

London City Airport Masterplan

in the London Borough of Newham

Consultation

Town & Country Planning Act 1990 (as amended); Greater London Authority Act 1999; Town & Country Planning (Mayor of London) Order 2000.

The proposal

In response to the Government's Aviation White Paper, London City Airport Limited has produced a masterplan which outlines how the airport plans to develop up to 2030, and is aimed at increasing the airport's capacity.

Strategic issues

The key strategic issues considered in this report include: the contribution the airport makes towards the **regeneration** of the area; the constraints the continuing presence of the airport will have upon the potential **development capacity** of the area; **noise** impacts; impact upon the **blue ribbon network**; **air quality** impacts; **biodiversity**; **climate change**; and **transportation**.

Recommendation

That the Mayor endorses the position set out in the conclusions of this report.

Context

1 In December 2003 the Government published a White Paper 'The Future of Air Transport' which sets out policy for the development of airport capacity in the UK up to the year 2030. This document forecasts that by 2030 the demand for air travel could be between two and three times what it is today. With some airports now close to capacity the Government is concerned that failure to increase capacity could have serious national economic consequences. In response the Government required airport operators to bring forward plans for increased airport capacity in the form of a masterplan detailing possible development to 2030.

2 A consultation draft masterplan was published by London City Airport Limited (LCA) in March 2006 and on the 12 April 2006 LCA consulted the Mayor of London on the draft masterplan. The White Paper forecasts that LCA will be able to handle around 5 million passengers per annum (mppa) in 2030.

3 The purpose of the masterplan is to set out LCA's growth and development plans up to 2030. This report seeks to assess the LCA's plans for growth against the strategic planning policy objectives set out in the London Plan 2004.

4 The Mayor of London's comments on this case will be made available on the GLA website www.london.gov.uk.

Site description

5 London City Airport is 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. It is just half a mile from ExCeL London, the Exhibition and Conference Centre.

6 The airport was connected in December 2005 to London’s public transport rail network via the Docklands Light Railway (DLR), which links directly into the Airport terminal building. The airport is also accessible by road, located a mile from the A13, three miles from the North Circular Road (A406) and fifteen miles from the M25.

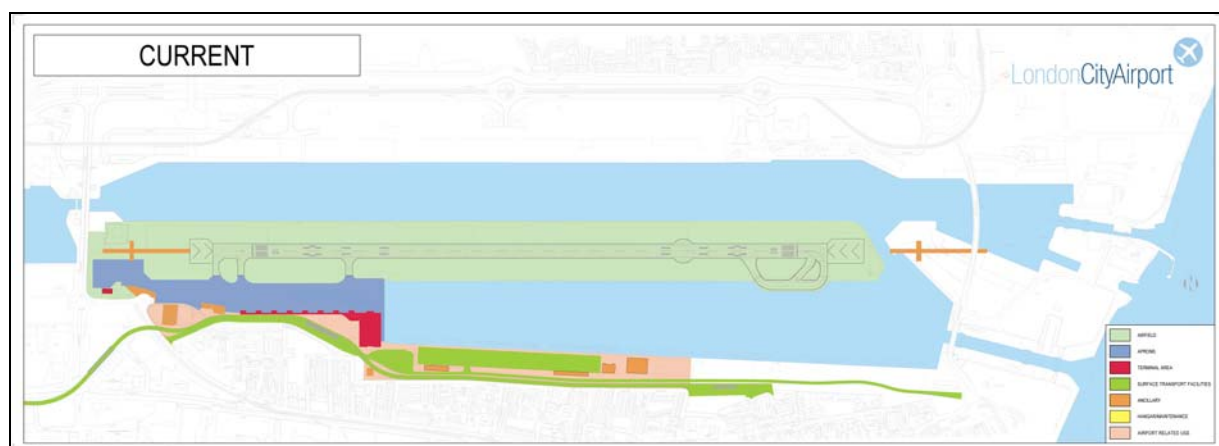
7 According to Civil Aviation Authority data (2003), 59% of LCA passengers are travelling for business reasons with the remainder for leisure. Fifteen airlines currently operate out from London City Airport, between them flying to 27 different UK and European destinations. The top five destinations in 2005 were Edinburgh, Geneva, Zurich, Amsterdam and Frankfurt. In 2005, London City Airport handled 71,000 aircraft movements from its runway, 61,000 of which were scheduled Air Transport Movements (ATMs).

