

From: [REDACTED] [REDACTED]@londoncityairport.com]
Sent: 14 January 2011 15:33
To: [REDACTED]
Subject: Cable Car Planning Application
Attachments: Cable Car 14 Jan.docx

[REDACTED]

Please find attached a letter withdrawing our objection the above planning application. A copy is in the post.

Best Regards

[REDACTED]

Tel:	[REDACTED]
Mobile:	[REDACTED]
Fax:	[REDACTED]
Email:	[REDACTED]@londoncityairport.com
<input type="checkbox"/>	

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London City Airport Ltd Registered office: City Aviation House Royal Docks London E16 2PB.
Registered in England & Wales No. 1963361

www.londoncityairport.com

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[REDACTED]
Development Control
Major Applications
Royal Docks Area Team
London Borough of Newham
Newham Dockside
London
E16 2QU

14 January 2011

Dear [REDACTED]

Cable Car Planning Application

I have now received from TfL, revised Drawings of the proposed Cable Car structure. The drawings show that the North Tower has been reduced in height to 87.63m AOD. I can confirm that the new height meets the safeguarding requirements of the airport.

The conditions set out in the current Cable Car Committee Report are sufficient to control the height of the completed North Tower and temporary obstacles during the construction phase. With this in place we are now able to withdraw our earlier objection to this application.

The application does not contain any details on external lighting, therefore we would request that at committee, it is recommended that London City Airport is included in condition 8 of the report.

Please do not hesitate to contact me if you require any further clarification of our position

Yours Sincerely

[REDACTED]

London City Airport Limited
City Aviation House
Royal Docks
London E16 2PB

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Fax: +44 (0) 7511 1040
Email: info@londoncityairport.com
Web: www.londoncityairport.com

From: [REDACTED] [REDACTED]@londoncityairport.com]
Sent: 17 January 2011 16:07
To: [REDACTED]
Subject: Cable Car Application

[REDACTED]

I believe the structure you were referring to in our recent conversation is the North (Drive) Station and not the Intermediate North Tower.

I can confirm that at a height of 19.58m AOD the airport would have no safeguarding objections with this structure.

Best Regards

[REDACTED]

[REDACTED]

Tel: [REDACTED]
Mobile: [REDACTED]
Fax: [REDACTED]
Email: [REDACTED]@londoncityairport.com

[x] [REDACTED]

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From: [REDACTED]
Sent: 21 February 2011 15:01
To: [REDACTED]
Subject: RE: Cable Car Planning application

Dear [REDACTED]

Town and Country Planning Act 1990 (as amended)

Application No: 10/02311/FUL and 10/02315/LTGDC
Address: London Cable Car Development, Western Gateway, Canning Town, London, E16
Proposal: Erection of a cable car for the length of 1,100m over the River Thames from North Greenwich Peninsula to Royal Victoria Dock at a minimum clearance of 54.1m above mean high water springs, consisting of: a north main tower (to a maximum height of 87.63m AOD) at Clyde Wharf (north west of Bell Lane) and a north intermediate tower (to a maximum height of 66m AOD) to south west of DLR and Silvertown Way/Dock Road to support the gondola cable and communication cable; a two storey station (incorporating mechanical drive room, concourse, ticket office, an retail space on ground floor, and gondola arrival and departure platform on first floor) and associated compression tower, (to a maximum height of 17m height AOD) and boat impact protection within Royal Victoria Dock and associated works to the public realm between Western Gateway and Royal Victoria Dock including raising the dock edge and provision of a kiosk (comprising 14m2 of floor space and sub-station) (THIS APPLICATION IS SUBJECT TO AN 'ENVIRONMENTAL IMPACT ASSESSMENT, AFFECTING THE SETTING OF A LISTED BUILDING AND IS A DEPARTURE FROM THE UNITARY DEVELOPMENT PLAN). | London Cable Car Development Western Gateway Canning Town London E16

I am writing to inform you that additional information relating to the above applications has been received from the applicant. The additional information relates to an assessment by National Air Traffic Services (NATS) of the safety implications of the cable car for the London City Airport Public Safety Zone.

