

19 December 2022

Director of Planning and Development  
London Borough of Newham  
Newham Dockside, 1st Floor – West Wing 1000  
Dockside Road  
Beckton  
E16 2QU

Dear Madam

**TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED) ON BEHALF OF THE LONDON CITY AIRPORT (THE APPLICANT) PROPOSED S73 REVISIONS TO CITY AIRPORT DEVELOPMENT PROGRAMME (CADP) PERMISSION (LPA REF 13/01228/FUL) LONDON CITY AIRPORT, HARTMANN ROAD, LONDON, E16 2PX**

On behalf of London City Airport (LCY) please find enclosed an application for minor material amendments made under Section 73 ("S73") of the Town and Country Planning Act 1990 (as amended), following to the grant of planning permission for the City Airport Development Programme 1 ("CADP1") ("the CADP1 Permission") (LPA ref. 13/01228/FUL) at London City Airport.

The proposed description of development for the Proposed Amendments is as follows:

*"Section 73 Application to vary conditions 2 (approved drawings and documents), 8 (aircraft maintenance), 10 (restrictions on development – Plan P4), 12 (aircraft stand location – Plan P4), 17 (aircraft take-off and land times), 23, 25, 26 (Daily limits), 35 (temporary facilities), 42 (terminal opening hours), 43 (passengers) and 50 (ground running) attached to planning permission 13/01228/FUL dated 26 July 2016 (as varied) to allow up to 9 million passengers per annum (currently limited to 6.5 million), arrivals and departures on Saturdays until 18.30 with up to 12 arrivals for a further hour during British Summer Time (currently allowed until 12.30), modifications to daily, weekend and other limits on flights and minor design changes, including to the forecourt and airfield layout.*

*This application is accompanied by an Environmental Statement for the purposes of Environmental Impact Assessment under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)."*

The CADP1 Permission was approved by the Secretary of State (“SoS”) in July 2016 following an appeal and public inquiry which was held in March 2016. It granted permission for passenger facilities and infrastructure including terminal extensions, new aircraft stands and a parallel taxi lane over the King George V Dock. The CADP1 Permission is accompanied by planning conditions and S106 obligations which control the operation of the Airport.

The Proposed Amendments seek to increase capacity at LCY to 9 million passengers per annum, extend opening hours and make other related changes without new infrastructure or increases to the permitted number of flights. They have been informed by extensive consultation including a 10 week period of public consultation between 1 July and 9 September 2022, feedback from which has informed changes to the Proposed Amendments.

The scope and contents of the application has been discussed with the London Borough of Newham. The application is accompanied by the following:

Document	Author
Application Form including Ownership Certificates	Quod
Revised Application Plans (refer to Appended Drawing Schedule)	P&W
CIL Additional Information Form/Statement	Quod
Planning Statement	Quod
Statement of Community Involvement	Cratus
Need Case	York Aviation
Environmental Statement VOLUME 1: Text	Pell Frischmann & others
Environmental Statement VOLUME 2: Appendices	Pell Frischmann & others
Environmental Statement VOLUME 3: Need Case	York Aviation
Environmental Statement VOLUME 4: Transport Assessment	Steer
Design Development Report	P&W
Sustainability Statement	WSP
Revised Energy and Low Carbon Strategy	Atkins
Benefits and Mitigation Statement	Quod
Equalities Statement	Quod

Appended to this letter are:

**Appendix 1:** Proposed Amendments to CADP1 Planning Conditions

**Appendix 2:** Suggested Updates to other CADP1 Planning Conditions

**Appendix 3:** An explanation of the proposed changes to the drawings. The Drawings Schedule, along with each individual drawing, indicate whether the drawing is intended to be for approval or whether it is submitted for information purposes only.

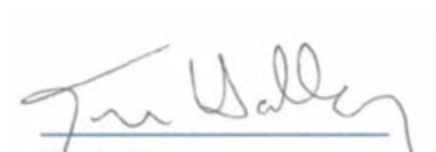
A cheque to the sum of £234 (+a service charge of £32.20) has been paid via the Planning Portal. The Portal reference is: PP-11516916.

Paper copies will also be available for review by contacting the London Borough of Newham once the application has been registered. Paper copies of the Environmental Statement and Technical Appendices can be purchased at a cost of £300 for each volume (excluding postage and packaging). Alternatively, a CD-ROM/usb version is available for a cost of £15. The Non-Technical Summary can be provided free of charge upon request as an electronic or hard copy. All Environmental Statement documents are available from: Pell Frischmann, 5th Floor, 85 Strand London, WC2R 0DW.

A separate application has been submitted in parallel with the S73 Application for the retention of existing temporary Permitted Development facilities and an additional temporary eastern gate room facility. The timescales for those works align with the projected programme for delivery of the remaining CADP1 development as set out in this S73 Application. Whilst the works complement the S73 application, they are independent from the Proposed Amendments. The temporary permitted development facilities would still be required if the S73 is not progressed and would enable the retention/provision of temporary facilities over longer timescales to align with the remaining build out of the current CADP1 permission.

We look forward to receiving confirmation that this application has been registered and validated. Please do not hesitate to contact me if you require any further information.

Yours sincerely

A handwritten signature in black ink, which appears to read "Tim Halley". The signature is written over a horizontal line.