8 Located at the western end of the airfield is the ‘London City Airport Jet Centre’, a dedicated corporate aviation facility consisting of VIP lounges, parking for up to fourteen aircraft, immigration, customs and crew facilities. The Jet Centre has its own road access.

9 Planning permission was granted by Newham Council in 1997 for a new terminal building. The planning permission restricted annual aircraft movements to 73,000. Since it first opened LCA has been subject to a number of operational control measures, including: no night time flights; restrictions on aircraft types; maintaining preferred noise departure routes; and maintaining an approach glide of 5.5 degrees for all aircraft.

10 Figure 1 below shows current land uses at the airport, including the location of the runway, apron, main terminal, corporate aviation terminal and other operational buildings. It also illustrates the alignment of the DLR and the DLR London City Airport station; the land on which these sit does not belong to LCA. The total site area is 111.5 acres (45 hectares). The airport has one runway strip which is 1,199 metres in length and made of concrete but no parallel taxiway. Aircraft arriving or departing have to ‘back-track’ on the runway to take-off or taxi to the apron. The runway is currently capable of handling aircraft up to the size of a BAe 146 Regional Jet. A holding point for three 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.

Figure 1.0 – London City Airport existing site plan



11 In 2001, LCA was granted planning permission by Newham Council to build the holding point and up to five stands in the dock to the east of the terminal. The five stands have yet to be built, with the timing of construction dependant upon market demand. The Airport has fourteen scheduled aircraft stands in total, ten of which are served by a dedicated pier. Buses serve the remaining stands.

12 The passenger terminal building, opened in 1987, 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 and was built to cater for 1.2 mppa. 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.

Masterplan proposals

13 The masterplan seeks to explain how LCA could expand, in phases, to meet the growing demand for air travel over the next 25 years. The White Paper forecast that LCA will handle around 5 mppa in 2030, while LCA forecasts that passenger numbers will grow from 2 mppa today to 3.5 mppa in 2015 and to 8 mppa by 2030.

14 The draft masterplan proposes a significant increase in the number of aircraft movements, to 120,000 per year in 2015, and 171,000 in 2030, i.e. more than double the current limit. The proportionate increase in numbers of air transport movements is less than the projected increase in numbers of passengers. The proportion of larger (often noisier) aircraft would increase, and the operator assumes that more of the available seats would be filled. The split between scheduled (public) and corporate (private) movements is shown in the table below.

	2005	2015	2030
scheduled movements	61,000	100,000	143,000
corporate movements	10,000	20,000	28,000
total	71,000	120,000	171,000

15 The masterplan envisages the phased expansion of airport with the proposals listed below.

Phase 1: developments to allow up to 3.5 mppa by 2015

- Up to five new aircraft parking stands built over King George V Dock.
- Further aircraft parking for corporate Jet Centre at western end of Airport site.
- Extension to Jet Centre building.
- Extension to main terminal building on western side on land.
- A new purpose built Airport Fire Station.
- An aircraft hangar at the western end of the site to allow aircraft maintenance.
- A support building to accommodate airline ground handling and engineering.

Chase 2 - developments to allow up to 6 mppa between 2015 and 2025

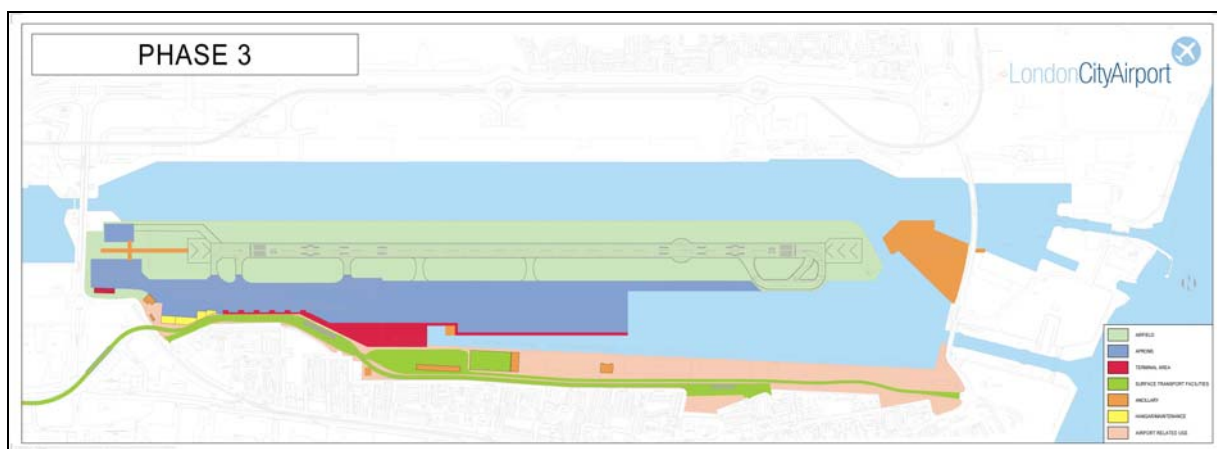
- Five further scheduled aircraft parking stands could be built over the King George V Dock to increase aircraft handling capacity.

