

Morgan, Jackson

From: Tim Smith [REDACTED]
Sent: 31 May 2024 11:08
To: Planning Policy Consultations
Subject: City Plan 2040 - London City Airport Submission
Attachments: London City Airport - City Plan 2040 Submission.pdf
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To Whom it may Concern,

Please see attached London City Airport’s submission to the Draft City Plan 2040.

Should you have any questions, please don’t hesitate to get in touch.


Many thanks,

Tim



Tim Smith
Planning Manager (Compliance and Transport)

[REDACTED]
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31 May 2024

Planning Policy Team
Environment Department
City of London Corporation
Guildhall PO Box 270 London EC2P 2EJ

Submission on Draft City Plan 2040 London City Airport

Dear Planning Policy Team,

London City Airport (the Airport) welcomes the opportunity to respond to this consultation for the Draft City Plan 2040, by the City of London Corporation (the Corporation).

The Airport has reviewed the Draft Plan and wishes to confirm our support for the Corporation's overall approach. In particular, we support the Draft Plan's position on the need to protect the Airport's operations from the development of tall buildings through the requirement to consult with the Airport on tall building proposals early in the development process, and the provision that tall buildings must not impact on the Airport's operations.

We have the following specific points that we trust will be helpful in ensuring the Plan provides future developers with clear direction on aviation safety requirements:

- First, at Section 11.5.14 at page 198, 90m AOD is noted as the consultation trigger height within the plan, which we presume has been designed to align with the London City Airport Aerodrome Safeguarding Map. Please be aware that the Safeguarding Map denotes AGL (Above Ground Level) and not AOD. It is important that the Draft Plan is updated to reflect AGL and not AOD as the two indicate different heights. If not corrected, a developer may erroneously assume different height constraints when designing a scheme, which may have significant implications for aviation safety.
- Second, at Section 11.5.14 at page 199, for very tall buildings which approach the CAA maximum height limitation of 309.6m AOD, development proposals must be subject to an independent aviation report to confirm that there are no impacts on the Instrument Flight Procedures. We recommend that this is included either in the relevant policy or its supporting explanatory text.

We would be happy to discuss any of our comments with you directly. If you have any questions, please contact [REDACTED]

Yours sincerely,



Tim Smith
Planning Manager, London City Airport