Tim Halley  
London City Airport



## Appendix 1 - Proposed Amendments to CADP1 Planning Conditions

Condition No	Summary of Proposed Amendments	Proposed Wording of Condition <sup>i</sup>
<b>Condition 2</b>  Approved Documents	Updated references to the latest relevant documents and drawings	<b>2 Approved Drawings and Documents</b> <i>The Development shall be carried out in accordance with the Approved Plans and the following documents:</i> <del>Design and Access Statement (July 2013)</del> <del>Design and Access Statement Addendum (March 2014)</del> <del>Update to Design and Access Statement (September 2015)</del> <del>Energy and Low Carbon Strategy (July 2013)</del> <del>Update to Energy and Low Carbon Strategy (August 2015)</del> <del>Sustainability Statement (July 2013)</del> <del>Update to Sustainability Statement (September 2015)</del> <del>Updated Transport Assessment (September 2015)</del> <b>[INSERT NEW LIST]</b>
<b>Condition 8</b>  Aircraft Maintenance	Extended hours to reflect Saturday PM opening	<b>8 Aircraft Maintenance and Repair</b> <i>Except in exceptional circumstances, no maintenance or repair work of aircraft and/or aircraft related machinery which causes noise that is audible at the Airport Boundary and/or at any Sensitive Receptor shall take place at the Airport other than between the hours of:</i> <ul style="list-style-type: none"> <li>• 0630 and 2200 Monday to Friday inclusive;</li> <li>• 0630 and 12.30 <b>18.30</b> on Saturday;</li> <li>• 1230 and 2200 on Sunday; and</li> <li>• 0900 and 2200 on Bank Holidays and Public Holidays.</li> </ul> <i>All such activity outside the specified hours set out above causing noise that is audible at the Airport Boundary shall be reported to the local planning authority within 24 hours of occurrence.</i>
<b>Condition 10</b>  Aircraft Maintenance	Refer to revised version of Plan P4 in the definitions	No additional hard surface to that shown on Plan P4 ( <b>rev A</b> ) shall be constructed unless a noise report is submitted to the local planning authority confirming that the noise impacts arising from the proposed development will be no worse than those assessed in the UES at any of the nearest Sensitive Receptors outside the Airport Boundary. <b>[Revision to Definition to refer to updated version of Plan P4]</b>



Condition No	Summary of Proposed Amendments	Proposed Wording of Condition <sup>i</sup>
<b>Condition 12</b>  Aircraft Stand Location	Greater flexibility in the location of aircraft stands given increased width of new generation aircraft. No changes to number of stands.	<b>12 Number of Aircraft Stands and Position</b> <i>The number of aircraft stands for scheduled Aircraft Movements shall not exceed 25 at any time and shall be located within the area shaded on Plan P4 (<u>rev A</u>). [Revision to Definition to refer to updated version of Plan P4]</i>
<b>Condition 17</b>  Aircraft Take-off and Land Times	No change to 8hr night-time curfew but extended hours on Saturday..  (British Summer Time aligns with the Summer Schedule used in the Worldwide Airport Slot Guidelines (WASG) jointly published by IATA, Airports Council International (ACI) and the Worldwide Airport Coordinators Group (WWACG))	<b>17 Aircraft Take-Off and Land Times</b> <i>Except in cases of immediate emergency to an aircraft and/or the persons on board, the Airport shall not be used for the taking off or landing of aircraft at any time other than between the hours of:</i> <ul style="list-style-type: none"> <li>- 0630 and 2200 on Monday to Friday inclusive;</li> <li>- 0900 and 2200 on Bank Holidays and Public Holidays (with the exception of Christmas Day in condition 27);</li> <li>- 0630 and <del>12.30</del> <u>1830 on Saturdays (with up to 12 additional arrivals permitted between 1830 and 1930 only during British Summer Time.;</u> and</li> <li>- 1230 and 2200 on Sundays;</li> </ul> <i>-provided that these restrictions shall not prevent an aircraft which was scheduled to take-off from or land at the Airport but which has suffered unavoidable operational from taking off or landing at the Airport between 2200 hours and 2230 hours Sunday to Friday and <u>1830 hours to 1900 hours on Saturday (and in the case of aircraft landing during the British Summer Time, between 19.30 and 20.00)</u> and where that taking off or landing would not result in there being more than 400 Aircraft Movements at the Airport per calendar year outside the above permitted hours of operation comprising no more than 150 such movements in any consecutive three months.</i>
<b>Conditions 23, 25 and 26</b>  Daily Limits	Minor changes to daily limits, including increasing the number of flights permissible in the first half hour. No change to annual cap of 111,000 movements or opening times on weekdays or Sundays.	<b>23 Maximum Permitted Actual Aircraft Movements (days/year)</b> <i>The number of Actual Aircraft Movements at the Airport shall not exceed:</i> <ul style="list-style-type: none"> <li>a) <del>100</del> <u>230</u> per day on Saturdays;</li> <li>b) 200 per day on Sundays but not exceeding <del>280</del> <u>400</u> on any consecutive Saturday and Sunday;</li> <li>c) subject to (d) to (j) below 592 per day on weekdays; and</li> <li>d) 132 on 1 January;</li> <li>e) 164 on Good Friday;</li> <li>f) 198 on Easter Monday;</li> <li>g) 248 on the May Day Holiday;</li> <li>h) 230 on the late May Bank Holiday;</li> <li>i) 230 on the late August Bank Holiday;</li> <li>j) 100 on 26 December; and</li> <li>k) 111,000 per calendar year.</li> </ul> <b>25 Maximum Permitted Actual Aircraft Movement limit between 0630 hours and 0659 hours on Mondays to Saturdays</b>