The information is available to view on our website following this link;

<http://www.newham.gov.uk/Planning/PlanningApplications/ViewPlanningandBuildingControlApplicationsOnline.htm>

If you wish to comment, please do so in writing within 14 days from the date of this email. All responses should be addressed to the case officer [REDACTED] ([REDACTED] Development Control, Regeneration Planning and Property Directorate, London Borough of Newham, Newham Dockside, 1000 Dockside Road, London, E16 2QU / tel: [REDACTED] / email: [REDACTED]@newham.gov.uk)

For your information the applications including the additional information will be considered at the Council's Strategic Development Committee meeting on the **Tuesday 8th March 2011 at 7.00 p.m.** The Strategic Development Committee is held at; Old Town Hall, Stratford, E15 4BQ.

Any member of the public can attend the meeting. If you wish to make representations at that Committee you should advise [REDACTED] [REDACTED], Legal and Democratic Services, Resources, London Borough of Newham, Newham Dockside, 1000 Dockside Road, London, E16 2QU / tel: [REDACTED] / email: [REDACTED]@newham.gov.uk) in writing by 12 (mid-day) on Monday 7th March 2011. For further advice in regard to this matter you can contact them on [REDACTED] or by fax [REDACTED].

Yours faithfully,

[REDACTED]
[REDACTED] DEVELOPMENT CONTROL
MAJOR APPLICATIONS: Royal Docks Area Team
London Borough of Newham | Newham Dockside | First Floor West Wing |
Dockside Road | London | E16 2QU



T [REDACTED]
E [REDACTED]@newham.gov.uk

From: [REDACTED]@gmail.com]
Sent: 08 March 2011 14:57
To: [REDACTED]
Subject: Cable Car
Attachments: LBN Cable Car 8-3-11.doc

[REDACTED]

Please find attached a letter confirming the airports support for the cable car development.

Regards

[REDACTED]



[REDACTED]
Development Services
London Borough of Newham
1000 Newham Dockside
London
E16 2QU

08 March 2011

Dear [REDACTED]

Cable Car Planning Applications

Your references: 10/02311/FUL and 10/02315/LTGDC

I am writing to confirm London City Airport's position in relation to the cable car planning applications.

Transport for London consulted London City Airport at an early stage in the development of the project. Regular discussions have occurred through the various stages of development and will continue through the construction phase.

London City Airport has an interest in the cable car in terms of:

- Airport physical and technical safeguarding - including implications for public safety zone, take off and climbing surfaces (TOCS), Navigational Aid interference, Instrument Landing Systems interference and aircraft obstruction lighting;
- Temporary construction implications - eg intrusion of cranes into physical or technical safeguarding or risk or potential disruption if unexploded ordnance were found;
- As a local business - the transport and regeneration implications for the airport and the area generally.

Transport for London has worked with the airport to understand the implications for the development, construction and operation of the cable car and design the scheme accordingly. I can confirm that all of our concerns regarding the cable car have been satisfactorily addressed. In particular,

- The top of the towers lie beneath physical safeguarding including the take off and climb surface.

- The north tower has been reduced in height to take into account the performance requirements of one particular aircraft type.
- A range of possible construction methodologies have been discussed in principle
- The design and materials of towers is appropriate and incorporate aircraft warning lighting. We will be consulted on the details of the lighting scheme for the towers which will be approved via Condition 3 of the London Thames Gateway Development Corporation decision letter.
- NATS has confirmed that the impact on the airport's technical safeguarding including Instrument Landing System and associated systems Signal in Space is negligible.
- The CAA have confirmed that there is no impact to instrument flight procedures associated with the Airport.

In addition it is worth also noting that London City Airport believe that risk of any wake turbulence impact on the cable car is considered to negligible, as aircraft will pass over the cable car at a height of not less than 800ft. In twenty four years of operation London City Airport has only received one claim of minor wake vortex damage, the building affected was a small shower and office block in the marina at Gallions Point, located 750m to the east of the airport runway threshold.

London City Airport Considers NATS as the industry experts in the calculation of airport third party risk contours and collision risk modelling.

As stated in my letter of 14 January 2011 London City Airport has no objection to the cable car scheme and supports the expected positive transport and regeneration benefits in the local area.

Yours sincerely

A rectangular black box redacting the signature of the sender.A long, horizontal black box redacting the contact information of the sender.

From: [REDACTED]
Sent: 08 March 2011 15:19
To: [REDACTED]
Subject: RE: Cable Car

Thanks [REDACTED] This is most helpful.

From: [REDACTED] [mailto:[REDACTED]]
Sent: 08 March 2011 14:57
To: Sunil Sahadevan
Subject: Cable Car

[REDACTED]

Please find attached a letter confirming the airports support for the cable car development.

Regards

[REDACTED]

[REDACTED]