7.27 The environmental effects of the proposed development are considered in more detail in **Sections 8 and 9** of this Statement and in the Environmental Statement that accompanies the planning application.

7.28 In February 2006 LBN published initial drafts of the Local Development Framework (LDF) which will eventually replace the UDP. As part of the draft LDF, LBN also published an Area Action Plan for the Royal Docks and Thameside West (February 2006), which identifies development opportunities within the Royals. It states that the preferred option for the City Airport Development Zone is as follows:

“Support for measures to enhance existing Airport facilities, without compromising the local or Borough-wide environment quality or amenities nor affecting the development of other sites. The Draft Area Action plan will distinguish between the development site, the runway and the existing terminal building. The Airport has now been in operation for several years and has contributed to the physical regeneration of the area.”

c) Economic Growth Projections for London

7.29 The policy support for expansion of LCY is clearly identified in the section above, given the economic and regenerative benefits that the Airport brings to the local area and also London as a whole, both economically and in its global positioning as a “World City.” It is, of course, recognised that the growth needs to be regulated to ensure that the environmental effects of the Airport’s operations can be managed appropriately.

7.30 In addition to the policy support for the Airport, it is equally important to consider the demand factors that are stimulating this growth. As identified in **Section 4**, the main drivers of LCY’s growth are the overall population growth in London and the growth in the finance and business services sector of the economy.

7.31 The London Plan assumes that London’s population will increase by 800,000 people between 2002 and 2016 (paragraph 1.35). It also assumes that, over the same period, there will be a net growth in jobs of 636,000 (paragraph 1.42). More specifically, East London is projected to accommodate an increase in 271,000 people and 249,000 jobs over this period (Table 5A.1). The London Plan comments on the finance and business services sector of the economy as being a key driver for jobs growth:

“1.43 The finance and business services sector stands out in the structure of the London economy owing to its exposure to increased global openness and technological change, its contribution to GDP and its ongoing dynamism. This is particularly true of the international business part of the sector and its role in making markets and providing financial services in foreign currencies. The sector has accounted for 65 per cent of the gross job growth in London in the last 30 years and is the key economic sector in the city.

1.44 For structural reasons, the sector is to make the most significant contribution to economic growth in London over the next 15 years with around 440,000 further jobs, just over 50 per cent of the gross total growth of 854,000.”

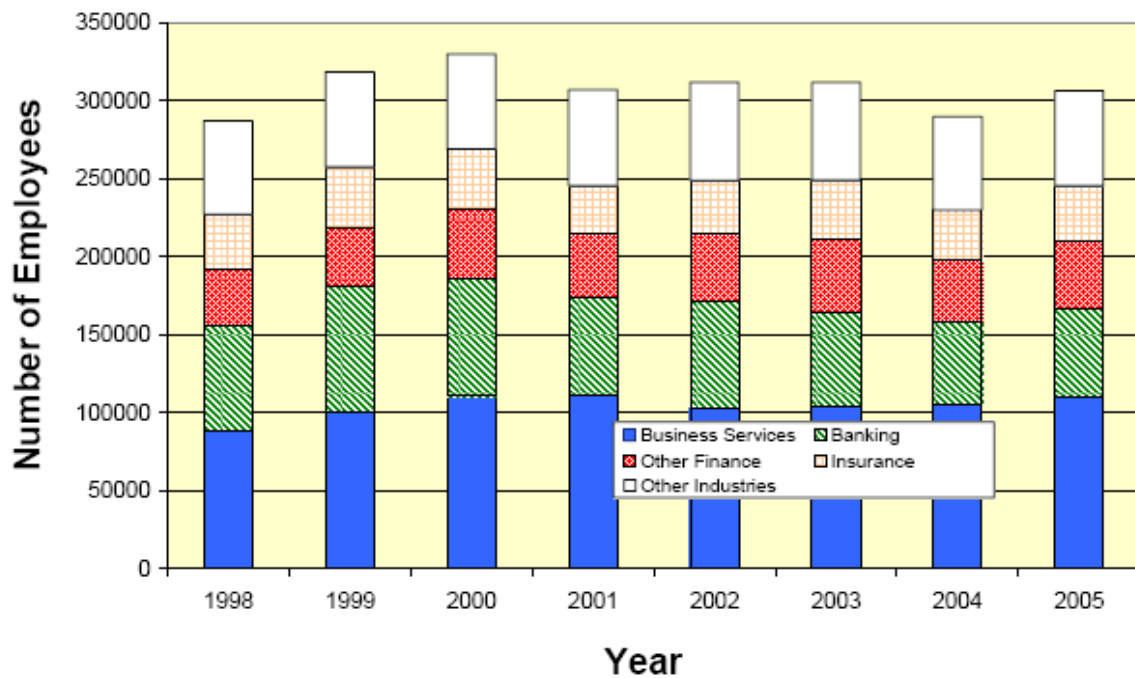
7.32 The draft London Plan Further Alterations update the figures referred to above. With regard to population growth, further work is being undertaken to refine the figures, although at this stage it considers that population growth is only slightly different to that anticipated in the 2004 Plan. With regard to the finance and business services sector, the draft Further Alterations anticipate 510,000 further jobs over the next 20 years (44% of the net growth).

7.33 The London Plan projections are London-wide. Of even more significance is LCY's close proximity to and relationship with the City of London and Canary Wharf, both of which have significant concentrations of finance and business services employment.

d) LCY's Relationship with The City of London

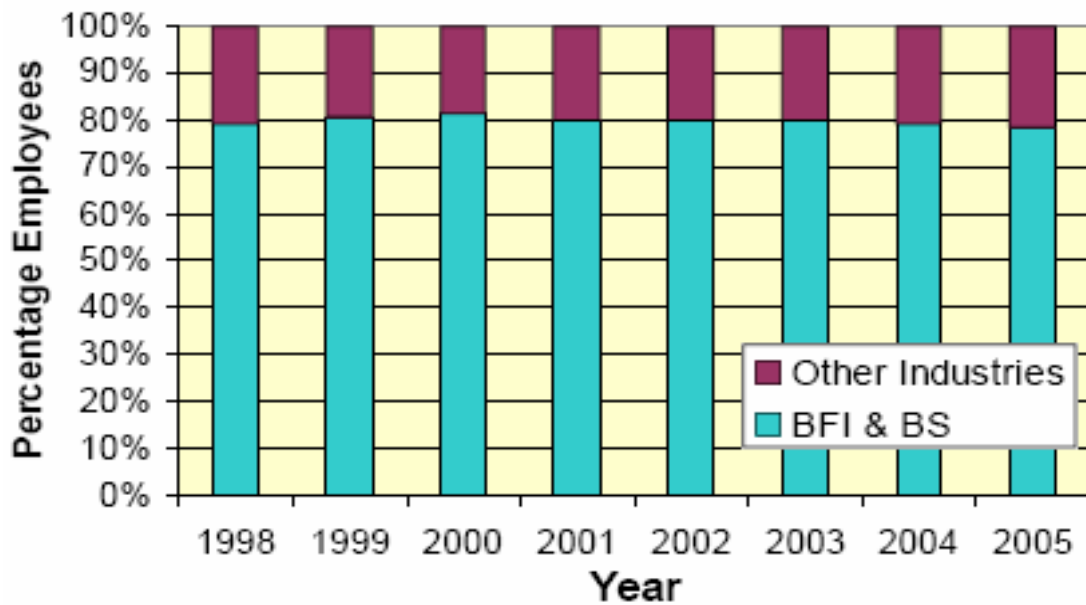
7.34 The City of London is located six miles to the west of LCY. Despite being only 270 hectares in size, the City is the world's leading international financial and business centre and a key component of the national economy. The nature and scale of the City's economy is very distinct. Financial and professional business services made a net contribution to the UK's current account of £19bn in 2004, a significant amount of which was generated within the "Square Mile". The City contributes around 2.5% to the UK's GDP and 13% to London's GDP (City of London website).

Figure 5: City of London Employment by Industrial Sector



Source: Annual Business Inquiry cited by City of London 'Employment Info' April 2007

Figure 6: Comparison of Employment Banking, Finance, Insurance & Business Services & 'Other'



Source: Annual Business Inquiry cited by City of London 'Employment Info' April 2007

- 7.35 Figure 5 above shows a breakdown of employment by industrial sector within the City. It clearly shows how dominant banking, insurance, financial and business services are within the City. Indeed, as shown in Figure 6 above, approximately 80% of employment in the City is concentrated in the banking, insurance, financial and business services – a quantum that remained constant over the period 1998 to 2005.
- 7.36 The City accommodates business and financial services that are important on a global scale. It provides a home to world class companies and institutions that are key players in many international financial markets.
- 7.37 Further considerable job growth is anticipated in the City. According to the City of London Core Strategy Preferred Options (page 3), published in April 2007, the City's continuing success will increase the number of people working in the Square Mile from 300,000 today to 400,000 by 2026. Given the above analysis, it is reasonable to expect that a significant proportion of these will be within the business and financial services sector.
- 7.38 The City of London Corporation consider that good access is vital to making the City an attractive place to do business. International travel is important for many businesses. A survey of City businesses indicated that 70% consider easy access to an airport as critical to their operations. The City of London has direct rail access to four airports. London City Airport can be accessed by a direct DLR service from Bank in the heart of the City in just 22 minutes (City of London website).
- 7.39 Figure 7 below compares the time and cost associated with accessing London's five airports from the City using public transport. It clearly indicates that LCY can be reached in approximately half the time of the other four London airports, with the cost of travel being significantly cheaper. In addition, in the case of Heathrow there is no direct access, with interchange required at Paddington.