Condition No	Summary of Proposed Amendments	Proposed Wording of Condition <sup>i</sup>
		<p>The maximum number of Actual Aircraft Movements between 0630 and 0659 hours on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the Airport shall be closed for the use or operation of aircraft between these times) shall not exceed 6 <u>9</u> on any day.</p> <p><b>26 Maximum Permitted Actual Aircraft Movement limit between 0630 hours and 0645 hours on Mondays to Saturdays</b>  Notwithstanding the restriction on Actual Aircraft Movements between 0630 hours and 0659 hours, as set out by Condition 25, the total number of Actual Aircraft Movements in the period between 0630 hours and 0645 hours on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the Airport shall be closed for the use or operation of aircraft between these times), shall not exceed 2 <u>4</u> on any day.</p>
<b>Condition 35</b> Temporary Facilities	Change to link timing to the phasing condition 4 only .	<p><b>35 The Temporary Facilities</b>  <i>The temporary facilities coaching facility and the temporary outbound baggage extension as shown on the Temporary Facilities Drawings shall cease to operate and shall be removed in accordance with the details approved in the Construction Phasing Plan approved pursuant to Condition 4 <del>no later than 5 years from the date of Commencement of Development.</del></i></p>
<b>Condition 42</b>  Terminal Opening Hours	Later opening on Saturday	<p><b>42 Passenger Terminal Opening Times</b>  No Passenger Terminal Buildings within the Airport shall be open for use operation or trading except between the hours of:</p> <ul style="list-style-type: none"> <li>• 0430 and 2230 Monday to Friday;</li> <li>• 0430 and 4300 <b>2000</b> on Saturdays;</li> <li>• 1030 and 2230 on Sundays;</li> <li>• 0700 and 2230 hours on Public and Bank Holidays; and</li> <li>• not at all on Christmas Day</li> </ul> <p><i>In the event that an unavoidable operational delay occurs to an inbound or an outbound aircraft, no Passenger Terminal Building shall be open for use, operation or trading more than 30 minutes after such aircraft has landed or departed from the Airport.</i>  <i>Reason: To safeguard local residential amenity.</i></p>
<b>Condition 43</b> Passengers	Uplift from existing limit of 6.5mppa to 9mppa	<p><b>43 Passenger Numbers</b>  At no time shall the passenger throughput of the Airport exceed 6.5 <b>9 million</b> passengers in any twelve month period.....'</p>
<b>Condition 50</b>  Ground Running	Revise to allow during extended Saturday opening.	<p><b>50 Ground Running, Testing and Maintenance</b>  <i>Unless in exceptional circumstances, the Ground Running of aeroplane engines for testing or maintenance purposes shall only take place between the following hours:</i></p>



Condition No	Summary of Proposed Amendments	Proposed Wording of Condition <sup>i</sup>
		<i>i. 0630 and 2200 Monday to Friday; ii. 0630 and <del>4230</del> <u>1830</u> on Saturdays; iii. 1230 and 2200 on Sundays; iv. 0900 and 2200 on Bank Holidays and Public Holidays (but not at all on Christmas Day); and v. in such locations and with such orientation of the aircraft as set out in the approved GRTMS and employing such noise protection measures as set out in the approved GRTMS; provided that the restrictions above shall not prevent aircraft maintenance work taking place outside of these hours where that work will not be audible at the Airport Boundary or at any Sensitive Receptor and provided this restriction shall not prevent Auxiliary Power Unit usage for essential conditioning of aircraft cabins and equipment prior to departure limited to a maximum of 10 minutes before an aircraft's departure from the stand or 10 minutes after arrival on the stand.</i>

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<sup>i</sup> The proposed amendments to the wording of the conditions attached to the 2016 CADP1 planning permission are indicated in black ~~strike through~~ to show text it is proposed to delete and red underlining to show new text it is proposed to insert. Where appropriate, the CADP1 conditions wording incorporates amendments to the wording which have been previously approved by non-material amendment applications (Section 96 applications) (16/03797/NONMAT, 17/02865/NONMAT, 18/01001/NONMAT, 18/02109/NONMAT, 18/02611/NONMAT, 19/02621/NONMAT 20/01200/NONMAT).





## Appendix 2 - Reference Updates to other CADP1 Planning Conditions

Condition No	Summary of Proposed Amendments	Proposed Wording of Condition <sup>i</sup>
<b>Condition 4</b>  Construction Phasing	Update to reflect latest programme	<p><b>4. Construction Phasing Plan (Approved in Dec 19)</b></p> <p><i>No Development shall be Commenced unless and until a Construction Phasing Plan providing details of the phases and the order in which the Development shall be Commenced has been submitted to and approved in writing by the local planning authority. Thereafter the Development shall only be carried out in accordance with the approved Construction Phasing Plan (Ref), or a revised construction phasing plan which shall have been submitted and approved by the Local Planning Authority</i></p>
<b>Condition 33</b>  Noise Contour	Change to reflect progressive reduction in noise contour as quieter fleet is introduced	<p><b>33 Fixing the Size of the Noise Contour</b></p> <p><u>Up to the passenger throughput at London City Airport exceeding 6.5 million passengers in any 12-month period (to be taken from 1 January to 31 December unless a different 12-month start and end date is agreed), the area enclosed by the 57dB daytime noise contour shall not exceed 9.1 km<sup>2</sup> or any lower figure as agree pursuant to the Noise Contour Strategy approved on [x].</u></p> <p><u>Upon the passenger throughput at London City Airport exceeding 8 million passengers in any 12-month period (to be taken from 1 January to 31 December unless a different 12-month start and end date is agreed), the area enclosed by the 57dB daytime noise contour shall not exceed x km<sup>2</sup>.</u></p> <p><u>The area enclosed by the 57dB daytime noise contour shall not exceed x km<sup>2</sup> from when passenger throughput at London City Airport reaches 9 mppa in any 12-month period.</u></p> <p><u>Forecast aircraft movements and consequential forecast and actual noise contours for the forthcoming year shall be reported to the Local Planning Authority annually within the Annual Operations Monitoring Report.</u></p> <p>The area enclosed by the 57dB LAeq 16hr Contour shall not exceed 9.1 [x] km<sup>2</sup> when calculated by the Federal Aviation Authority Integrated Noise Model Version 7 or later version.</p> <p>Within five years of the Commencement of Development a Noise Contour strategy shall be submitted to the local planning authority for approval in writing which defines the methods to be used by the Airport operator to reduce the area of the Noise Contour by 2030.</p> <p>Thereafter the Airport shall be operated in accordance with the approved Noise Contour strategy. The approved Noise Contour strategy shall be reviewed not later than the 5<sup>th</sup> year after approval and every 5<sup>th</sup> year thereafter in order to seek further reductions in the size of the Noise Contour by 2030 and beyond. The reviews shall be submitted to the local planning authority for approval in writing within 3 months</p>