- Access to the runway from aircraft stands improved by the construction of a taxi lane running the length of the runway to join with the runway hold point.
- Terminal building further extended on eastern side.
- Vehicle pick-up and drop-off area extended eastwards over the current short-term car park.
- Provision of a multi-storey car park on the site of the existing car park to include car hire services.
- Relocation of the fuel storage facility to the eastern end of the Airport site.
- Extension to hangar building.
- Vacant land at the eastern end of the site developed for either airport related uses or non-aviation related medium density mixed-use development.

Phase 3 - Developments to allow up to 8 mppa by approximately 2030

- A further area of apron and terminal pier could be built to accommodate up to five scheduled aircraft stands.
- This extension would allow the temporary closure of the original terminal for re-modelling work to split the building into distinct areas for arriving and departing passengers.
- New air traffic control tower provided in newly realigned terminal.
- The terminal drop-off zone and associated public transport facilities would be extended eastwards.

Figure 2.0 – London City Airport Phase 3 plan



16 Planning permission will be required for a number of the works listed above with the likelihood that the works listed in the masterplan would not be referable to the Mayor.

Strategic planning issues and relevant policies and guidance

17 The relevant issues and corresponding policies are as follows:

- | | |
|------------------------|--|
| • Economic development | <i>London Plan; London's Economic Development Strategy</i> |
| • Housing | <i>London Plan; Housing SPG</i> |
| • Regeneration | <i>London Plan; London's Economic Development Strategy</i> |
| • Transport | <i>London Plan; the Mayor's Transport Strategy; PPG13</i> |
| • Parking | <i>London Plan; the Mayor's Transport Strategy; PPG13</i> |
| • Employment | <i>London Plan; PPG4</i> |

- Noise *London Plan; Mayor's Ambient Noise Strategy*
- Air Quality *London Plan; Mayor's Air Quality Strategy*
- Blue Ribbon Network *London Plan*
- Biodiversity *London Plan; Mayor's Biodiversity Strategy*
- Sustainable development *London Plan; PPS1, PPG3; PPG13; PPS22; the Mayor's Energy Strategy; Sustainable Design and Construction SPG*

18 London Plan Policy 3C.5 *London's international, national and regional transport links* seeks improved access to airports by public transport. Policy 3C.6 *Airport development* supports the development of a sustainable and balanced London area airport system, and recognises that further capacity in the South East will be required to meet London's needs. The policy also notes that 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.

19 The Mayor has refined his airport policies since the publication of the London Plan in February 2004. His emerging policy is stated in the draft Further Alterations to the London Plan (draft for consultation with the London Assembly and the GLA Group, May 2006).

20 In the draft Further Alterations, Policy 3C.6 *Airport development and operation*, 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.

21 Policies contained within the Newham Unitary Development Plan adopted in June 2001 and designed to run to the period 2006/7 are of relevance when considering the proposals set out in the airport masterplan. With reference to London City Airport, paragraph 7.108 of the UDP states that *"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.... 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"*.

22 The UDP also contains a number of policies which seek to manage the future development at the airport (Policy T29) and development within the vicinity of the airport (Policies T30 and 31). For reasons of public safety and environmental protection, the development of land in the vicinity of the airport is carefully managed. Applications for permission for certain types of development should be referred to the Civil Aviation Authority (CAA); consultation procedure is covered by the Town and Country Planning (Aerodromes and Technical Sites) Direction 1992. The CAA has published a map, which indicates the type of development, in terms of building height, which must be referred to. The whole borough is located within the referral area. The airport also has a designated Public Safety Zone where there should be no significant increase in the number of people living, working or congregating. Other restrictions on development may include noise levels, as imposed by the airport operating at capacity. This is likely to restrict the location of certain noise-sensitive uses such as hospitals, schools and dwellings close to the airport.