Figure 7: Public Transport Access to London Airports

Airport	Journey Origin	Journey Mode	Journey Time~	Journey Cost*
City	Bank	Underground	22 minutes	£2.50
Luton	Farringdon	Train	41 minutes#	£11.90
Gatwick	Farringdon	Train	41 minutes	£8.90
Stansted	Liverpool Street	Train	47 minutes	£15.50
Heathrow	Bank	Underground / Trains	48 minutes	£17

~ Journey times sourced from Journey Planner on the TfL website.

* Single peak journey, using Oyster card where appropriate.

38 minutes on train, 5 minutes on shuttle bus and allows 5 minutes for interchange.

- 7.40 In November 2002 the City of London Corporation submitted a written response to the South East Regional Air Service Study, which informed the Government's preparation of the Air Transport White Paper. The City of London Corporation's response included a report made to the Policy Committee (dated 14 November 2002). The City commissioned Oxford Economic Forecasting and the Aviation & Travel Consultancy to analyse the use of aviation services in the City.
- 7.41 The committee report (paragraph 8) included analysis of CAA data, some of the key points being:

“(ii) Almost 70% of business travellers from the City were employed in the ‘banking and business’ sector. The next largest category was ‘other business services’, such as consultancy and real estate. 46% of business travellers were going to meet with clients, with a further 46% were travelling on internal company business...

...(iv) 65% of the passengers flew from Heathrow, with a further 20% using London City. Gatwick, Stansted and Luton account for 15%...

...(vi) London City has achieved significant market penetration for flights to domestic and European destinations by people working in the City. This is in part because London City is the most readily accessible airport with an average journey time of 30 minutes. The access time to Heathrow, Stansted and Luton averaged 60 minutes, whilst Gatwick averaged 65 minutes.”

7.42 Paragraph 9 of the committee report summarised the findings of a survey of City businesses, the key points being:

“(i) Good air services are seen as very important to the success of international companies. The survey supports the widely held view that London’s air network currently provides a competitive advantage over the continent...”

(ii) 69% of the companies surveyed consider air travel to be critical for business travel by their staff, while 50% said that air services were critical to enable clients to meet with them. While new technology such as video conferencing can be useful, companies still consider face-to-face meetings to be vital to winning new business and developing client relationships.

(iii) Companies are generally content with the frequency and destinations served from London’s airports. The cost of air travel is an issue, and some have stopped using business class in order to reduce their spending. But the most important concerns are:

(a) Surface access to airports – 90% of respondents regard the development of a fast rail link to Heathrow as critical or very important, with a Crossrail service being of most value...

(b) ‘Dead time’ at airports – companies report that staff are having to spend an increasing amount of time at airports ahead of their flights, in order to queue through check-in, to go through security checks, board aircraft etc. Whilst the need for additional security measures is recognised, this is dead time during which staff cannot work, which is costly to companies and generally a bigger concern than ticket prices.”

7.43 The findings of this research demonstrates the importance of air travel to businesses in the City. The journey time to LCY from the City is approximately half of that to other London airports and the importance of time spent travelling to/from the airport and spent at the airport (and, by implication, the opportunity cost associated with it) is a significant issue for City businesses. As expected, the research confirms that the majority of business travellers from the City are based in the business and finance sector.

- 7.44 Although 65% of City passengers flew from Heathrow, compared with 20% from LCY, surface access to airports, in particular Heathrow, is identified as a significant concern. It is notable that, since the aforementioned committee report was published, the DLR extension to LCY has been completed providing a direct link to the City and reducing journey times.
- 7.45 Conversely, surface access improvements to Heathrow remain uncertain. The research highlights that City businesses consider the development of a fast rail link to Heathrow as critical or very important, with a Crossrail service being of most value. However, the advancement of the Crossrail project remains uncertain. It was first proposed in the 1980s and the first line (Crossrail 1), which is proposed to run east-west via Paddington and Liverpool Street, is scheduled to open no sooner than 2015. If built, the project would be the largest ever undertaken in the UK with an estimated build cost of £15 billion at 2007 prices (BBC/h2g2 website). Given the previous experience of major infrastructure projects in London, the scale, cost and complexity of Crossrail means that progress and delivery of the project remains a significant uncertainty for businesses.
- 7.46 The importance of LCY's service to the City, in particular the business and financial services sector, is clear. Given the projected growth of employment within the City and its surrounds, and the limitations of the existing surface access to other London airports, particularly Heathrow, the importance of LCY in supporting the high value add functions of the City is likely to increase.

e) LCY's Relationship with Canary Wharf

- 7.47 The Isle of Dogs, where Canary Wharf is located, lies on the River Thames, approximately 3 miles to the west of LCY and 3 miles to the east of the City of London. LCY is within easy reach of Canary Wharf; the journey time is 10 minutes by taxi or 14 minutes by DLR (Canary Wharf Group plc website).
- 7.48 In 1984 the Government designated the Docklands for redevelopment by the London Docklands Development Corporation. The Isle of Dogs was identified as an Enterprise Zone and new small-scale development took place which became the catalyst for Canary Wharf. This saw the establishment of a business centre which in many ways rivals London's traditional financial centre in the City of London.

7.49 The London Plan identifies the Isle of Dogs as an Opportunity Area in East London. It states:

“Canary Wharf is already known globally as a prime focus for banking headquarters, as well as for financial and business services. The number of jobs in the area has risen from 19,000 in the early 1990s to 57,000 in 2001, mostly in financial and business services...(paragraph 5.65)

“...Development in the Isle of Dogs should complement the international offer of the Central Activities Zone and support a globally competitive business cluster (paragraph 5.66).”

7.50 The draft Further Alterations to the London Plan state that in 2005 Canary Wharf provided almost 90,000 jobs and proposed transport investment will allow it to accommodate at least 150,000 jobs by 2016 and 200,000 by 2026 (paragraph 5.74).

7.51 Bishopsgate/South Shoreditch and Whitechapel/Aldgate are identified as two Opportunity Areas in the Eastern City Fringe. Because of its proximity to the City, the area provides particular scope to support London’s critical mass of financial and business services (paragraph 5.64).

7.52 In June 2006 LB Tower Hamlets responded to LCY’s consultation on the draft Master Plan. Although LCY is not located within Tower Hamlets, the Council recognises the significance of the Airport:

“It is considered that London City Airport plays a fundamental role in the development of East London, including the London Borough of Tower Hamlets. This is particularly in relation to business and finance activities based in Canary Wharf and the City of London but increasingly this is extending to tourism. In particular, business tourism and the development of East London as a major international meetings, events and exhibition venue is partially reinforced by the presence of London City Airport in the region (paragraph 1.3).

“In general, it is considered that London City Airport is of strategic importance to Tower Hamlets and has formed part of the assets which have provided a catalyst for investment in the borough, particularly in the Isle of Dogs (paragraph 5.1.1).”

7.53 LBTH is currently preparing its Local Development Framework. In November 2006 LBTH published its Core Strategy and Development Control Submission Document. Policy CP7 promotes the sustainable creation of up to 100,000 additional jobs in the Borough to 2016. Paragraph 4.5 states:

“It is envisaged that the additional job growth will predominantly be met in the Opportunity Areas of the City Fringe, Leaside and the Isle of Dogs. The Isle of Dogs alone is likely to produce a large portion of the increase in jobs, predominantly in the financial business services and media growth sectors.”

7.54 In November 2006 LBTH published the Isle of Dogs Area Action Plan Submission Document. Canary Wharf, which is located within the Isle of Dogs is recognised to act at a scale which helps bolster London's World City status (paragraph 1.1).

7.55 Paragraph 1.31 of the Area Action Plan states:

“London City Airport, located close to the Isle of Dogs, is also considered to be important to the future development of the area and its attraction as a business location.”

7.56 Paragraph 1.39 of the Area Action Plan refers to the Northern sub-area of the Isle of Dogs which includes Canary Wharf. This area contains the core business/commercial zone which has developed over the past 15-20 years and now represents a significant contribution to London's role as a world business and financial centre.

7.57 Policy IOD1 sets out the spatial strategy for the Isle of Dogs. It identifies the north of the Isle of Dogs for the continued development of a business and finance centre of national and international strategic significance, primarily involving large scale office development accommodating major corporate occupiers.

7.58 According to the Master Plan, Canary Wharf Management Company, owner, developer and promoter of much of the land and office space at Canary Wharf, considers proximity to LCY as the second most important selling point to prospective new international tenants, after good London-wide surface access links.

- 7.59 Findings from the Canary Wharf Employee Travel Survey 2005 show that LCY is second to Heathrow as the most frequently used airport for business travellers starting their journeys at Canary Wharf with 34% of trips. This mirrors results published by the City of London Corporation in their 2002 report “Aviation Services for the City of London” showing that LCY is the second most important airport, after Heathrow, for business travellers starting their journey in the City of London.
- 7.60 Think London, the official foreign direct investment agency for London, also stated LCY had been a significant factor in the recent decision of a financial services company to move to Canary Wharf.
- 7.61 Clearly, LCY is an important factor in the establishment of Canary Wharf as a key strategic location for business and financial services jobs in London. Along with the other airports in London, LCY provides businesses with a choice of airport which is seen to be an important factor in encouraging foreign investment. Given the projected growth of business and financial services in Canary Wharf, LCY’s role is likely to develop further.

f) Local Employment and Income

- 7.62 The GLA recognised the local economic and regenerative benefits of the Airport in their response to the Master Plan for Consultation. Paragraph 28 of the GLA report (dated June 2006) states:

“...it should be recognised that the airport makes a significant contribution towards the local economy and its planned growth would be a major driver towards the regeneration of the area. The airport is a major employer within an area of high unemployment. In 2004, 1,445 jobs were supported by LCA, of which 66% lived locally in one of the surrounding London boroughs.”

- 7.63 A detailed assessment of the socio-economic impacts (including local employment and income) of the proposed growth of LCY which is the subject of this planning application is included in the socio-economic chapter of the Environmental Statement submitted with the planning application.