Condition No	Summary of Proposed Amendments	Proposed Wording of Condition <sup>i</sup>
		of such review dates and implemented as approved.
Various Conditions	Changes to require compliance with already approved strategies, details or drawings. Revised wording needs to allow for any subsequent submissions for future phases and for any approved details to be changed and agreed in writing with LPA	<p>6 Noise Barrier Phasing (Approved in Dec 19)</p> <p>9 Restrictions on Development (Design Code) (Approved in May 17)</p> <p>34 Design (Approved in Mar 19)</p> <p>36 Landscape (Approved in Dec 19)</p> <p>38 Screening of Plant (Approved in Dec 19)</p> <p>39 Contamination (Approved in Dec 19)</p> <p>40 Crime Prevention Strategy (Approved in Apr 17)</p> <p>41 External Lighting (Approved in Dec 19)</p> <p>48 Ground Running Strategy (Approved in May 17)</p> <p>49 Ground Running, Testing and Maintenance Strategy (Approved in Mar 17)</p> <p>51 Ground Running Noise Limit (Approved in Mar 17)</p> <p>53 Permanent Eastern Apron Extension Noise Barrier (Approved in Apr 18)</p> <p>57 Air Quality Monitoring (Approved in Apr 17)</p> <p>58 Air Quality Management Strategy (Approved in May 17)</p> <p>60 Use of River Thames for Construction (Approved in May 17)</p> <p>62 Archaeology Scheme of Investigation and List of Historic Buildings (Approved in Dec 19)</p> <p>65 Crossrail Method Statement (Approved in Dec 19)</p> <p>66 Non Return Water Valve and Sustainable Urban Drainage (Approved in Jul 18)</p> <p>68 Artificial Fish Refugia (Habitat) (Approved in Jul 18)</p> <p>69 Sustainable Drainage Systems (Approved in Jul 18)</p> <p>73 Access Roads and Parking Areas (Amended in Dec 19)</p> <p>75 Cycle Parking (Approved in Dec 19)</p> <p>87 Construction Design and Method Strategy (Approved Dec 19)</p> <p>88 Construction Environmental Management Plan (CEMP) (Approved in Dec 19)</p> <p>89 Construction Sound Insulation for Sensitive Receptors (Approved in Mar 17)</p> <p>90 Night time Construction Sound Insulation (Approved in Jul 17)</p> <p>91 Day time Construction Noise Mitigation (Approved in Jul 17)</p> <p>92 Construction Lighting (Approved in Dec 19)</p> <p>94 Temporary Construction Noise Barrier (Approved in Nov 17)</p> <p>96 Construction Compound Operations and Hoarding (Approved in Jul 18)</p>



Condition No	Summary of Proposed Amendments	Proposed Wording of Condition <sup>i</sup>
Various Conditions	<b>Changes to reflect compliance with strategies submitted with S73 Application.</b> Wording needs to allow for future changes to be agreed in writing with LPA	<i>3 Environmental Statement</i> <i>56 Sustainability and Biodiversity Strategy</i> <i>61 Energy Assessment and Reduction in Carbon Dioxide Emissions</i> <i>63 BREEAM</i> <i>64 Photovoltaic Panels</i> <i>71 Travel Plan</i> <i>[77 Traffic Management Plan]</i> <i>[78 Taxi Management Strategy]</i> <i>[79 Transport Management Strategy]</i> <i>[88 Construction Environmental Management Plan]</i>

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<sup>i</sup> The reference updates to the wording of the conditions attached to the 2016 CADP1 planning permission are indicated in black ~~strike through~~ to show text it is proposed to delete and red underlining to show new text it is proposed to insert. Where appropriate, the CADP1 conditions wording incorporates amendments to the wording which have been previously approved by non-material amendment applications (Section 96 applications) (16/03797/NONMAT, 17/02865/NONMAT, 18/01001/NONMAT, 18/02109/NONMAT, 18/02611/NONMAT, 19/02621/NONMAT 20/01200/NONMAT).



## Appendix 3 - Drawing Schedule

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The red line application boundary for the S73 Application remains the same as that of the CADP1 Permission. Minor changes are proposed to the Approved Plans referred to in Condition 2 of the CADP1 planning permission.

An updated 2022 Site Plan (1.0B) has been prepared to reflect progress in the build out of CADP1 (Ref: A400-PAW-A-14-XXX-DR-GA-900-004 S2) since the original CADP1 Permission was issued. The 2022 Site Plan is cross referenced on a number of the application plans/sets in order to make clear the current status of the works. The principal changes relate to 'Application Set 5.0' where and the partial build out of CADP1 and related temporary Permitted Development facilities has required minor revisions to the previously approved layout of the temporary coaching facility as part of the Facilitating Works. Changes to 'Application Set 7.0' are also proposed but are limited to minor changes to the terminal forecourt to reflect changes to modal split assumptions since the plans were originally approved as part of the CADP1 Permission.