23 Changes to the planning system require Newham Council to prepare a new plan for the borough called the Local Development Framework and it is the intention that the LDF will

replace the existing UDP in 2007 and cover the period up to 2020. In the 'Draft Preferred Options for the Core Strategy' it states that *"land will be protected for the implementation of major transport proposals, including increasing capacity of London City Airport to serve and stimulate development in the Thames Gateway"*.

Regeneration

24 One of the key objectives of the London Plan set down in Policy 1.1 of the document is to *"improve London's accessibility"* and that the key policy direction for achieving this objective is to *"improve international, national and regional transport access to London, including airports and ports"*. Paragraph 1.4 of the London Plan also comments that *"as a gateway city, London will be dependent upon excellent global communications extending well beyond the plan period. London is a world transport hub and one that needs substantial improvement. This will require significant additional airport and port capacity"*.

25 Policy 3C.6 of the London Plan states that *"the Mayor supports the development of a sustainable and balanced London area airport system, and recognizes 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 Thames Gateway as well as servicing the needs of London and its economy as a whole"*.

26 The Royals and Canning Town area with Newham contains some of the most deprived wards in London. In response, the London Plan has identified the area as a priority area for regeneration within which the council should *"set out integrated spatial policies that bring together regeneration, development and transport proposals with improvements in learning and skills, health, safety, access, employment, environment and housing"*.

27 The Royals is also a defined Opportunity Area in the London Plan and paragraph 5.72 explains, *"the planning framework should draw on existing initiatives to guide the provision of new housing and enhance the quality of the environment"*. It also goes on to comment that *"the DLR City Airport extension will support further growth of the City Airport, providing a direct link between the airport and central London"*.

28 Within this context 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. The masterplan claims that in 2004 expenditure on wages amounted to £24.5m with over £7m going to staff that live in Newham and that almost £20m is spent per year by the Airport and companies based on the site on local goods and services in Newham. Furthermore, the jobs provided at LCA require employment skills that tend to be relevant to the skills base of the local population

29 The masterplan projects that if LCA were to grow to 3.5 mppa by 2015 the number of jobs supported by the airport would grow to 2,637 and by 2030, with LCA handling around 8 mppa, the total number of jobs supported is forecast rise to 4,150.

Development capacity

30 Within the CAA-defined London City Airport safeguarded referral area, the airport places limits on the development capacity of the area. An illustration is the restriction placed on the height of development on the recently consented Silvertown Quays development with part of the site located within the London City Airport Public Safety Zone and restricted to mid rise development.

31 The ongoing 'City East' work is currently investigating the very long-term development potential of the Royal Docks area, without prejudice to existing policy. As will be explained in more detail in the next section of this report, the aspiration of LCA to increase the airport's capacity will have significant environmental impact which is likely to constrain the development capacity of the Royal Docks area.

Noise

32 The Government's Air Transport White Paper and the Mayor's Ambient Noise Strategy support implementation of the International Civil Aviation Organisation's fourfold approach to managing aircraft noise, namely reducing noise emissions at certification, noise abatement operating procedures (e.g. track keeping), operational restrictions (e.g. a night ban), and town planning (e.g. limiting the growth of noise sensitive uses, especially housing, in areas close to airports).

33 Historically, city authorities have tended to adopt short term approaches, allowing noise sensitive development on land around airports in response to immediate housing and other pressures, while the airport achieves incremental expansion in its operations. This had tended to maximise noise exposure and community conflict for any given level of aviation capacity. This is one of the reasons behind the requirement in the White Paper for airport operators to produce masterplans. These are intended to give clarity about the long term potential for growth, so that local planning authorities can minimise land use conflicts.

34 The Mayor's Ambient Noise Strategy, March 2004, recognising that noise associated with London City Airport was managed under the terms of a planning agreement with Newham Council, stated that issues would be kept under review "*having regard to developments in Thames Gateway and the Lee Valley*" (paragraph 4C.44).