- 7.64 It shows that in 2006 the Airport supported 1,970 full time equivalent (FTE) jobs and supported an income of approximately £59 million (at 2004 values) within the Core Area (the area defined for the purposes of examining employment impact that could be expected to experience the greatest direct economic impact from the Airport). Crucially, the majority of these jobs are drawn from the local area, where regeneration needs are high, with 35% of employees living in Newham and a total of 68% within five miles of the Airport.
- 7.65 If planning permission for the proposal is not obtained, the Airport is anticipated to support 2,032 FTE jobs and approximately £65 million of income in 2010. If, however, planning permission is obtained for the proposal, as a result of the growth in operations, the Airport is anticipated to support 2,989 FTE jobs and £104 million in 2010. Hence, the interim application, if granted, enables the Airport to create 957 additional jobs and support £39 million more income.

g) Regeneration

- 7.66 Appendix F of the Environmental Statement includes a report summarising the impact of the proposal on nearby regeneration schemes. It explains that the safe and proper operation of the Airport and environmental effects such as air quality and noise emissions, surface access, airport safeguarding and Public Safety Zones (PSZs) will be carefully managed.
- 7.67 The report explains that physical and technical safeguarding will not be affected by the proposals, with safeguarded surfaces and slopes will remain unchanged.
- 7.68 The proposed increase in aircraft movements is likely to require some extension of the existing PSZs. However, the effect of this and the increase in noise levels and will only have a limited impact on the development potential of a few surrounding sites. Moreover, these adverse effects appear even less significant when compared with the significant established and proven regenerative benefits of LCY.
- 7.69 When considering the original planning application for LCY the Secretary of State stated:

“...industrial and commercial development would not be unduly inhibited by the proposed STOLport operations; that very little development land would be affected by the Public Safety Zones at the ends of the runway; that, although the Borough Council’s proposals for residential development would be affected to some degree, much of the land needed for those proposals could still be developed and that the STOLport could only help to encourage improvements in transport links and services in the area (paragraph 18).”

7.70 This rationale applies equally well to the proposed increase in aircraft movements as it did in 1985 to the original planning application for LCY, which was, of course, granted consent.

7.71 Finally, it must be reiterated that any impact on the development/regeneration potential of the surrounding area is a direct consequence of the implementation of the Government’s national policy on air transport. Indeed, the Government considers that airport development to be in the national interest (paragraph 3.1, Planning White Paper; May 2007).

h) Conclusion

7.72 The growth of LCY is supported by all levels of planning policy – national policy, the London Plan and the LBN UDP. The London Plan projects that London’s population and number of jobs will grow significantly over the next 10 years or so, especially in the East side of the city. In particular, it projects strong growth in the business and financial services sector.

7.73 Business and financial services employment is, in essence, concentrated in two locations – the City of London and Canary Wharf, both of which are in close proximity and easy access of LCY.

7.74 The analysis above shows the importance of LCY’s service to the City, in particular the business and financial services sector. Given the projected growth of employment within the City and its surrounds, and the limitations of the existing surface access to other London airports, particularly Heathrow, the importance of LCY in supporting the high value-add functions of the City is likely to increase.

- 7.75 Although the ATWP supports development of a new runway at Stansted and, subsequently, a new runway at Heathrow, these are complex, long-term projects that take many years to deliver. The new runway at Stansted is not due to be operational until 2015 at the earliest, according to the timetable on BAA's website. Possible development of a third runway at Heathrow and a second runway at Gatwick are likely to be even more longer term, and are unlikely to be in place before 2020. This accentuates the important role LCY has in supporting the high value-add sectors of the economy, until further capacity can be provided at other London airports.
- 7.76 Clearly, LCY is also an important factor in the establishment of Canary Wharf as a key strategic location for business and financial services jobs in London. Given the projected growth of these activities in Canary Wharf, LCY's role is likely to develop further.
- 7.77 In addition, the proposal will facilitate a substantial increase (approximately 50%) in local employment and income supported by LCY.
- 7.78 Accordingly, it can be seen that the growth of LCY will bring economic and regenerative benefits to London. In particular, it will facilitate growth of the crucial business and financial services sector of the London (and UK) economy, contributing to London's positioning as a World City.

SECTION 8: NOISE**a) Introduction**

8.1 Bickerdike Allen Partners (BAP) has been advising LCY for over 20 years on environmental noise and its mitigation at the Airport. BAP has undertaken a detailed noise assessment of the proposal, which forms Chapter 6 of the Environmental Statement. This section of the Planning Statement draws on this information in order to consider the issue of noise as a material planning consideration.

b) Existing Noise Controls

8.2 Given its location and the nature of the surrounding area, the operation of LCY has, since it first opened in 1987, been subject to a number of control measures to manage and where possible mitigate the environmental impact of the Airport. These measures include no night time flights; restrictions on aircraft flights (see below); maintaining preferred noise departure routes; and maintaining an approach glide of 5.5 degrees for all aircraft. All of these controls will be maintained by these proposals.

8.3 The Airport operates a noise-factoring system, whereby particular aircraft are categorised according to their departure noise level and attributed a noise factor agreed with LBN. This system, first adopted as part of the 1991 planning permission and then amended in the Section 106 Agreement dated 21 July 1998, provides a total annual limit of 73,000 noise-factored movements, in addition to the equivalent annual limit on scheduled ATMs. All aircraft movements at the Airport, including the movements by aircraft in private ownership using the Jet Centre, are included within the noise-factored movement limit. The system provides a means of auditing the noise from aircraft but does not provide a full picture of the actual impact on the surrounding area.

8.4 Aircraft types using the Airport are placed in categories and allocated noise factors as set out in Figure 8 below:

Figure 8: Noise Factor Categories

Category	Noise Ref. level	Noise Factor
A	91.6-94.5	1.26
B	88.6-91.5	0.63
C	85.6-88.5	0.31
D	82.6-85.5	0.16
E	Less than 82.6	0.08

- 8.5 Where the noise reference level is the departure noise level at the four noise categorisation locations, expressed in PNdB.
- 8.6 The number of factored movements is calculated by multiplying the number of take-offs and landings by each aircraft type by the relevant noise factors and adding together the totals for each aircraft type using the Airport.
- 8.7 This planning application proposes to retain the existing noise-factoring system with the total annual limit increased to 135,000 noise-factored movements.
- 8.8 In addition to the above noise control system, the Airport has established a system of noise contours, produced annually in accordance with the requirements of the Section 106 agreement. These 'average mode contours' relate to LCY forecast schedules for the summer period and are based on an average day of traffic over a 90 day period, from 15 June to 15 September inclusive. A limit of 57 dBL_{Aeq,16h} (average mode) triggers the obligation to provide sound insulation to qualifying properties within the contour, as set out in the Section 106 agreement. This level is lower than that applied at any other UK airport. Noise contours are considered to provide a fuller understanding of the noise effects of the Airport. They show the impact of noise on neighbouring areas consistent with the thresholds identified in Government policy (e.g. ATWP; PPG24).

8.9 The limits on ATMs at weekends and on public holidays were originally imposed in order to mitigate noise and other impacts on the amenity of local residents, at times when they were most likely to be at home. The temporary planning permission which LBN granted on 11 July 2007 varies the spread of ATMs throughout the week, such that the number of air traffic movements permitted at weekends is further decreased from 140 per day to 50 on Saturdays and 100 on Sundays, with no more than 140 on consecutive days. As a consequence, the potential for any impact from aircraft noise at weekends has been reduced. It should be noted that LCY continue to receive very few noise complaints, particularly when compared to other airports.

8.10 This application does not propose to alter the Airport's existing operational hours.

c) Planning Policy

8.11 A review of planning policy is included at **Appendix 1**. With regard to noise, the most relevant policies are referred to below.

i) National Policy

8.12 Paragraph 3.15 of the ATWP explains that the Government's approach is, first to control the scale of impacts; second, to mitigate the remaining impacts; and third to compensate for those impacts which cannot be mitigated. LCY supports this approach. Page 34 of the ATWP confirms that 57dBA L_{eq} marks the daytime onset of significant community annoyance, whilst paragraph 3.21 states that noise levels of 69dBA L_{eq} or more should trigger assistance with the costs of relocation, and 63dBA L_{eq} (significantly higher than the level LCY is obliged to comply with via its Section 106 agreement) or an increase of 3dBA L_{eq} or more should trigger contributions to acoustic insulation.

8.13 PPG24 (Planning and Noise), published in 1994, states the following:

“Much of the development which is necessary for the creation of jobs and the construction and improvement of essential infrastructure will generate noise. The planning system should not place unjustifiable obstacles in the way of such development. Nevertheless, local planning authorities must ensure that development does not cause an unacceptable degree of disturbance. They should also bear in mind that a subsequent intensification or change of use may result in greater intrusion and they may wish to consider the use of appropriate conditions (paragraph 10).”

ii) Regional Policy

8.14 Policy 4A.14 in the London Plan seeks to reduce noise by, amongst other things, minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of development proposals. Paragraph 4.28 of the Plan states that reducing aircraft noise should be a priority for government, which is responsible for regulation at airports. Minor amendments to this policy are proposed in the draft Further Alterations.

iii) Local Policy

8.15 Policy T29 of the LBN UDP states that the Council will not permit further operational expansion of LCY unless it can be demonstrated that such development would not result in unacceptable impacts on the local environment.