Additionally, some minor adjustments to the previously approved apron layout will be required to accommodate the parking of cleaner, quieter, new generation aircraft, which have a wider wingspan than the majority of the current fleet. The adjustments to Plan P4 will maintain the same number of aircraft stands as previously approved (25) but with slightly more flexibility to park new generation aircraft on the existing western apron. TApplication Set 9.0: Proposed Dockside Facilities

The Drawings Schedule below differentiates between those drawings that have been amended and those drawings that are unamended from those previously approved under the CADP1 Permission. It also identifies those drawings that have been superseded and are no longer required.

Each individual drawing indicates whether it is intended to be for approval or whether it is submitted for information purposes only.



Drawing Title	Drawing Reference	Previous Rev (superseded)	Rev (Nov 22)
<b>Application Plans</b>			
1.0 Site Plan	A400-PAW-A-14-XXX-DR-GA-901-001	Rev A	Rev B
<del>1.0A Future Baseline Plan</del>	<del>A400-PAW-A-14-XXX-DR-GA-900-003</del>	Rev A	<i>Superseded</i>
1.0B Site Plan 2022	A400-PAW-A-14-XXX-DR-GA-900-004	-	<b>New drawing</b>
2.0 Demolition Plan	A400-PAW-A-14-XXX-DR-GA-922-001	Rev A	Rev B
3.0 Key Plan	A400-PAW-A-14-XXX-DR-GA-900-001	Rev B	Rev C
4.0 Illustrative Site Plan	A400-PAW-A-14-XXX-DR-GA-900-002	Rev B	Rev C
<b>5. Proposed Airfield, Facilitating Works &amp; RVP Pontoon</b>			
<b>Airfield Planning</b>			
5.1 Existing Airfield Layout	CA0L-001	Rev C	-
5.2 Proposed Airfield Layout	CA0L-002	Rev F	-
5.3 Typical Airfield Sections (For Illustrative Purposes only)	CA0S-003	Rev C	-
5.4 Key Engineering Features	CA0L-004	Rev E	-
5.5 Proposed Aircraft Stands	CA0L-020	Rev D	-
<b>Site Clearance and demolition</b>			
5.6 Site Clearance and Demolition – Sheet 1	CA0L-090	Rev C	-
5.7 Site Clearance and Demolition – Sheet 2	CA0L-091	Rev C	-
5.8 Site Clearance and Demolition – Sheet 3	CA0L-092	Rev B	-



5.9 Site Clearance and Demolition – Sheet 4	CA0L-093	Rev B	-
<b>Airfield Levels</b>			
5.10 Existing and Proposed Airfield Design Levels	CA0L-210	Rev E	-
<b>Airfield Services</b>			
5.11 Taxiway and Taxilane AGL Lighting Typical Details	CA0D-500 – Rev A	Rev A	-
5.12 Proposed Apron Floodlighting – Sheet 1	CA0L-521 – Rev E	Rev E	-
5.13 Proposed Apron Floodlighting – Sheet 2	CA0L-522	Rev E	-
<b>Deck Structures and Building Foundations</b>			
5.14 Proposed Deck Structure & Building Foundations – General Arrangement	CA0L-900	Rev E	-
5.15 Proposed Deck Structure – Typical Longitudinal Section	CA0S-910	Rev B	-
5.16 Proposed Deck Structure – Typical Transverse Sections	CA0S-911	Rev C	-
5.17 Proposed Deck Structure – Engineering Details – Sheet 1	CA0D-920	Rev C	-
5.18 Proposed Deck Structure – Engineering Details – Sheet 2	CA0D-921	Rev B	-
5.19 Noise Barrier Details	CA0B-930 –	Rev D	-
5.20 RVP Pontoon General Arrangement	5115752/RC/100		-
<b>Facilitating Works (Coaching, Noise Barrier and OBB)</b>			
5.21 Facilitating Works Keyplan	A400-PAW-A-14-XXX-DR-GA-200-002	Rev B	Rev C
5.22 Proposed Facilitating Works Airfield Layout	CA0L-050	Rev D	
5.23 Facilitating Works Demolition Layout	A400-PAW-A-14-L00-DR-GA-922-002	Rev A	



5.24 Existing Terminal/Airfield Ground Level 00	LCY P+W 4486 B EX00003 A400-PAW-A-14-L00-DR-GA-901-003	-	Rev A
5.25 Facilitating Works Ground Level 00	A400-PAW-A-14-L00-DR-GA-200-001	Rev B	Rev C
5.26 Existing Terminal/Airfield First Level 10	LCY P+W 4486 B EX01004 A400-PAW-A-14-L10-DR-GA-901-003	-	Rev A
5.27 Facilitating Works First Level 10	A400-PAW-A-14-L10-DR-GA-200-001	Rev C	Rev D
5.28 Existing Terminal/Airfield Second Level/Roof Level 20	LCY P+W 4486 B EX02004 A400-PAW-A-14-R20-DR-GA-901-001	-	Rev A
5.29 Facilitating Works Roof Level 20	A400-PAW-A-14-L20-DR-GA-200-001	Rev C	Rev D
5.30 Existing Terminal Site Elevations	A400-PAW-A-14-XXX-DR-EL-901-001	Rev A	Rev B
5.31 Existing Terminal Elevations	A400-PAW-A-14-XXX-DR-EL-901-002	Rev A	Rev B
5.32 Facilitating Works Demolition Elevations	A400-PAW-A-14-XXX-DR-EL-922-001	Rev A	Rev C
5.33 Facilitating Works Coaching Facility & OBB Extension Elevations – Sheet 1	A400-PAW-A-14-XXX-DR-EL-200-001	Rev B	Rev C
5.34 Facilitating Works Coaching Facility & OBB Extension Elevations – Sheet 2	A400-PAW-A-14-XXX-DR-EL-200-002	Rev C	Rev D
5.35 Facilitating Works Site Elevations	A400-PAW-A-14-XXX-DR-EL-200-003	Rev C	Rev D
5.36 Facilitating Works Coaching Facility & OBB Extension Sections	A400-PAW-A-14-XXX-DR-SE-200-001	Rev B	Rev C
5.37 Proposed Level 00 Fire Strategy	A400-PAW-A-14-L00-DR-GA-400-001	Rev B	Rev C
5.38 Proposed Level 00 Access Strategy	A400-PAW-A-14-L00-DR-GA-201-001	Rev B	Rev C
5.39 Noise Barrier Details – Facilitating Works	CA0L-931	-	-



