

Strategic Development Committee

3rd February 2015

Updates

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Item 4.

Application Numbers: 13/01228/FUL and 13/01373/OUT

Location: London City Airport, Hartmann Road, Silvertown, London, E16 2PX

Proposed Development:

1) Planning Application (13/01228/FUL) CADP1

Works to demolish existing buildings and structures and provide additional infrastructure and passenger facilities at London City Airport. Detailed planning permission is being sought for:

- (a) Demolition of existing buildings and structures;
- (b) 4 no. upgraded aircraft stands and 7 new aircraft parking stands;
- (c) Extension and modification of the existing airfield, including the creation of an extended taxi lane;
- (d) Emergency vehicle access point over King George V Dock;
- (e) Replacement landside Forecourt to include vehicle circulation, pick up and drop off areas and hard and soft landscaping;
- (f) Eastern Extension to the existing Terminal Building (including alteration works to the existing Terminal);
- (g) Construction of a 3 storey passenger pier to the east of the existing Terminal;
- (h) Erection of Noise Barriers;
- (i) Western Extension and alterations to the existing Terminal;
- (j) Western Energy Centre, storage, ancillary accommodation and landscaping;
- (k) Facilitation Works including temporary coaching facility and extension to the outbound baggage area;
- (l) Upgrading works to Hartmann Road;
- (m) Passenger and staff parking, car hire parking, taxi feeder park and ancillary and related work;
- (n) Eastern Energy Centre;
- (o) Dock Source Heat Exchange System within King George V Dock; and
- (p) Ancillary and related work

2) Outline Planning Application (13/01373/OUT) CADP2

Erection of a Hotel with up to 260 bedrooms, ancillary flexible A1-A4 floor space at ground floor, meeting/conference facilities together with associated amenity space, landscaping, plant and ancillary works.

Both applications are accompanied by an Environmental Statement (ES).

As both applications are inter-related, and accompanied by the same ES, officers consider appropriate that both applications should be considered together in one Committee report.

This Update Report concerns:

- 1) Amendment to the recommendations
- 2) Details of additional neighbour consultation responses received since the officer report was published.
- 3) Details of statutory and non-statutory responses received since the officer report was published.
- 4) An updated table setting out a total of all the neighbour responses on the planning applications and a breakdown of where those responses were received from. A further table provides a break down of the responses received during each of the 5 consultation periods, and what issues were commented upon. A n additional table shows the breakdown of representations received from Newham properties by Ward.
- 5) Details of a letter of response received from the Applicant in relation to the officer report.
- 6) Appendix 1 of this update report sets out amendments; one additional condition in respect of CADP1; and, one additional condition in respect of CADP2, to the proposed Conditions since the report was published. The amendments are shown as tracked changes.
- 7) Appendix 2 sets out changes to the text and minor amendments to the officer report. The amendments are shown as tracked changes.
- 8) Appendix 3, the letter from the Applicant (dated 30th January 2015 – from Quod (the planning agents for the application) is produced in full.

1. Amendments to the recommendations

Officers consider that some of the conditions set out in the officer report at Appendices 1 and 3 (relating to both CADP1 and CADP2 applications), need further refinement and slight amendments without changing their substance or their intent. It is proposed that the following amendments are made to the recommendations. The text that has been changed from the original officer report is embolden for clarity:

CADP1

1. (13/01228/FUL) CADP1

The Strategic Development Committee is asked to:

1. agree the reasons for approval as set out in this report;
2. resolve to GRANT planning permission, subject to conditions and the completion of a legal agreement under S106 of the Town and Country Planning Act 1990 (as amended);
3. **delegate authority to the Head of Planning and Development Commissioning and Regeneration to finalise the planning conditions and to approve the wording without changing their purpose or intention , a draft list of which was included at Appendix 1 of the officer report (and then updated through this Committee update (Appendix 1));**
4. Subject to 3 above, refer this application to the Mayor of London (the GLA) as a Stage 2 referral under Article 5 of the Mayor of London Order 2008, advising that the Council is minded to approve the application; and,
5. subject to the Mayor of London (or delegated authorised officer) advising that he is content to allow the Council to determine the case itself and does not wish to direct refusal, or to issue a direction under Article 7 that he is to act as the local planning authority for the purpose of determining the application, to refer this application to the Secretary of State in accordance with the Town and Country Planning (Consultation) (England) Direction 2009 as an application which is not in accordance with one or more provisions of the development plan; and,
6. subject to Secretary of State determining that the Council may determine the application, to delegate authority to the Head of Planning, Development Commissioning and Regeneration to grant planning permission subject to the completion of a legal agreement under s106 of the Town and Country Planning Act 1990 (as amended), based on the Heads of Terms identified at Appendix 2 of this report and the Conditions listed in Appendix 1 of this report and summarised below.

2. (13/01373/OUT) CADP2

The Strategic Development Committee is asked to:

1. agree the reasons for approval as set out in this report;
2. resolve to GRANT outline planning permission, subject to conditions and to the completion of a legal agreement under S106 of the Town and Country Planning Act 1990 (as amended); and
3. **delegate authority to the Head of Planning and Development Commissioning and Regeneration to finalise the planning conditions and to approve the wording without changing their purpose or intention , a draft list of which was included at Appendix 1 of the officer report (and then updated through this Committee update (Appendix 1));.**
4. Subject to 3 above to refer this application to the Mayor of London (the GLA) as a Stage 2 referral under Article 5 of the Mayor of London Order 2008, advising that the Council is minded to approve the application; and,
5. subject to the Mayor of London (or delegated authorised officer) advising that he is content to allow the Council to determine the case itself and does not wish to direct refusal, or to issue a direction under Article 7 that he is to act as the local planning authority for the purpose of determining the application, to delegate authority to the Head of Planning & Development Commissioning, Planning and Regeneration to grant planning permission subject to the completion of a legal agreement under s106 of the Town and Country Planning Act 1990 (as amended), based on the Heads of Terms identified at Appendix 2 of this report and the Conditions listed in Appendix 3 of this report and summarised below.

2. Details of additional neighbour responses received since the officer report was published.

The section below sets out details of new comments received by the Council since the officer report was published. The table only includes details of new issues raised, not those already covered in the Officer Report.

Objectors

Noise

	Public Comment	Officer comment
1	There is no guarantee that quieter planes will be using the airport in the future.	A condition is proposed which seeks through the quota count system to gradually reduce the cap levels on aeroplanes using the Airport. This will mean over time the Airport will have to fly quieter planes than currently the case, regardless of other determinants.
2	The proposed Quota Count System will not reduce noise.	The final system to be used has not yet been agreed. This is still being assessed by the Council's technical experts. Only a scheme that seeks to reduce noise levels will be considered suitable and acceptable.
3	There will be more noise impacts.	Noise is assessed in Section 2.5 of the officer report.
4	There are adverse noise impacts for residents trying to use their gardens in the spring and summer months.	It is recognised that noise impacts in open spaces and gardens cannot be mitigated against.

Air Quality, Amenity and Pollution

	Public Comment	Officer comment
1	Pollution levels will get worse, particularly air pollution.	Air quality is considered at Section 2.6 of the officer report.

Surface Transport

	Public Comment	Officer comment
1	The development will increase local traffic on the roads – this is something the local area cannot cope with.	The Application was accompanied by a full ES which considered traffic impacts on local roads. The ES was considered by the Council's technical officers who confirmed the impacts arising can be suitably mitigated through conditions and a S106 agreement. The mitigation measures identified are set out in Appendices 1 and 2 of this report.
2	The roads will get congested	It is not considered that the proposals will lead to congestion. See Section 2.78 of the officer report.
3	Additional parking spaces should not be allowed.	It is considered that the additional parking spaces provided through the proposals are necessary to reduce impacts arising and the level of parking is not such that it will cause problems in the area of traffic congestion. See section 2.8 of the officer report.

Sustainability

	Public Comment	Officer comment
1	The proposals will increase CO2 emissions which will exacerbate Global Warming.	Climate change is considered in Section 2.14 of the officer report.