8.16 Policy T31 states that noise levels from operations at the Airport will be taken into account in determining applications for noise-sensitive developments in the vicinity of the Airport. Policy EQ48 states that in considering planning applications for new noise-sensitive development, the Council will apply the concept of noise exposure categories (in accordance with PPG24) and notes that the Council may require a demonstration of whether the site is suitable for the development proposed or can incorporate mitigation measures, which achieve a satisfactory environment.

e) Noise Impacts of the Proposal

- 8.17 The Environmental Statement explains that the proposed increase in aircraft movements is expected to result in an increase in the extent of air noise contours for the airport by approximately 50%. The Environment Statement advises that this change gives rise to a general increase in noise for the local community of between one decibel (a negligible amount), and 3 decibels. The impact of this change will generally be minor although it will have the effect of exposing more people to aircraft noise levels potentially producing community annoyance.
- 8.18 Those people close to the Airport, and thus most affected by noise, are already protected by the sound insulation scheme provided for many years by LCY. In keeping with previous years, the Airport will continue to operate the sound insulation scheme using the most stringent UK trigger limit of 57dBA $L_{Aeq, 16h}$ as an eligibility criterion, thereby protecting all households and other sensitive buildings that come under this contour. The Environmental Statement concludes that the air noise impacts associated with the proposal will be minor adverse at worst.
- 8.19 In terms of ground noise, the Environmental Statement explains that anticipated increases in noise are likely to be modest with most areas showing an increase of less than two decibels. Drew Road and the former Storey Road School site are explained to experience the greatest increase in ground noise of approximately 2 and 2.4 decibels respectively giving rise to a minor impact. The noise assessment confirms that the ground noise levels currently lie at or below PPG24 limits.
- 8.20 The Environmental Statement also gives consideration to road traffic noise and concludes that additional airport related road traffic is predicted to generate a increase of less than one decibel along neighbouring roads giving rise to a negligible impact which is unlikely to be perceived by local residents or business.

SECTION 9: AIR QUALITY**a) Introduction**

- 9.1 Air Quality Consultants Ltd have undertaken a detailed air quality assessment of the proposal, which forms Chapter 7 of the Environmental Statement. This section of the Planning Statement draws on this information in order to consider the issue of air quality as a material planning consideration.
- 9.2 The Airport lies outside of, but adjacent to an Air Quality Management Area (AQMA), which has been designated by LBN. Developments within AQMAs require particular attention to be paid to any potential air quality impacts resulting from the proposed scheme.
- 9.3 The assessment focuses on two pollutants with respect to potential human health effects, namely oxides of nitrogen (NO_x) and fine particulate matter (PM₁₀), as these pollutants are of the greatest concern within LBN. Consideration is also given to the potential effects of odour nuisance.
- 9.4 Emissions of NO_x and PM₁₀ may arise from a number of Airport sources including:
- Aircraft on stand, taxiing to and from the runway, and during takeoff and landing;
 - Airside vehicle movements e.g. baggage handling and catering;
 - Stationary sources e.g. boiler plant.
- 9.5 The potential air quality impact is related to the scale of operations defined in terms of annual passenger throughput.
- 9.6 Odours associated with airport operations originate from incomplete combustion of the kerosene fuels that are used in the gas turbine engines of aircraft. Emissions of Volatile Organic Compounds (VOCs) may arise from fuel farms and aircraft refuelling, but these emissions are not generally regarded as odorous. Airport odours are predominantly associated with the operation of aircraft idling at the stands or taxiing to and from the runways where the engines are operating at low power.

b) Planning Policy

9.7 A general review of planning policy is included at **Appendix 1**. With regard to air quality, the most relevant policies are referred to below.

i) National Policy

9.8 Planning Policy Statement 23: Planning and Pollution Control (PPS23), published in November 2004, contains advice on when air quality should be a material consideration in development control decisions. Existing and likely future air quality should be taken into account, as well as the presence of any AQMAs. PPS23 also states clearly that not all planning applications for developments inside or adjacent to AQMAs should be refused, even if the development would result in a deterioration of local air quality.

9.9 Paragraph 3.28 of the ATWP acknowledges that aircraft engines, along with airport traffic on local roads and surface vehicles, generate emissions, the most important being NO₂ and PM₁₀. Paragraph 3.31 states that compliance with air quality standards will require reducing airport 'airside' emissions substantially, through technological and operational improvements by both airports and airlines. It also encourages limiting road traffic emissions through increased use of public transport.

ii) Regional Policy

9.10 Policy 4A.6 states that the Mayor's Air Quality Strategy should be implemented and reductions in pollutant emissions achieved by:

“...

- **Identifying environmental constraints on polluting activities to ensure protection of local air quality, setting out criteria in respect of different pollutants against which plans and policies can be appraised and proposals assessed**

- Ensuring at the planning application stage, that air quality is taken into account along with other material considerations and that formal air quality assessments are undertaken, particularly in designated Air Quality Management Areas
- Seeking to reduce the environmental impacts of transport activities by supporting the increased provision of cleaner transport fuels, particularly with respect to the refuelling industry
- Working in partnership with relevant organisations, taking appropriate steps to achieve an integrated approach to air quality management and to achieve emissions reductions through improved energy efficiency and energy use”

9.11 The draft Further Alterations propose the deletion of the first bullet point above and replacing it with “**promoting sustainable construction to reduce emissions from the demolition and construction of buildings.**”

iii) Local Policy

9.12 Policy T29 of the LBN UDP states that the Council will not permit further operational expansion of LCY unless it can be demonstrated that such development would not result in unacceptable impacts on the local environment.

9.13 Policy EQ46 requires consideration of the cumulative air pollution impacts and mitigation of impacts as appropriate.

c) Air Quality Impacts of the Proposal

9.14 The air quality impacts associated with the proposal have been assessed. Allowing for the proposed increase in aircraft movements, the operational size of the Airport would still remain below the threshold criterion for which a detailed assessment of direct airport sources of pollution would be required. Emissions from Airport sources are therefore concluded to be insignificant, and the assessment focused on increases to road traffic on the local road network, including the Airport car parks and taxi rank.

- 9.15 The proposal would only cause traffic flows on the local road network to increase by a small amount. Concentrations of both NO_x and PM₁₀ are predicted to be below the objectives at all receptor locations in 2010, whether the scheme is consented or not. The incremental change in NO_x concentrations in 2010 that would arise from the proposal being consented are generally projected to be less than 1% at the receptor locations. The percentage changes in the annual mean concentrations of PM₁₀ that would arise from the proposal being consented are 0.3% or less. The corresponding air quality impact is predicted to be very small, even at the worst-case receptor location. Impacts are judged to be “slight adverse” to “negligible”.
- 9.16 As set out above, the Airport will continue to implement and identify operational procedures to reduce pollutant emissions from its activities. The Airport will also continue to monitor air quality in the locality, and will make these data available to the local authority.
- 9.17 Impacts related to Airport odours are of concern in the residential areas adjacent to where aircraft engines are operating at low power. Odour impact is subject to operational mitigation management and the extremely low record of odour complaints shows that this has been successful to date. The additional movements associated with the proposal are unlikely to produce a significant change in the frequency of complaints from the currently exposed residential areas, provided that management procedures to control this impact are maintained.

d) Conclusions

- 9.18 A detailed assessment of the likely air quality effects of the proposal has been completed in response to the requirements of PPS23 and the London Plan. In accordance with these documents and, more specifically, Policy T29 of the LBN UDP, the air quality assessment clearly demonstrates that the proposal would not result in unacceptable impacts on the local environment.
- 9.19 With regard to air quality, the proposal is consistent with national, regional and local planning policy.

SECTION 10: TRANSPORT – SURFACE ACCESS**a) Introduction**

- 10.1 The purpose of this section is to consider the surface access implications of the proposed growth of LCY to accommodate 120,000 total movements per annum from a planning policy perspective. This section considers surface access in the context of planning policy.
- 10.2 The existence of LCY in the Royal Docks has acted as a catalyst for the provision of improved transport links such as Transport for London buses and most notably the DLR extension, where potential passenger levels generated by the Airport were found to be the key driver for the provision of the extension, accounting for 50% of expected patronage on the line, thereby making the service financially viable. This line has greatly improved accessibility for local residents in Silvertown and North Woolwich, an area previously entirely reliant on bus services and with no link to central London.
- 10.3 London City Airport Transport Forum (ATF) was created in 1999 (membership details are provided in Appendix 2) in response to Government guidelines set out in the 1998 “A New Deal for Transport – Better for Everyone” White Paper and is designed to improve and sustain access to the Airport. The Airport Surface Access Strategy, developed and implemented in conjunction with the ATF, details the short and long term plans to increase the use of public transport by both staff and passengers.
- 10.4 A detailed assessment of transport capacity is contained in the Transport Assessment which accompanies the planning application

b) Existing Surface Access Infrastructure

- 10.5 Airports, by the nature of their business, require good quality, well integrated surface access links to ensure that passengers can make easy and reliable connections and employees are in place to handle passengers and aircraft, and provide other travel services.
- 10.6 The existing surface access infrastructure can be summarised as follows:

i) Light Rail

- 10.7 The extension of the Docklands Light Railway (DLR) line from Canning Town to North Woolwich (served by King George V station) via London City Airport was completed in December 2005. The Airport is served by its own DLR station which is linked directly into the terminal building. The journey time to Bank station is 22 minutes and to Canning Town station (for interchange with the Jubilee Line and bus services) is 6 minutes.
- 10.8 The DLR is currently being extended from King George V (beneath the River Thames) to Woolwich Arsenal, where the service will connect with South Eastern rail services. The extension is due to open in 2009 and will provide a journey time of 5 minutes between the Airport and Woolwich Arsenal with interchange facilities to the South Eastern train network.
- 10.9 In addition, work has started on the conversion of the former North London Line to become a DLR route, providing direct connections between the Airport and Stratford to the heart of the Olympic Games site. This service is due to become operational in 2010.

ii) Bus

- 10.10 Two Transport for London bus services currently operate directly to the Airport. The 473 operates from Stratford to North Woolwich and the 474 from Canning Town to Manor Park via Beckton. The 473 departs about every 10-14 minutes in both directions from the terminal forecourt (between 05:18 and 00:35). The 474 departs about every 12 minutes in both directions from the terminal forecourt (between 04:55 and 01:02).