5.40 Proposed Apron Floodlighting – Facilitating Works – Sheet 1 of 2	CA0L-523	Rev B	-
5.41 Proposed Apron Floodlighting – Facilitating Works – Sheet 2 of 2	CA0L-524	Rev B	-
<b>6. Proposed Phase 1 Western Terminal Extension</b>			
6.1 Proposed Phase 1 Western Terminal Extension & Western Energy Centre Keyplan	A400-PAW-A-14-XXX-DR-GA-200-003	Rev B	
6.2 Demolition Layout	A400-PAW-A-14-XXX-DR-GA-922-003	Rev A	
6.3 Proposed Western Energy Centre Basement Level B1	A400-PAW-A-14-B10-DR-GA-200-001	Rev C	
6.4 Existing Terminal/Airfield Ground Level 00	A400-PAW-A-14-L00-DR-GA-901-002	Rev A	
6.5 Proposed Phase 1 Western Terminal Extension Ground Level 00	A400-PAW-A-14-L00-DR-GA-200-002	Rev F	
6.6 Existing Terminal/Airfield First Level 10	A400-PAW-A-14-L10-DR-GA-901-002	Rev A	
6.7 Proposed Phase 1 Western Terminal Extension First Level 10	A400-PAW-A-14-L10-DR-GA-200-002	Rev F	
6.8 Existing Terminal/Airfield Second Level/ Roof Level 20	A400-PAW-A-14-L20-DR-GA-901-002	Rev A	
6.9 Proposed Phase 1 Western Terminal Extension Second Level 20	A400-PAW-A-14-L20-DR-GA-200-002	Rev F	
6.10 Existing Terminal/Airfield Roof Level 30	A400-PAW-A-14-R30-DR-GA-901-001	Rev A	
6.11 Proposed Phase 1 Western Terminal Extension Roof Plant Level 30	A400-PAW-A-14-R30-DR-GA-200-001	Rev F	
6.12 Proposed Phase 1 Western Terminal Extension Roof Level 40	A400-PAW-A-14-R40-DR-GA-200-001	Rev F	
6.13 Existing Terminal Site Elevations	A400-PAW-A-14-XXX-DR-EL-901-002	Rev A	
6.14 Existing Terminal Elevations	A400-PAW-A-14-XXX-DR-EL-901-003	Rev A	





6.15 Demolition Elevations	A400-PAW-A-14-XXX-DR-EL-922-002	Rev C	
6.16 Proposed Phase 1 Western Terminal Extension Elevations – Sheet 1	A400-PAW-A-14-XXX-DR-EL-200-004	Rev D	
6.17 Proposed Phase 1 Western Terminal Extension Elevations – Sheet 2	A400-PAW-A-14-XXX-DR-EL-200-005	Rev D	
6.18 Proposed Western Energy Centre Elevations & Sections	A400-PAW-A-14-XXX-DR-EL-200-006	Rev E	
6.19 Proposed Phase 1 Western Terminal Extension Site Elevations	A400-PAW-A-14-XXX-DR-EL-200-007	Rev D	
6.20 Proposed Phase 1 Western Terminal Extension Sections – Sheet 1	A400-PAW-A-14-XXX-DR-SE-200-002	Rev E	
6.21 Proposed Phase 1 Western Terminal Extension Sections – Sheet 2	A400-PAW-A-14-XXX-DR-SE-200-003	Rev D	
6.22 Proposed Western Terminal Extension & Western Energy Centre Wall Details	A400-PAW-A-14-XXX-DR-DE-200-001	Rev E	
6.23 Proposed Phase 1 Western Terminal Extension Level 00 Fire Strategy	A400-PAW-A-14-L00-DR-GA-400-002	Rev F	
6.24 Proposed Phase 1 Western Terminal Extension Level 00 Access Strategy	A400-PAW-A-14-L00-DR-GA-200-003	Rev E	
6.25 Proposed Phase 1 Service Yard Level 00	A400-PAW-A-14-L00-DR-GA-735-001	Rev E	
6.26 Proposed Service Yard Level 00 Levels Plan	A400-ATK-C-14-L00-DR-GA-735-001	Rev E	-
6.28 Service Yard Planting Plan	A400-LDA-L-14-L00-DR-DE-734-001	Rev C	-
<b>7. Proposed Forecourt</b>			
7.1 Existing Forecourt Ground Level 00	LCY P+W 4486 B EX00002	-	Rev A