35 London City Airport is close to existing residential communities, with some homes within a hundred metres of the runway, notably to the south in Silvertown and North Woolwich. It currently receives few noise complaints compared with many airports. It is open between 6.30 am and 10 pm on weekdays, with a limitation on the number of flights in the sensitive 6.30 to 7 am period. It is closed at night, and for a 24 hour period in the middle of the weekend (12.30 midday on Saturday to 12.30 midday on Sunday). The Master Plan does not propose to change the current hours of operation of the airport. It can only be used by aircraft able to demonstrate they can meet certain noise limits. Aircraft are required to land on a glideslope of 5.5 degrees, compared with 3 degrees at Heathrow and most other airports. This reduces the extent of noise impact. The number of scheduled movements is currently limited to 73,000 per calendar year. Some 71,000 movements (in total, including corporate) took place during 2005.

36 The draft Master Plan includes maps showing calculated airborne aircraft noise contours for 2005, 2015 and 2030, in 3 dB steps from 69 $\text{dBL}_{\text{Aeq},16 \text{ hour}}$ down to 57 $\text{dBL}_{\text{Aeq},16 \text{ hour}}$ (the latter being typically described as the 'onset of community annoyance', though noise is still audible and may annoy at lower levels). Future contours illustrate how the area affected by 'averaged' aircraft noise would increase in extent, affecting residential communities currently outside the 57 contour, for example, in Canning Town. The Master Plan does not, however, provide estimates of the projected increases in land area affected by spreading of the contours, nor of the existing or future numbers of residents affected. It includes illustrative examples of changes in noise level at locations around the airport. The Plan incorrectly states that changes of under 3 dB would be imperceptible; it was acknowledged at the Heathrow Terminal 5 Inquiry that changes of 1 dB could be perceived if the change was due to changes in the number of noise events. This is the case here. People will certainly notice if the number of aircraft more than doubles, even if growth takes place incrementally over a long period. In particular, people will be likely to notice the loss of quieter periods during the day, as high rates of take off and

landing previously experienced during peak hours spread over more of the day.

37 The projected contours assume that existing departure routes are used (e.g. currently aircraft turn north up the Lower Lee on westerly operations). The plan comments that these routes may, based on current airspace control and aircraft navigation technology, have insufficient capacity by 2030. The plan does not indicate where any new flight paths could go, stating that further work would be needed with National Air Traffic Services and the Civil Aviation Authority.

38 Many of the areas affected by modelled noise contours and likely wider flight paths are projected in the London Plan and local development plans for significant population growth, and have been the subject of a number of planning initiatives, including Opportunity Area Frameworks, Green Grid, and City East study.

39 The airport masterplan proposes a variety of noise mitigation measures. Assuming that the Mayor is minded not to oppose expansion on the scale mooted in the Government's Air Transport White Paper, a clear long term limit on the number of aircraft movements would be needed, together with early clarification of options for future flight paths.

40 The current draft plan does not contain enough information to enable such limits to be recommended here. Also, under the terms of the current section 106 agreement, changes would be defined through negotiation between the airport operator and the London Borough of Newham. An air transport movement limit could be derived from the 5 million passengers per annum capacity referred to in the Government's White Paper, rather than 8 million passengers proposed by the operator, and be subject to detailed analysis of environmental impacts which is not available at this stage. A movement limit, interim if necessary, should also be set related to the capacity of the current airspace management structure, i.e. limiting the number of movements to those which could be accommodated without creating new flightpaths.

41 Uncertainty over future aircraft routeing is particularly undesirable in this part of London, given the need for effective planning and design of major new development areas, including housing, schools and open space, not least the Olympic Park. CAA/NATS should urgently examine local airspace design options, at least to narrow down the range of future options.

Blue ribbon network

42 LCA's masterplan envisages as part of its expansion plans constructing over part of King George V Dock to increase hard standing areas for scheduled aircraft and parking stands to increase the airport's aircraft handling capacity.

43 Policy 4C.32 the London Plan seeks to *"protect and promote the vitality, attractiveness and historical interest of London's remaining dock areas by preventing their partial or complete in-filling"*.

44 The proposal to increase the amount of hard standing area over part of King George V would be clearly contrary to policy objectives of Policy 4C.32. However, it should be noted that there is still in place an unimplemented planning permission to cover part of the dock.

Air Quality

45 Policy 4A.6 of the London Plan requires that the *"Mayor will and boroughs should implement the Mayor's Air Quality Strategy and achieve reductions in pollutant emissions"*.

46 Maps in the masterplan do not indicate the location of the nearest existing and planned housing and other sensitive receptors including hospitals and schools in relation to the airport.

