

Liam Mcfadden

From: [REDACTED]
Sent: 23 February 2023 14:45
To: Liam Mcfadden
Cc: Lucy Owen
Subject: Port of London Authority response (DC 670) Plan ref: 22/03045/VAR London City Airport

Dear Liam

Thank you for consulting the Port of London Authority (PLA) on the above mentioned Section 73 application, for the variation of a number of conditions related to planning permission 13/01228/FUL at London City Airport, and minor design changes to the forecourt and airfield layout. I have now had the opportunity to review the submitted documents and have the following comments to make

Noted within the submitted Construction programme that reference is given to the strategy for the Use of the River Thames During Construction which was submitted to and approved by Newham in 2017 in accordance with Condition 60 of the CADP1 consent (Plan Ref.17/00534/AOD) and it is confirmed that the measures contained in the strategy are unlikely to change for the remaining CADP1 works which is welcomed. In addition, it is welcomed that barge movements continue to be shown on figure 6.2 (Construction Traffic Routes) of the submitted construction programme.

On public transport matters it is welcomed that reference is given in the submitted Transport Assessment to riverbus services now available from Royal Wharf Pier, including timetables and walking routes.

Within the submitted Planning Statement, Table 6.1 (Policy compliance of proposed amendments vs Government Policy) of the environmental considerations section states that London City Airports Initiatives to support the transition to zero emission flights includes reviewing the overall technical and commercial viability of future zero-carbon emission aircraft and developing feasibility assessments of airport and local infrastructure requirements for their operation and assessing options available in the Royal Docks, as well as potential supply options involving delivery through the Estuary and along the River Thames. The PLA in principle supports this approach and would welcome further discussion on the potential use of the River Thames as part of the supply chain at the appropriate time.

Regards

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