Public Safety/Health

	Public Comment	Officer comment
1	The proposals will affect the health and safety of the local population.	A Health Impact Assessment was submitted with the proposals. This is considered at Section 2.19

		of the officer report.
2	There will be more risk of accidents.	Public safety and the Public safety Zone is considered at Section 2.17 of the officer report.

Policy

	Public Comment	Officer comment
1	The proposals will result in an increase in flights at the airport.	The potential increases in hourly and annually have been considered in the officer report.

Blue Ribbon Network/Bio-diversity

	Public Comment	Officer comment
1	The Applicants should be made to reinstate the dock as per the S106 clause.	This requirement is included as part of the suggested S106 agreement. See Appendix 2 of the officer report.

Other comments

	Public Comment	Officer comment
	The Airport should be made to apply to the Mayor of London for any future expansion in flights.	Officers do not consider it appropriate or lawful for such a clause to be included with any decision to approve the proposals.
	Stansted Airport is close by and there is no need for the proposals.	The Needs assessment is considered in Section 2.2.36 of the officer report.
	Is there a need for the proposals, and are the proposals being put forward due to the uncertainties over "Boris Island"?	The Needs assessment is considered in Section 2.2.36 of the officer report.
	There is support for the Mayor of London to consider any future increases in flights, and a S106 clause should allow this to happen.	Officers do not consider it appropriate or lawful for such a clause to be included with any decision to approve the proposals.
	The flying hours should be restricted with no overnight flying.	No overnight flying is permitted through any of the conditions.
	The proposals will impact on	Heritage impacts are

	the heritage and community aspects of the area.	considered at section 2.11 of the officer report.
	The Airport should be restricted from being used for leisure destinations.	This is not a material planning consideration.
	The City Airport masterplan should be considered as part of the proposals.	This is not a material planning consideration.

Comments Specific to CADP2 (The Hotel proposals)

Objectors

	Public Comment	Officer comment
	Objection to the hotel as its construction and use will be detrimental to the local area, will cause disruption, noise and visual disturbance. The massive increase in traffic will cause disruption and nuisance to residents and the hotel itself is liable to improper use, thereby further changing the area as a pleasant place to reside.	The impacts of the CADP2 proposals have been considered in the officer report. It is considered that the proposals are acceptable subject to conditions and a S106 agreement.

3) Details of statutory and non-statutory responses received since the officer report was published.

Consultee and date received	Summary of Comments	Officer Comments
Natural England (NE) 04.12.2014	Previous comments (as set out in the Officer report) are restated.	Noted
Port of London Authority (PLA) 23.01.2015,	Previous comments (as set out in the Officer report) are restated.	Noted
Environment Agency (EA) 23.01.2015 (CADP1) 23.01.2015 (CADP2)	Previous comments (as set out in the Officer report) are restated.	Noted
Greater London Authority Email 28.01.2015	<p>The GLA consultants (at the time the GLA issued their comments (25.06.14 (Stage 1b)) , considered that the proposals could be acceptable in policy terms subject to suitable controls, but that this conclusion was questioned by the Mayor, hence his on-going reservations about noise impacts and the GLA's appointment of a second noise consultant.</p> <p>Correction suggested to officer report where it mentions that GLA commented on the 4.12.14 that text on Blue Ribbon Network and Public Safety Zone is the in fact the opposite. The GLA consider that the clause as currently drafted in the S106 to deal with the removal of the Decking is unsatisfactory and it is now</p>	<p>Noted</p> <p>Noted</p>