7.2 Forecourt Keyplan	A400-PAW-A-14-L00-DR-GA-200-004	<del>Rev C</del>	Rev D
7.3 Existing Forecourt Demolition Layout	A400-PAW-A-14-XXX-DR-GA-922-004	<del>Rev A</del>	Rev B
7.4 Proposed Forecourt Ground Level 00	A400-PAW-A-14-L00-DR-GA-200-004	<del>Rev D</del>	Rev E
7.5 Proposed Forecourt Sections	A400-PAW-A-14-XXX-DR-SE-200-004	Rev B	-
7.6 Levels Plan	A400-ATK-C-14-L00-DR-GA-735-002	<del>Rev A</del>	Rev D
7.8 Proposed Forecourt Details – Sheet 1	A400-PAW-A-14-XXX-DR-DE-735-001	Rev A	-
7.9 Proposed Forecourt Details – Sheet 2	A400-PAW-A-14-XXX-DR-DE-735-002	Rev B	-
7.10 Proposed Forecourt Details – Sheet 3	A400-PAW-A-14-XXX-DR-DE-735-003	<del>Rev D</del>	Rev E
7.11 Forecourt Planting Plan – Sheet 1	A400-LDA-L-14-L00-DR-DE-734-002	Rev F	-
7.12 Forecourt Planting Plan – Sheet 2	A400-LDA-L-14-L00-DR-DE-734-003	Rev E	-
Condition 36 Terminal Forecourt Indicative Hardscaping Details	A400-PAW-L-14-L00-DR-DE-735-002	-	Rev C
<b>8. Proposed Phase 2 Terminal Extension</b>			
8.1 Proposed Phase 2 Terminal Extension Keyplan	A400-PAW-A-14-XXX-DR-GA-200-005	Rev C	
8.2 Demolition Layout	A400-PAW-A-14-XXX-DR-GA-922-005	Rev A	
8.3 Proposed Eastern Terminal Extension Ground Level 00 – Sheet 1	A400-PAW-A-14-L00-DR-GA-200-005	Rev D	-
8.4 Proposed Eastern Terminal Extension Ground Level 00 – Sheet 2	A400-PAW-A-14-L00-DR-GA-200-006	Rev C	-
8.5 Proposed Phase 2 Western Terminal Extension Ground Level 00	A400-PAW-A-14-L00-DR-GA-200-007	Rev F	-
8.6 Proposed Eastern Terminal Extension First Level 10 – Sheet 1	A400-PAW-A-14-L10-DR-GA-200-002	Rev C	-
8.7 Proposed Eastern Terminal Extension First Level 10 – Sheet 2	A400-PAW-A-14-L10-DR-GA-200-003	Rev C	-



8.8 Proposed Phase 2 Western Terminal Extension First Level 10	A400-PAW-A-14-L10-DR-GA-200-004	Rev F	-
8.9 Proposed Eastern Terminal Extension Second Level 20 – Sheet 1	A400-PAW-A-14-L20-DR-GA-200-002	Rev C	-
8.10 Proposed Eastern Terminal Extension Second Level 20 – Sheet 2	A400-PAW-A-14-L20-DR-GA-200-003	Rev C	-
8.11 Proposed Phase 2 Western Terminal Extension Second Level 20	A400-PAW-A-14-L20-DR-GA-200-004	Rev G	-
8.12 Proposed Eastern Terminal Extension Roof Plant Level 30 – Sheet 1	A400-PAW-A-14-R30-DR-GA-200-002	Rev D	-
8.13 Proposed Eastern Terminal Extension Roof Plant Level 30 – Sheet 2	A400-PAW-A-14-R30-DR-GA-200-003	Rev C	-
8.14 Proposed Phase 2 Western Terminal Extension Roof Plant Level 30	A400-PAW-A-14-R30-DR-GA-200-004	Rev F	-
8.15 Proposed Eastern Terminal Extension Roof Level 40 – Sheet 1	A400-PAW-A-14-R40-DR-GA-200-002	Rev C	-
8.16 Proposed Eastern Terminal Extension Roof Level 40 – Sheet 2	A400-PAW-A-14-R40-DR-GA-200-003	Rev C	-
8.17 Proposed Phase 2 Western Terminal Extension Roof Level 40	A400-PAW-A-14-R40-DR-GA-200-004	Rev F	-
8.18 Demolition Elevations	A400-PAW-A-14-XXX-DR-EL-922-002	Rev C	-
8.19 Proposed Phase 2 Eastern Terminal Extension Elevations	A400-PAW-A-14-XXX-DR-EL-200-008	Rev D	-
8.20 Proposed Phase 2 Western Terminal Extension Elevations – Sheet 1	A400-PAW-A-14-XXX-DR-EL-200-009	Rev E	-
8.21 Proposed Phase 2 Western Terminal Extension Elevations – Sheet 2	A400-PAW-A-14-XXX-DR-EL-200-010	Rev F	-



8.22 Proposed Phase 2 Site Elevations	A400-PAW-A-14-XXX-DR-EL-200-011	Rev G	-
8.23 Proposed Eastern Terminal Extension Sections – Sheet 1	A400-PAW-A-14-XXX-DR-SE-200-005	Rev C	-
8.24 Proposed Eastern Terminal Extension Sections – Sheet2	A400-PAW-A-14-XXX-DR-SE-200-006	Rev C	-
8.25 Proposed Eastern Terminal Extension Sections – Sheet3	A400-PAW-A-14-XXX-DR-SE-200-007	Rev B	-
8.26 Proposed Eastern Terminal Extension Sections – Sheet4	A400-PAW-A-14-XXX-DR-SE-200-008	Rev B	-
8.27 Proposed Eastern Terminal Extension Sections – Sheet5	A400-PAW-A-14-XXX-DR-SE-200-009	Rev C	-
8.28 Proposed Phase 2 Western Terminal Extension Sections	A400-PAW-A-14-XXX-DR-SE-200-010	Rev E	-
8.29 South Context Elevations	A400-PAW-A-14-XXX-DR-EL-200-012	Rev B	-
<b>9. Proposed Dockside Facilities</b>			
9.1 Dockside Keyplan	LCY-CADP-ATK-H-0001	-	-
9.2 Proposed Hartmann Road Works – Sheet 1 of 9	LCY-CADP-ATK-H-0002	-	-
9.3 Proposed Hartmann Road Works – Sheet 2 of 9	LCY-CADP-ATK-H-0003	-	-
9.4 Proposed Hartmann Road Works – Sheet 3 of 9	LCY-CADP-ATK-H-0004	-	-
9.5 Proposed Hartmann Road Works – Sheet 4 of 9	LCY-CADP-ATK-H-0005	-	-
9.6 Proposed Hartmann Road Works – Sheet 5 of 9	LCY-CADP-ATK-H-0006	-	-
9.7 Proposed Hartmann Road Works – Sheet 6 of 9	LCY-CADP-ATK-H-0007	-	-
9.8 Proposed Hartmann Road Works – Sheet 7 of 9	LCY-CADP-ATK-H-0008	-	-
9.9 Proposed Hartmann Road Works – Sheet 8 of 9	LCY-CADP-ATK-H-0009	-	-
9.10 Proposed Hartmann Road Works – Sheet 9 of 9	LCY-CADP-ATK-H-0010	-	-
9.11 Proposed Taxi Feeder Park	LCY-CADP-ATK-H-0011	-	-