iii) Rail

- 10.11 The rail service that used to operate to the nearest station, Silvertown, was closed in December 2006 to allow for the conversion of the line north of Canning Town to DLR standards. This service was at a frequency of two trains per hour. The demand for rail connections has now been taken up by the DLR with a frequency of up to nine trains per hour. The line to the south of Canning Town has been safeguarded for Crossrail.

iv) Road

10.12 The Airport is one mile from the A13 (Prince Regent's Lane junction), three miles from the A406 and fifteen miles from the M25, all of which provide access from the north. Over the past few years, large sections of the A13 have been substantially upgraded and expanded. The A102(M) trunk road crosses the Thames north-south via the Blackwall Tunnel approximately three miles from the Airport. The Royal Albert Way is a two-lane dual carriageway that links the Airport, via the Connaught Bridge to the A1020 and the A406/A13 intersection, three miles north-east of the Airport. Albert Road links the Airport with Woolwich and the Woolwich Ferry river crossing. The Airport is connected to Connaught Bridge via Connaught Road and the Airport's own access road, Hartmann Road.

v) Taxis

10.13 A further means of transport access to the airport is via taxi. Each taxi can transport passengers in both directions i.e. the taxi drops off departing passengers and picks up arriving passengers in the same trip.

vi) Car Parking

10.14 There are four car parking areas within the Airport, two for passengers and two for staff. The business or short stay car park is located closest to the terminal building; the main car park is adjacent to this. A staff parking area is located at the eastern end of the main passenger car park and a further facility is provided at the western end of the site, close to the Jet Centre terminal, for those staff who work at the western end of the site. No additional car parking is proposed as part of this application, despite the projected increase in the throughput of the Airport.

c) **Planning Policy**

10.15 A review of planning policy is included at **Appendix 1**. With regard to transport, the most relevant policies are referred to below.

i) **National**

10.16 The ATWP states that responsibility for bringing forward surface access proposals and securing funding lies with airport operators, working closely with the Department for Transport, Strategic Rail Authority, Highways Agency, and regional and local bodies (paragraph 12.19). To achieve this it stresses the importance of long-term surface access strategies being defined in airport master plans and being the subject of project development, option appraisal and consultation, with a view to identifying preferred schemes in Local Planning and Transport Plans (paragraph 12.20).

10.17 PPG13 (Transport) states that surface access needs should be planned as part of the wider transport strategy for the local area. PPG 13 also states that airports have become major transport interchanges and traffic generators. It states that in preparing plans and determining planning applications, local authorities should consider the extent to which development is related to the operation of the Airport, and is sustainable given prevailing and planned levels of public transport (paragraph 7 of Annex B).

ii) **Regional**

10.18 Para 3.176 of the London Plan states that improved public transport access to and from London's airports is essential to ensure that increasing demand is met in an acceptable way.

10.19 With specific regard to LCY, para 5.27 of the adopted London Plan states:

“The DLR City Airport extension will support further growth of City Airport, providing a direct link between the airport and central London, with the extension to North Woolwich improving access from the south.”

10.20 In the draft Further Alterations to the London Plan replacement policy 3C.6 states that airport operations should also give high priority to sustainability, including setting targets for and actively working towards increasing the share of access journeys by passengers and employees made by sustainable means.

10.21 Para 232 of the East London Sub-Regional Development Framework (May 2006) states that the expansion of airport capacity, assuming the environmental impacts are shown to be acceptable, would also have to clearly identify additional measures to ensure that a higher public transport mode share would be achieved and guarantee that adequate funding is provided to implement these measures.

iii) Local

10.22 The LBN UDP Proposals Map acknowledges proposals for the DLR extension to the south (designation T30) and north (T29) of the Airport.

10.23 Policy T29 of the UDP states that the Council will not permit further operational expansion of LCY unless it can be demonstrated that such development would not result in unacceptable impacts on the local environment.

10.24 More generally, Policy T5 of the UDP states:

“The Council supports the use of public transport, cycling and walking as preferred methods of transport to the motor car. The Council’s policies will normally be designed to minimize car trips and encourage the use of alternatives. Applicants will be encouraged to produce a ‘Green Travel Plan’ in order to achieve these objectives.”

10.25 No specific car parking standards are identified for the Airport, although there are specific standards in relation of offices, retail hotels and industrial uses.

d) Surface Access Impacts of the Proposal

10.26 The proposal to increase the total movements per annum at LCY to 120,000 will, naturally, increase the number of passengers travelling to and from the Airport. Similarly, there will also be an increase in the number of trips associated with Airport employees, waste disposal, catering, fuel etc.

- 10.27 The opening of the DLR Extension to LCY in December 2005 provided a significant improvement in public transport accessibility. A higher proportion of passengers access LCY by rail than any other UK airport (Master Plan Foreword; and page 53).
- 10.28 Detailed research and analysis regarding the projected surface transport impacts of the proposed growth of LCY has been completed by Savell, Bird & Axon (LCY's appointed transport consultant). Full details of this are set out in the Transport Assessment submitted with the planning application.
- 10.29 The key findings are as follows:
- LCY is very accessible by all modes of transport with 79% of passengers arriving and departing from the Airport by the DLR, buses and taxis. This modal split is expected to be maintained or be enhanced. Specific measures are proposed to improve staff modal splits, recognising limitations associated with a high incidence of shift working.
 - The number of passengers predicted to travel to and from the Airport is expected to increase by 200 in the morning peak (a change from 489 to 689) and 170 during the evening peak (449 to 619);
 - The transport assessment predicts that peak time staff travel will increase by 32 members of staff during each peak period.
 - The proportion of passengers travelling to and from the Airport by bus is low and the projected increase in passengers travelling to and from the Airport during the morning and evening peak periods in 2010 is likely to increase by 5 and 4 passengers respectively, this is considered to be a negligible change. There is expected to be an increase of approximately 17 staff using buses during the peak period, again a change considered to be negligible.
 - At present there are 8 DLR trains per hour leaving London City Airport towards Canning Town, the increase in passengers and staff in 2010 with the scheme is expected to be 19 passengers per train during the peak periods, equating to 5.3% of train capacity. The proposals will not change the character or performance of current services. The 2009 Woolwich Arsenal DLR extension will provide further capacity in services through additional train frequency.

- The traffic assessment predicts nominal increases in traffic volumes along most local roads having regard to committed developments. The largest changes are predicted along Connaught Road, Connaught Bridge Road, Royal Albert Road and Royal Docks Road. The transport assessment found that the increase in traffic on these roads will not have an adverse impact on capacity or delays at key junctions.

e) **Conclusions**

10.30 LCY already has a high proportion of passengers arriving by non-car modes. This is set to continue if capacity at the Airport increases. The transport assessment confirms the acceptability of the proposals having regard to current capacity in all modes and promotes sustainable journeys through the implementation of a Travel Plan package.

SECTION 11: OTHER PLANNING CONSIDERATIONS

11.1 In addition to the key planning considerations that have been addressed in previous sections, the acceptability of the proposal is also considered with regard to the following considerations:

- Health
- Sustainability
- Waste

a) **Health**

i) Overview

11.2 A Health Impact Assessment (HIA) has been submitted with the application. Although HIA is currently a non statutory requirement of the planning process, the application of HIA continues to grow out of best practice guidance and the clear benefits to be achieved through a more joined up approach to planning, health and sustainable development.

11.3 The application of HIA is a logical progression of LCY policy and existing efforts to take account of potential impacts on neighbouring communities and deal with issues promptly, effectively and transparently.

11.4 Policy 3A.20 in the London Plan states that local planning authorities should have regard to the health impacts of development proposals. The draft Further Alterations to the London Plan propose that this policy is amended to require HIAs for major development projects.

11.5 The core aim of the HIA is to further aid the decision making process to:

- identify the various pathways in which the Interim Planning Application may influence key determinants of health;

- to assess and appraise the distribution, magnitude and extent of effect, providing a judgment as to the significance and likelihood of health outcome; and
- to recommend measures to further minimise negative impacts and inequality and maximise opportunities to improve health.

11.6 An additional objective of this HIA is to further support and enhance existing LCY community support programmes and to focus efforts on local community circumstance and requirements.

ii) Conclusions

11.7 The HIA concludes that potential adverse health effects are largely associated with changes in environmental conditions and greatest in proximity to the Airport. However, potential influences including changes in air quality are not of a level to result in any meaningful adverse health outcome.

11.8 Potential noise impacts upon health are limited to an increase in annoyance largely associated with increased exposure to 57 dB_{LAeq,16h} and minor influence upon local schools. However, following mitigation, such impacts will be significantly reduced and are not anticipated to be of a level to result in measurable health outcomes.

11.9 In contrast, significant socio-economic benefits are anticipated at the local and regional level, and reflect direct, indirect, induced and catalytic employment and income opportunities. As such the proposal is anticipated to present a beneficial influence on the health of local and regional communities.