47 The airport should develop modelling of emissions. The masterplan identifies limitations in modelling and therefore does not commit to it. Significant work has gone into modelling at Heathrow and this could be used to inform modelling at London City Airport. LCA should also consider undertaking more detailed source apportionment work for the emissions from the airport. The masterplan should look at mitigation options for the future to minimise emissions including cleaner airside operations. The only mitigation currently mentioned is odour issues. This is not acceptable and the airport should be striving to minimise emissions not just relying on the fact that it does not meet an arbitrary passenger number threshold as justification for minimum work.

48 The future changes to the footprint of emissions and the likely overall increase in emissions needs to be more accurately predicted and modelled to ensure protection of nearby residents. That the LCA plans to provide a detailed assessment of the air quality impact of the expansion plans is welcome, and details should be provided of when they will be ready for consultation.

49 It would be helpful to understand, in more detail, the LCA's plans for air quality monitoring. The airport should continue to develop close relations with Newham Environmental Health as the local air quality management issues are always being updated and there are issues in Newham with the current Air Quality Management Area. These are not reflected in the masterplan. In addition, a strategy for longer term monitoring should be developed as part of the masterplan.

50 There are a number of specific points within the masterplan relating to air quality monitoring that need to be clarified.

- The masterplan states that measurements will take place between spring and summer of 2006. There is concern that this length of measurement is likely to be too short to be of any practical use and it is suggested that measurements are taken over a minimum 12 month period.
- It is proposed that background air quality measurements are taken on the roof of City Aviation House. There are concerns about what sort of location this is designed to represent and it is recommended that it would be more useful to have background measurements taken on and off site at more usual heights (1-3 metres off the ground).
- A plan for the array of NO₂ diffusion tube monitoring would be useful and it is recommended that this survey is extended for more than one year (to allow for missing tubes and other circumstances where no data can be collected). Clarification should be provided on whether multi exposures of tubes will take place at selected sites to assess the variation between tubes.
- Details of LCA's plan for high resolution NO₂ monitoring programme to assess the emissions from individual aircraft types should also be provided together with clarification on whether the data will be used to select suitable aircraft to use City Airport.

51 Mandatory switching off of aircraft engines and of auxiliary power units on the aircraft is supported. The masterplan appears to be seeking to maximise use of fixed electrical ground power, which is also supported. If, however, there were to be any use of generators powered by fuel (e.g. diesel), clarification should be provided on whether there is scope to reduce emissions further through the use of ultra low sulphur diesel, oxidation catalyst/particulate filter on the exhaust or alternative fuels.

Climate Change

52 To help mitigate against any increase in carbon emissions from increases in the numbers of flights from the airport, as part of its development plans LCA should make a clear commitment towards promoting a 'Greener Airport'. The measures which LCA could implement are:

- Sustainable construction techniques for any the new buildings
- Evaluating the feasibility of the use of Combined Heat and Power (CHP)
- Ensuring maximum use of public transport to the airport and to develop clear public transport targets through the production of a 'Green Travel plan'.
- Offsetting of aviation emissions

53 Emissions offsetting could be delivered in partnership with the airport (e.g. through landing charges) or alternatively with the airport promoting offsetting on a voluntary basis by targeting their passengers at the airport.

Biodiversity

54 The proposed expansion would lead to the loss of a substantial area of water within the Royal Docks, which are a Site of Borough Grade I Importance for Nature Conservation. The docks support only moderate numbers of water birds, but this can increase significantly in hard weather, when the brackish docks remain open as other water bodies freeze over. The existence of London City Airport effectively sterilises a substantial area of east London in terms of creating new wildlife habitats, as the CAA and the operator would be expected to oppose anything which might increase bird numbers in the area to avoid the risk of bird strike to safe aircraft operations. The area immediately to the south and east of the City Airport is deficient in access to nature, and the inability to create new bird habitats is a significant barrier to meeting the Mayoral target for reducing such areas of deficiency.

55 From the information provided it is unclear whether the proposed expansion would make this situation worse.

Transportation

56 The masterplan should set more challenging targets for use of alternatives to the car for both employee and passenger access. It should detail specific actions LCA will undertake to encourage modal shift by passengers and employees including its own initiatives to increase public transport use to the airport. Although the overall split for non-private transport for passengers is high (77%), a significant share of this is made up of taxis, which should be reduced in favour of other public transport modes. It is likely that following the recent opening of the DLR extension this shift from taxis to other forms of public transport has started to take effect. DLR is monitoring station counts to determine usage patterns by airport passengers. Surface access improvements should also consider improvements to pedestrian and cycle access to the airport as these could be important modes for airport employees who live in the surrounding area.