9.12 Passenger Parking Deck	LCY-CADP-ATK-S-0001	-	-
9.13 Construction Noise Barrier	LCY-CADP-ATK-S-0002	-	-
9.14 Dockside GA – Sheet 1	LCY-CADP-ATK-L-0001	-	-
9.15 Dockside GA – Sheet 2	LCY-CADP-ATK-L-0002	-	-
9.16 Dockside GA – Sheet 3	LCY-CADP-ATK-L-0003	-	-
9.17 Dockside GA – Sheet 4	LCY-CADP-ATK-L-0004	-	-
9.18 Dockside GA – Sheet 5	LCY-CADP-ATK-L-0005	-	-
9.19 Dockside GA – Sheet 6	LCY-CADP-ATK-L-0006	-	-
9.20 Dockside GA – Sheet 7	LCY-CADP-ATK-L-0007	-	-
9.21 Dockside GA – Sheet 8	LCY-CADP-ATK-L-0008	-	-
9.22 Dockside GA – Sheet 9	LCY-CADP-ATK-L-0009	-	-
9.23 Dockside Soft Landscape Details	LCY-CADP-ATK-L-0010	-	-
9.24 Dockside Hard Landscape Details	LCY-CADP-ATK-L-0011	-	-
9.25 Dockside Indicative Sections	LCY-CADP-ATK-L-0012	-	-
9.26 Dockside Path Indicative Details	LCY-CADP-ATK-L-0013	-	-
9.27 Proposed Eastern Ancillary Buildings - Location Plan	LCY-CADP-ATK-A-0001	-	-
9.28 Proposed Eastern Ancillary Buildings – Car Rental & Taxi Feeder Building Site Plan	LCY-CADP-ATK-A-0002	-	-
9.29 Proposed Eastern Ancillary Buildings – Taxi and Car Rental Facility Ground Floor GA Plan	LCY-CADP-ATK-A-0003	-	-



9.30 Proposed Eastern Ancillary Buildings – Taxi and Car Rental Facility Roof Plan	LCY-CADP-ATK-A-0004	-	-
9.31 Proposed Eastern Ancillary Buildings – Taxi and Car Rental Facility Elevations	LCY-CADP-ATK-A-0005	-	-
9.32 Proposed Eastern Ancillary Buildings – Taxi and Car Rental Facility Section A-A & B-B	LCY-CADP-ATK-A-0006	-	-
9.33 Proposed Eastern Ancillary Buildings – Proposed Eastern Energy Centre Site Plan	LCY-CADP-ATK-A-0007	-	-
9.34 Proposed Eastern Ancillary Buildings – Proposed Eastern Energy Centre Ground Floor Plan	<del>LCY-CADP-ATK-A-0008</del> A400-PAW-A-14-L00-DR-GA-200-	-	-
9.35 Proposed Eastern Ancillary Buildings – Energy Centre Roof Plan	<del>LCY-CADP-ATK-A-0009</del> A400-PAW-A-14-R10-DR-GA-200-	-	-
9.36 Proposed Eastern Ancillary Buildings – Proposed Eastern Energy Centre Elevations	<del>LCY-CADP-ATK-A-0010</del> A400-PAW-A-14-R10-DR-EL-200-	-	-
9.37 Proposed Eastern Ancillary Buildings – Proposed Eastern Energy Centre Sections C-C & D-D	<del>LCY-CADP-ATK-A-0011</del> A400-PAW-A-14-R10-DR-SE-200-	-	-
9.38 Proposed Dock Source Heat Exchange System	<del>LCY-CADP-ATK-M-0001</del> A400-ATK-E-14-XXX-DR-GA-200-001	-	-
<b>Condition 4 – Construction Phasing Plan</b>			
Construction Phasing Plan - Year 1	A400 PAW A 14 XXX XX DR GA 900-001	Rev F	Rev G
Construction Phasing Plan - Year 2	A400 PAW A 14 XXX XX DR GA 900-002	Rev F	Rev G



Construction Phasing Plan - Year 3	A400 PAW A 14 XXX XX DR GA 900-003	Rev G	Rev H
Construction Phasing Plan - Year 4	A400 PAW A 14 XXX XX DR GA 900-004	Rev G	Rev H
Construction Phasing Plan - Year 5	A400 PAW A 14 XXX XX DR GA 900-005	Rev E	Rev F
Construction Phasing Plan - Year 6	A400 PAW A 14 XXX XX DR GA 900-006	Rev A	Rev B
Construction Phasing Plan - Year 7	A400 PAW A 14 XXX XX DR GA 900-007	Rev A	Superseded
Construction Phasing Plan - Year 8	A400 PAW A 14 XXX XX DR GA 900-008	Rev A	Superseded
<b>Plan P4</b>			
Location of Stands for Schedule Aircraft Movements	446 B SI20009A	-	Rev A