11.10 In addition, the HIA includes a Health Management Plan (HMP) which presents a series of recommendations to reduce and remove potentially adverse health outcomes while maximising opportunities to improve health benefits. The target audience is not solely directed at LCY, but includes Newham PCT to aid in coordinating wider opportunities to health benefit uptake.

b) Sustainability

i) Overview

- 11.11 A Sustainability Report and Carbon Analysis, which incorporates a sustainability appraisal of the proposal, has been submitted with the application. Although this is currently a non statutory requirement of the planning process, LCY considers that it is good practice to consider the sustainability implications of the proposal, having due regard for the longer term aspirations of the Airport.
- 11.12 LCY recognises the importance of sustainable development and climate change and is advancing a long-term strategy to address these matters. In accordance with the recommendations of the ATWP Progress Report, such commitments will be detailed in an 'environmental statement' to be submitted in support of the forthcoming planning application to further develop the Airport in accordance with the Master Plan. In the interim, the Airport is committed to following a series of sustainability initiatives, as detailed in Section 6 of the Sustainability Report.
- 11.13 National planning guidance in the form of Planning Policy Statement 1 (PPS1) – Delivering Sustainable Development, published in 2005, sets out the Government's overarching planning policies on the delivery of sustainable development through the planning system. In December 2006 the Government published a consultation draft supplement to PPS1 titled "Planning and Climate Change". Paragraph 6 of the consultation draft supplement states that all planning authorities should secure the highest viable standards of resource and energy efficiency and reduction in carbon emissions. New development should be located and designed to optimise its carbon performance and limit its likely contribution to carbon emissions (paragraph 7).
- 11.14 At a regional level, the Mayor's London Plan (February 2004) and the Mayor's Energy Strategy (February 2004) both include targets to reduce carbon dioxide emissions by 20% from 1990 levels by 2010 with a longer term target of a 60% reduction from the 2000 level by 2050. More specifically, Policy 4A.15 of the London Plan relates to climate change, stating that the Mayor will and Boroughs should assess and develop policies for the likely impacts of climate change on London.

- 11.15 Policy 4B.6 of the London Plan seeks to ensure future developments meet the highest standards of sustainable design and construction. The GLA has also produced supplementary planning guidance on Sustainable Design and Construction (May 2006) which provides further guidance on the implementation of Policy 4B.6.
- 11.16 At a local level, the Newham Unitary Development Plan includes Policy EQ24 which seeks to stabilise and reduce energy use by encouraging energy-conscious design in all development proposals and encouraging proposals incorporating examples of best practice in the use of energy-saving technologies.
- ii) Conclusions
- 11.17 The Sustainability Report demonstrates that, overall, the proposals meet the objectives of the sustainability appraisal and as such, of the sustainability objectives relevant to the proposed increase in aircraft movements. It explains that the Airport ensures that travellers from Canary Wharf and the City of London can use local facilities with related sustainability benefits. The proposals do not require additional built facilities and make the best use of existing facilities. In this respect, consistent with Government policy, they are inherently sustainable and avoid the use of natural resources from the construction of new buildings and infrastructure.
- 11.18 Overall, overwhelming positive benefits (particularly in economic and social aspects) outweigh negatives issues. Most of the potentially negative issues have been neutralised through the actions and commitments of the Airport as set out in the Master Plan and during development of the Environmental Statement, and are considered to meet the sustainability appraisal objectives.
- 11.19 Following the appraisal, waste production and management has emerged as an area in which LCY has not met its sustainability objective at this point in time. However, following consideration of LCY's commitments as outlined in their Community and Environment Report 2007 and detailed in the waste chapter of the Environmental Statement, followed by further mitigation measures beyond 2008 (including the use of a Materials Recycling facility and a zero landfill initiative), LCY can be expected to meet its objectives in this area.

11.20 A potentially negative issue is the release of greenhouse gases from expanded operations as described in Appendix 3 of the Sustainability Report. The greenhouse gas emissions under the direct influence of the Airport are anticipated to be minimally affected by the expansion plans and are therefore considered neutral for the purposes of the assessment. The Airport is in the process of developing a carbon management strategy to be applied to emissions both within and outside of the Airport's direct control. Once completed and implemented, this strategy will demonstrate that the Airport has achieved objectives to minimise greenhouse gas emissions and will provide information/support in relation to offsetting, where appropriate.

c) Waste

i) Overview

11.21 Chapter 9 of the Environmental Statement provides an assessment of the likely environmental effects associated with additional waste generated from the proposed increase in overall aircraft movements and the associated uplift in passenger numbers to 3.9mppa by 2010 at London City Airport

11.22 As part of this assessment, a review of the planning policy context for waste management at the national, regional and local level was undertaken and an examination made of how LCY currently, and in future years, intend to achieve greater waste minimisation, reuse and recycling in accordance with such policies.

11.23 The overall objective of Planning Policy Statement 10 (Planning for Sustainable Waste Management) is to protect human health and the environment by producing less waste and by using it as a resource wherever possible. This objective is supported at the regional and local levels by the London Plan and the LBN UDP respectively.

11.24 In addition, a waste audit undertaken by RPS in March 2007, provided an estimation of the wastes currently generated at the Airport, including those from the main terminal, catering and support services, maintenance and other airport operations. Through this audit process, supplemented by additional data provided by LCY, it was

possible to quantify current (2006) waste types, quantities and sources and to predict how such arisings are likely to vary under the proposal.

ii) Conclusions

11.25 All of the identified waste streams from LCY are currently managed by appropriately qualified waste contractors and go to licensed waste disposal facilities. No new waste types are likely to be generated by the proposal, as no new infrastructure, equipment or processes will be introduced.

11.26 Modest increases are predicted in general, sanitary and medical waste streams, related to the proportional increases in passengers passing through the terminal building. However, it is predicted that the total amount of waste produced per passenger will decrease because certain operational waste arisings at LCY will not increase by 2010, as there is no correlation to passenger numbers.

11.27 LCY has set the following waste targets for the period 2006 – 2008, set out in the recent 'Community and Environment Report 2007':

- Introduce all staff on site at LCY to paper and cardboard recycling before the end of 2007;
- Recycling 10% of LCY's waste by the end of 2007 and increase recycling by a further 10% by the end of 2008.

11.28 On the basis that LCY recycles 20% of its waste material, the waste per passenger to land fill would reduce to approximately 3.5kg by 2009.

11.29 The only waste streams predicted to increase under the proposal to any significant extent are general waste and sanitary waste, although the nature of the increases will still be minor. However it is considered that this could be further reduced to a negligible effect, should progress be made with the recycling and other waste minimisation initiatives at LCY beyond 2008.

11.30 Accordingly, it can be seen that, with regard to waste, the proposal is in accordance with planning policy which seeks to minimise waste production.

SECTION 12: CONCLUSIONS

- 12.1 This application seeks to vary the 1985 planning permission (as varied) to provide for the continued, managed growth of LCY, in a similar manner to the previous permissions that varied the original planning permission for the Airport.
- 12.2 The proposed growth of LCY to accommodate 120,000 movements per annum is in accordance with the principles of the London City Airport Master Plan, published in November 2006. Although it is not a statutory planning document, the Master Plan was produced in accordance with the recommendations of the ATWP and was subject to a significant public consultation exercise. Development plans are expected to take airport masterplans fully into account.
- 12.3 This Planning Statement clearly demonstrates that the proposed growth of LCY is strongly supported by national, regional and local planning policies, provided that the potential environmental effects of the development are sufficiently regulated. The ATWP and Progress Report urge that the best use is made of existing airport infrastructure, recognising that LCY is likely to demonstrate steady growth, serving a business market to domestic and European destinations. The ATWP refers to the growth of LCY to 5mppa whilst the Progress Report acknowledges the potential to increase this to 8mppa by 2030.
- 12.4 Moreover, the Planning White Paper: “Planning for a Sustainable Future” (May 2007) states that the Government considers airport development to be in the national interest. It also confirms that the ATWP remains up to date national policy for at least the next 3-5 years. The ATWP therefore has an unequivocal status as a definitive statement of national policy.
- 12.5 As demonstrated in this Statement, and in more detail in the Environmental Statement submitted with the application, sufficient regulatory controls will be retained to limit the environmental effects of the development to ensure that the Airport continues to operate in a satisfactory manner.

- 12.6 Furthermore, the proposed use of a combined total of 120,000 movements per annum with no redefinition of an ATM cap will ensure that the operations of the Jet Centre are subject to the same planning controls as the Airport's scheduled movements. This would be the first time that the entire operation of LCY has been subject to a single, overall limit on the number of aircraft movements, which will provide a more effective and transparent control and one that is easier for all parties to monitor and review.
- 12.7 The proposed increase to a total of 120,000 movements per annum at LCY will provide the following benefits:
- i) Enable LCY to expand to meet commercial demand for its services, whilst ensuring that the continued growth of the Airport is properly regulated;
 - ii) Stimulate economic growth in the Thames Gateway and London as a whole, enhancing London's positioning as a World City;
 - iii) Facilitate further growth of the business and financial services employment, particularly in the City of London and Canary Wharf;
 - iv) Enable the Airport to create 957 additional jobs and support £39 million more income in 2010. A significant proportion of this growth will be within the local area.
- 12.8 If consent is not granted to allow an increase in aircraft movements then these significant benefits will be foregone. Airlines will not be able to enhance their services and may begin to withdraw services, potentially resulting in the decline of the Airport.
- 12.9 For the reasons set out in this Statement, the application can be seen to accord strongly with planning policy, and to produce substantial local and strategic benefits, without generating additional environmental effects.