57 Bus route 474 runs very early in the morning and very late at night specifically to provide public transport access for airport shift workers. The first buses actually arrive at 04.00 from Manor Park and Canning Town, and the last buses depart at 00.50 from Manor Park and 01.20 from Canning Town. The masterplan states that public transport should operate earlier to enable shift workers to arrive at the airport in time for a 05.30 start. As per the above comment, route 474 already does this, linking to the 24-hour bus network and providing a fairly significant

coverage of the areas of East London where some airport shift-workers are likely to live. TfL will be happy to discuss further how the bus network could better meet the needs of shift-workers.

58 The DLR extension to LCA opened in December 2005. It should be noted that the business case for the DLR extension was based on assumptions of growth at LCA averaging 4.99% between 2005 and 2010 and 4.37% from 2010 to 2020 when the airport was assumed to reach capacity. Any changes to these assumptions would have implications for patronage on this route. DLR is currently running 2-car trains in the section serving LCA and it is not certain that 3-car trains will be required due to developments in the surrounding area “long before 2030”, to the benefit of LCA. Potential future capacity enhancements and funding requirements and sources will require further analysis.

59 It is not clear whether the existing bus terminus would be affected by proposals to move facilities to the east. The bus terminus should not be moved from where it is now as the increased journey time may incur additional costs to the bus network. The bus terminus could be reconfigured to improve bus passenger access to the terminal.

60 Though the amount of freight passing through the airport is small and predominantly consists of courier and express deliveries, there are no statistics on the amount of freight tonnage handled by the airport. It would be useful if freight movement data could be gathered as consideration has to be given to the delivery and servicing needs of businesses at the airport and the wider impact if any on the road network. Also given the proximity of the airport to the River Thames and the existence of the Thames Estuary fuels refineries, as the airport grows one would expect consideration to be given to transporting fuel by river or pipeline.

61 The masterplan should take account of the Thames Gateway Bridge and its possible transport implications for the local area.

62 Crossrail, when built, will deliver a step change in accessibility to and from the Royal Docks. It will provide new opportunities to travel directly to Heathrow airport, locations in the City (Farringdon and Liverpool Street) and in the West End (Paddington, Bond Street and Tottenham Court Road) and will deliver significant journey time savings, as summarised below in Table 3.0.

Insert Table 2.0 - Journey Time Savings from the Royal Docks*

Destination	Without Crossrail	With Crossrail	Time Savings (mins)
Heathrow Airport	69	48	21
Liverpool Street	21	10	11
Bond Street	28	18	10
Isle of Dogs	12	4	8

*Platform to platform journey times from Custom House station.

63 The journey time savings will increase the population and employment catchments of the Royal Docks. There will be a 60% increase in people who can access the Royal Docks within a 30 minute travel time. This is a significant increase in access to a potential pool of labour which will make the Royal Docks a more attractive business location. People living in the Royal Docks will be able to access an additional 500,000 jobs within a 30 minute journey time. This improved accessibility will make the Royal Docks a more attractive place to live, encouraging and supporting further residential development and undermining the continuing need for an airport in that location.

64 Once the Crossrail project is under construction, with the improvements in public transport accessibility to and from the Royal Docks from the rest of London including Heathrow

Airport guaranteed, the future of London City Airport should be reconsidered.

London Development Agency

65 The airport has initiated early negotiations with the LDA relating to options to lease LDA owned land. The LDA's agreement would be required to allow the airport to take forward its expansion plans in accordance with the masterplan.

Local planning authority's position

66 Newham Council supports measures to enhance existing airport facilities without compromising the local or borough-wide environmental quality or amenities.

Financial considerations

67 There are no financial considerations at this stage.

Conclusion

68 The application of the Mayor's strategic policies to the proposals contained in the London City Airport masterplan will need to weigh the economic benefits of growth in London City Airport 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. Also, any planned extension in airport capacity should be demonstrably sustainable – any adverse impacts on climate change, air quality and noise must be sufficiently mitigated, and public transport access improved.

69 The decision to proceed with the construction of Crossrail, which when complete would improve public transport accessibility between the Royal Docks and the rest of London including Heathrow Airport could, prompt reconsideration of the future of London City Airport. It would be appropriate for the Government to consider this in its forthcoming review of the Air Transport White Paper.

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