APPENDIX 1: PLANNING POLICY REVIEW

1. A summary of the most relevant national, regional and local planning policies are set out below.
 - a) **National Planning Policy**
2. A review of the ATWP and ATWP Progress Report is provided in **Section 3** of the Statement.
 - i) **PPS1 Delivering Sustainable Development**
3. PPS1 was published in 2005 and sets out the Government's overarching planning policies on the delivery of sustainable development through the planning system. Sustainable development is considered to be the core principle underpinning planning. Paragraph 20 states that Development Plan policies should take account of environmental issues such as mitigating the effects of climate change and adapting to climate change.
4. In December 2006 the Government published a consultation draft supplement to PPS1 titled "Planning and Climate Change". Paragraph 5 of the draft supplement states that spatial planning has a pivotal and significant role in helping, amongst other things, secure enduring progress against the UK's emissions targets, and deliver the Government's ambition of zero carbon development.
5. Paragraph 6 states that all planning authorities should prepare and deliver spatial strategies that, amongst other things, make a full contribution to delivering the Government's Climate Change Programme and energy policies, and secure the highest viable standards of resource and energy efficiency and reduction in carbon emissions. New development should be located and designed to optimise its carbon performance and limit its likely contribution to carbon emissions (paragraph 7).

ii) PPG13 Transport

6. Aviation is dealt with in Annex B of PPG13 (March 2001). Paragraph 7 of Annex B states that airports have become major transport interchanges and traffic generators. It states that in preparing plans and determining planning applications, local authorities should consider the extent to which development is related to the operation of the Airport, and is sustainable given prevailing and planned levels of public transport.
7. It states that facilities which may not be directly related to airports, including hotels, conference facilities, offices and retail should be explicitly justified having regard to an appropriate scale relative to core airport related business and relevant planning policies.
8. Paragraph 8 of Annex B states that surface access needs should be planned as part of the wider transport strategy for the local area.

iii) PPG 24 Planning and Noise

9. PPG24 was published in 1994. Paragraph 10 states that much of the development which is necessary for the creation of jobs and the construction and improvement of essential infrastructure will generate noise. The planning system should not place unjustifiable obstacles in the way of such development.
10. The guidance introduces the concept of Noise Exposure Categories (NECs) ranging from A-D, to help local planning authorities in their consideration of applications for residential development near transport-related noise sources. Category A represents the circumstances in which noise is unlikely to be a determining factor, while Category D relates to the situation in which development should normally be refused (paragraph 8). Paragraph 12 states:

“When determining planning applications for development which will be exposed to an existing noise source, local planning authorities should consider both the likely level of noise exposure at the time of the application and any increase that may reasonably be expected in the foreseeable future, for example at an airport.”

b) The Development Plan

11. Section 38 of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.
12. In London the development plan comprises the spatial development strategy for London (i.e. The London Plan, published in February 2004) and the development plan documents (taken as a whole), which have been adopted or approved in relation to that area.
13. In the case of London City Airport, the statutory development plan comprises:
 - The London Plan (published February 2004)
 - The London Borough of Newham UDP (adopted June 2001)
- i) The London Plan
14. The London Plan, also known as the Spatial Development Strategy for Greater London, was published by the Mayor of London in February 2004. It is the strategic plan setting out an integrated social, economic and environmental framework for the future development of London, looking forward 15-20 years.
15. The London Plan is currently being formally altered. 'Early Alterations' on housing provision targets, waste and minerals were adopted on 20 December 2006 following public consultation and an Examination in Public (although these are not directly relevant to City Airport). More wide ranging draft 'Further Alterations' were published for consultation in September 2006 and seek to update and supplement a number of policies, including those relating to airports. These will be subjected to scrutiny at an Examination in Public in mid 2007 and can, currently, be given limited weight in planning terms. However, for completeness, reference is made both to the adopted and emerging replacement and any supplemental policies.

- ***Airport Development***

16. Policy 3C.6 of the adopted London Plan (Airport Development) states:

“The Mayor supports the development of a sustainable and balanced London area airport system, and recognises that further runway capacity in the South East will be required to meet London’s needs. This should include substantial new capacity that will support the regeneration of the Thames Gateway as well as servicing the needs of London and its economy as a whole. This policy will be reviewed in the light of the outcome of the current national review of airport capacity.”

17. The supporting text to Policy 3C.6 of the adopted plan states:

“3.174 Growing demand for air travel to and from the London area could result in the throughput of passengers doubling by 2020. A sustained programme of development is needed if London and the UK are to compete effectively in the global and European economies.”

“3.175 The government published its White Paper, the Future of Air Transport in December 2003, which sets out a strategic framework for the development of air travel in the United Kingdom over the next 30 years. The main implications for London will be addressed in the context of the review of the London Plan. The needs of the London economy should be promoted alongside a substantial increase in the capacity of airports that can serve and stimulate development in the Thames Gateway. International airports are major generators of economic activity. Sub-Regional Development Frameworks should set out ways to optimise their economic contribution and minimise their environmental impacts.”

“3.176 Improved public transport access to and from London’s airports is essential to ensure that increasing demand is met in an acceptable way. The scale of growth anticipated means further proposals for improving public transport access will need to be developed and implemented alongside any plans for new runways or terminals.”

18. Paragraph 1.3 of the adopted London Plan states:

“Other ‘gateways’ such as Heathrow, the London-Stansted-Cambridge corridor, London City Airport, the Stratford International Railway Station and their surrounds, will also be attractive to international investment.”

19. Paragraph 5.27 of the adopted London Plan states:

“The DLR City Airport extension will support further growth of City Airport, providing a direct link between the airport and central London, with the extension to North Woolwich improving access from the south.”

20. Draft replacement policy 3C.6 (Airport development and operation) states:

“...Adequate airport capacity serving a wide range of destinations is critical to the competitive position of London in the global economy. The Mayor recognises that airport capacity must be sufficient to sustain London’s competitive position, although providing a level of capacity sufficient to meet unconstrained demand is untenable. The Mayor believes that the aviation industry should meet its full environmental and external costs but accepts there will still be a need for extra capacity to meet London’s economic needs.

.....

Airport operations should also give high priority to sustainability, including setting targets for and actively working towards increasing the share of access journeys by passengers and employees made by sustainable means, and taking full account of environmental impacts when making decisions on patterns of aircraft operation.”

- ***Royal Docks Opportunity Area***

21. Within the adopted London Plan the Royal Docks (within which LCY is located) is identified as one of thirteen Opportunity Areas in East London. Table SC.1 sets out targets for 11,000 new jobs and 5,500 new homes by 2016 and paragraph 5.72 describes how the area has already been transformed from a derelict expanse to a high quality development area with modern infrastructure and facilities.

22. The remainder of paragraph 5.72 states as follows:

“the planning framework should draw on existing initiatives to guide the provision of new housing and enhance the quality of the environment. It should also promote development of a new urban quarter at West Silvertown and promote a major new visitor attraction to provide the focus for facilities and community activity that the area currently lacks. The DLR City Airport extension will support further growth of the City Airport, providing a direct link between the airport and central London, with the extension to North Woolwich improving access from the south. In the longer term, Cross Rail 1 or other improvements to public transport could help sustain further housing and economic development. The Thames Gateway Bridge will be important in opening up links to south-east London and so supporting development and intensification.”

23. LCY is also located within an Area for Regeneration, where the Mayor will work with strategic partners to achieve their sustained renewal by prioritising them for action and investment (Policy 2A.4 of the adopted plan). Areas for Regeneration are the 20% most deprived areas in London as defined by the London Index of Deprivation.

24. Within the draft further alterations to the London Plan the Mayor proposes that the boundaries of the sub-regions are redrawn and the Royal Docks now falls within the North East Sub-region. (A Sub-Regional Framework for the new North East Sub-region is expected to be prepared following adoption of the further changes to the London Plan). Draft policy 5C.1 sets out the strategic priorities for North East London, including the following:

- “ - Deliver the London element of the government’s priority for the Thames Gateway for development, regeneration and transport improvement, recognising the links with other parts of the Thames Gateway and the London-Stansted-Cambridge-Peterborough growth area.**
- Take advantage of the sub-region’s exceptional access to the CAZ and to other growth and development areas to sustain relatively high levels of economic and population growth...**

- **...Plan for and secure the necessary financial resources to deliver planned transport infrastructure for the sub-region including local schemes that improve public transport, walking and cycling connections to town centres and employment locations. Particular priorities for the sub region are CTRL, Crossrail 1, East London Line extension, DLR extensions and enhancements, improved bus services, the East London Transit, new river crossings and in the longer term, Crossrail 2."**

25. Revised table 5C indicates that the Royal Docks could deliver 5,550 jobs and a minimum of 14,000 new homes by 2026 compared to totals of 259,700 and 87,000 respectively for the new North East sub-region.

26. LCY still falls within an Area for Regeneration according to the draft further alterations.

- ***Environmental Effects***

27. Policy 4A.6 states that the Mayor's Air Quality Strategy should be implemented and reductions in pollutant emissions achieved by:

"...

- **Identifying environmental constraints on polluting activities to ensure protection of local air quality, setting out criteria in respect of different pollutants against which plans and policies can be appraised and proposals assessed**
- **Ensuring at the planning application stage, that air quality is taken into account along with other material considerations and that formal air quality assessments are undertaken, particularly in designated Air Quality Management Areas**
- **Seeking to reduce the environmental impacts of transport activities by supporting the increased provision of cleaner transport fuels, particularly with respect to the refuelling industry**

- **Working in partnership with relevant organisations, taking appropriate steps to achieve an integrated approach to air quality management and to achieve emissions reductions through improved energy efficiency and energy use”**

28. The draft Further Alterations propose the deletion of the first bullet point above and replacing it with a new bullet point that reads **“promoting sustainable construction to reduce emissions from the demolition and construction of buildings.”**

29. Policy 4A.14 in the London Plan seeks to reduce noise by, amongst other things, minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of development proposals. Paragraph 4.28 of the Plan states that reducing aircraft noise should be a priority for government, which is responsible for regulation at airports. Minor amendments are proposed in the draft Further Alterations.

30. Policy 4A.15 of the London Plan relates to climate change, stating that the Mayor will and Boroughs should assess and develop policies for the likely impacts of climate change on London. The draft Further Alterations proposes that this policy is re-written to require developments to make the fullest contribution to the mitigation of and adaptation to climate change.

- ***Transport***

31. In relation to transport, paragraph 5.65 of the draft Further Alterations makes specific reference to the DLR partly in the context of the Airport and states

“North East London has seen significant recent additions to public transport capacity, including the extension of the DLR network to City Airport and North Woolwich. In addition, Phase 1 of the East London Line extension is due for completion in 2009.”

32. The plan also confirms the Mayor's support for Cross Rail and expanded capacity on the DLR, with Phase 1 (three-car trains from Bank to Lewisham) and the Woolwich Extension (under construction) to be introduced in 2009. Two further extensions are planned to Stratford International (under construction) and Dagenham Dock, of which the Stratford branch is expected to be complete by 2011. Three-car DLR operation was confirmed by the Department for Transport on 31 July 2007 (TfL press release 31/7/07).
33. Paragraph 5.64 of the draft Further Alterations sets out the transport context of the sub-regional framework and specifically recognises the need to build on existing transport infrastructure including that at City Airport.

“5.64 North East London should become one of London's major gateways to mainland Europe, building particularly on the Stratford International Railway Station, but also on access to the City and Stansted airports, the Channel Tunnel and the Port of London. Economic development should be geared for the long-term opportunities these present. The quality of housing and the environment in North East London in areas accessible to CAZ and the north of the Isle of Dogs Opportunity Area should be improved to encourage greater access to employment from the east. This would help to make more efficient use of existing transport infrastructure improvement.”[Emphasis Added]

- ii) The East London Sub-Regional Development Framework (May 2006)

34. The East London Sub-Regional Development Framework was published by the Mayor of London in May 2006. It is intended to provide non-statutory guidance on the implementation of the policies in the London Plan for the East London Sub-region (see paragraph 1). The Royal Docks Opportunity Area is dealt with specifically in Annex 2 (pages A17 and A18), where it confirms a requirement for a minimum of 14,000 new homes and 5,500 new jobs by 2026. Specific references to the Airport are provided in the Strategic Objectives which state:

“...the DLR City Airport extension will support further growth of the City Airport, providing a direct link between the airport and the centre of London, with the extension to North Woolwich and improving access from the south. In the longer term, Cross Rail 1 and other improvements to public transport should help sustain further housing and economic growth...”

35. The Airport also features in the Key Issues for the Opportunity Area as follows:
- Co-ordinate any changes in airport development strategy and operating requirements with general, public transport related intensification objectives;
 - Review positive and negative externalities of proposals to expand City Airport;
 - Assess the impacts of the Airport on the regeneration of the wider Opportunity Area.
36. Section 4C relates to air quality and noise, with paragraph 278 recognising that many parts of the sub-region are substantially effected by noise and stresses the importance of referring to the Mayor's Noise Strategy seeking to improve this management of road and other sources.
37. Further commentary on airport development is provided in paragraph 232 which states as follows: -

“...The expansion of airport capacity, assuming the environmental impacts are shown to be acceptable, would also have to clearly identify additional measures to ensure that a higher public transport mode share would be achieved and guarantee that adequate funding is provided to implement these measures. Airport expansion and its significant implications are identified in Annex 5 as an issue for the review of the London Plan.

London City Airport has published a masterplan which is a further development of its Statement of Intent for the Department of Transport in December 2004. The masterplan sets out that the Airports proposals to 2015 with an indicative land use plans to 2030, including an assessment of economic, social and environmental impacts of the proposals.”

iii) LB Newham Unitary Development Plan (UDP)

38. The LBN UDP was adopted in June 2001.
39. Paragraph 7.108 of the UDP recognises the strategic and economic importance of LCY:

“The Airport is a major strategic asset to the Borough and to London as a World City, linking business centres in the West End, City, Docklands, East London and elsewhere in Thames Gateway with a wide range of European business destinations. It is an incentive to further development in the Royal Docks and is an important direct and indirect generator of employment. The Council’s policy towards London City Airport is one of support and encouragement in recognition of its strategic and economic importance to the Borough and sub-region.”

40. Both the Royal Albert Dock and King George V Docks are identified as Protected Sites of Nature Conservation Importance. The London City Airport Public Safety Zone is also identified on the Proposals Map (although this has been subsequently updated as shown in LB Newham’s 2005 Airport Safeguarding SPG). The Proposals Map specifically identifies the Airport boundary where Polices E29-T31 are of direct relevance and are reproduced below.

“Policy T29: The Council will not permit further operational expansion of London City Airport beyond the limits set out by the Secretary of State for the environment in the planning permissions dated 23rd may 1985, as amended on 26th September 1991 and 21st July 1998, unless it can be demonstrated that such development would not result in unacceptable effects on the local environment.

Policy T30: the Civil Aviation Authority will be consulted on all applications for permission to develop sites within the outer safeguarding boundary shown on the safeguarding boundary map for the London City Airport, provided that the proposals are of the extent and nature specified on the key to the map. These applications will be determined having regard to the advice received from the Civil Aviation Authority.

Policy T31: Noise levels from operations at the London city Airport will be taken into account in determining applications for noise-sensitive developments in the vicinity of the Airport.”

41. The Proposals Map acknowledges proposals for the DLR extension to the south (designation T30) and north (T29) of the Airport. The Proposals Map also identifies the Docks as a major leisure attraction.

42. The Proposals Map confirms Major Opportunity Zones for future regeneration proposals identified directly to the north (MOZ9), east (MOZ11, 12, 13) and an Employment Area designated to the south (EMP7).
43. Part 1 the UDP sets out the overarching strategy, with pages 38 and 39 acknowledging the potential for the expansion of the Airport between 1997 and 2002 relative to other major proposals in the Royal Docks, Beckton and South Canning Town.
44. A number of environmental policies are of direct relevance to the Airport including the following:
 - Policy EQ7 – states that the Royal Docks will be protected as an area of open water and built development will only be permitted where the open nature of the Docks is not significantly affected.
 - Policy EQ8 – seeks to safeguard viewpoints in the Royal Docks.
 - Policy EQ9 – precludes development which would have an adverse impact on the nature conservation value for designated sites including King George V Dock and the Royal Albert Dock.
 - Policy EQ46 – requires consideration of the cumulative air pollution impacts and mitigation of impacts as appropriate.
 - Policy EQ48 – states that the Council will apply noise exposure categories (in accordance with PPG24) and notes that the Council may require a demonstration of whether the site is suitable for the development proposed or can incorporate mitigation measures, which achieve a satisfactory environment.
 - Policy EQ64 – states that the Council will oppose proposals which affect the stability and continuity of tidal defences including the Royal Docks.
45. With regard to transport, Policy T5 states:

“The Council supports the use of public transport, cycling and walking as preferred methods of transport to the motor car. The Council’s policies will normally be designed to minimize car trips and encourage the use of alternatives. Applicants will be encouraged to produce a ‘Green Travel Plan’ in order to achieve these objectives.”

46. No specific car parking standards are identified for the Airport, although there are specific standards in relation of offices, retail hotels and industrial uses.

iv) LB Newham Draft Preferred Options for the Core Strategy (February 2006)

47. In accordance with the requirements of the Planning and Compulsory Purchase Act 2004, LBN has commenced work on its Local Development Framework (LDF). The LDF is a portfolio of planning documents which collectively will deliver the planning strategy for Newham. Once adopted, the LDF will replace the UDP.

48. In February 2006 LBN published initial drafts of the LDF. There are no specific policies relating to the Airport (although the Airport’s presence is acknowledged on the Core Strategy key diagram). It states that the preferred option is to build 50,000 new homes by 2020 in the Borough.

49. As part of the draft LDF, LBN also published a draft Area Action Plan (AAP) for the Royal Docks and Thameside West (February 2006), which identifies development opportunities within the Royals. It states that the preferred option for the City Airport Development Zone is as follows: -

“Support for measures to enhance existing Airport facilities, without compromising the local or Borough-wide environment quality or amenities nor affecting the development of other sites. The Draft Area Action plan will distinguish between the development site, the runway and the existing terminal building. The Airport has now been in operation for several years and has contributed to the physical regeneration of the area (paragraph 4.91).”

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50. LCY has submitted written representations to LBN in response to the draft Core Strategy and AAP.

APPENDIX 2: COMMUNITY GROUP MEMBERSHIP LISTS**a) London City Airport Consultative Committee**

1. The London City Airport Consultative Committee comprises the following members:

- Chair
- Deputy Chair
- Secretary
- London Borough of Newham
- London Borough of Greenwich
- London Borough of Bexley
- London Borough of Tower Hamlets
- London Development Agency
- Gallions Housing Association (Thamesmead)
- Royal Docks Management Authority
- London City Airport
- Airline Operators Committee
- Association of British Travel Agents
- London Chamber of Commerce and Industry
- Docklands Business Club
- Beckton Community Forum
- North Woolwich and Silvertown Community Forum
- Custom House and Canning Town Community Forum
- Silvertown Tenants and Residents Association
- North Woolwich Tenants and Residents Association
- West Silvertown Tenants and Residents Association
- Greater London Authority
- London TravelWatch
- Metropolitan Police
- Airport Chaplain

b) London City Airport Transport Forum

2. The London City Airport Transport Forum comprises the following members:

- London City Airport Ltd, Airlines and Handling Agents
- Greater London Authority
- LB Hackney
- LB Bexley
- Corporation of London
- LB Tower Hamlets
- LB Barking & Dagenham
- LBN
- Thames Gateway Bridge Team
- Serco DLR
- Amec
- Visit Britain
- CO18 MetPol (LCY Armed Division)
- Safer Neighbourhoods Team (Royal Docks Police Team)
- Local residents
- Canary Wharf Group
- Confederation of Business and Industry
- East London Business Alliance
- Newham Chamber of Commerce
- London Travel Watch
- Royal Docks Partnership
- TfL
- TfL Buses
- Stagecoach
- Cross London Rail Links Ltd
- Public Carriage Office
- Arriva Buses
- Confederation of Passenger Transport
- Royal Docks Management Authority

c) Royal Docks Community Forum Steering Group

3. The Royal Docks Community Forum Steering Group comprises the following members:

- Chair
- 6 local resident representatives
- 3 local business representatives (LCY, Tate & Lyle, Peabody Trust)
- 3 local councillors
- 1 bridges community project representative
- London Borough of Newham support officers as required