	<p>confirmed that the GLA consultants have not found any reasons to recommend refusal.</p> <p>On the issue of building over the Dock, at para 2.2.35 of the officer report, GLA officers considered that this issue <u>could be</u> (i.e. might be capable of) mitigation through a suitable S106 clause rather than being definitely capable of being mitigated (i.e. it <u>can be</u> mitigated), as GLA have not reached a view on this, and nor of course has the Mayor.</p> <p>Public Safety Zones – GLA understanding is that the Airport would need to increase its existing PSZ should it get planning permission, or (in the event of a refusal) it wanted to expand to the maximum extent its current permission allows - as its current public safety zone is not large enough for either option. If this is correct, it may be sensible to clarify that the “with development” PSZ would need to be bigger than the existing PSZ.</p> <p>In relation to the PSZ, at Para 2.17.3 of the officer report it is questioned whether the Council’s consultants assess this matter, or merely conclude that it must be correct as they have assumed that NATS will have acted in a professional manner</p> <p>In relation to the N70 noise metric at Para 2.5.16 and elsewhere - where the officer report states that “no significance has been attached to the identified changes” (i.e. Lden), it is questioned whether this is Newham’s conclusion or the Airports.</p> <p>ATM’s – It is questioned whether Newham or its consultants express a view on what the practical</p>	<p>Noted</p> <p>The PSZ is considered at Section 2.17 of the officer report.</p> <p>It is taken that NATS have acted in a professional manner.</p> <p>This is the Newham officer’s technical conclusion.</p> <p>The condition which seeks to cap the total number of actual flights</p>
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	<p>consequence of restricting ATM's to 111,000 would be. i.e. what reduction might there be in flight movements when assessed against the Airports current 120,000 noise factored ATM's. i.e. would there definitely be less flights that the current permission allows, and if so how many?</p>	<p>at 111,000 from the currently permitted 120,000 will result in a corresponding reduction in the annual number of actual flights that can be flown. The Airport can still fly 120,000 noise factored flights.</p>
<p>Greater London Authority (GLA) Planning Update</p> <p>26.01.2015</p>	<p><i>Noise</i></p> <p>Clear noise controls should be developed.</p> <p><i>Air Quality</i></p> <p>Strategic air quality impacts are considered to be acceptable. However, strict controls should be applied.</p> <p><i>Energy</i></p> <p>Appropriate conditions and S106 clauses should be imposed.</p> <p><i>Blue Ribbon Network</i></p> <p>The S106 should include a clause which seeks the removal of the decking should the Airport use cease. The obligation as currently drafted does not address the Mayors Stage 1 concerns.</p> <p><i>River Service</i></p> <p>An in principle agreement between the Applicants and TFL has been reached.</p> <p><i>Flight Movement Cap</i></p> <p>Discussions are continuing in terms of the likely wording for a clause in the S106.</p> <p><i>Public Safety Zone impacts</i></p>	<p>Recommended conditions will be included as part of any approval. See Appendix 1 of this report.</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>It is not considered that such a clause that has been asked for can lawfully be imposed.</p>

	<p>No grounds have been identified to refuse permission on PSZ grounds.</p> <p>Spatial Constraints It is accepted that should permission be granted then this would not constrain London's future spatial growth. However, the GLA requests that the Council agree suitable wording for the S106 requiring the Airport to provide the GLA with details of all planning proposals and their impacts on air safety and movements.</p>	<p>Noted</p> <p>Noted</p>
<p>London Borough of Tower Hamlets</p> <p>23.01.15</p>	<p>The proposed changes to the construction programme are unlikely to impact on the residents of Tower Hamlets.</p> <p>When the London Airspace Project is introduced, it is possible that some areas will be impacted greater than others, where some aircraft previously drifted off navigation. This is likely to change the effects of flights over Tower Hamlets.</p> <p>It is questioned why the sensitivity test has been undertaken.</p> <p>Vehicle movements could increase.</p> <p>There is uncertainty over whether the Quota Count system would be an improvement or not.</p> <p>The ES incorrectly assesses the impact on schools.</p> <p>Greater investment in Crossrail should be undertaken.</p>	<p>Noted</p> <p>Air noise is considered at Section 2.5 of the officer report.</p> <p>Noted</p> <p>Surface transport impacts are considered at Section 2.8 of the officer report.</p> <p>The ES is considered to be sound.</p> <p>This is not relevant to the consideration of the proposals.</p>
<p>London Borough of Bexley</p> <p>22.01.2015</p>	<p>LBB raise no objections to the proposals.</p>	<p>Noted</p>
<p>Royal</p>	<p>Acknowledgement received.</p>	<p>Noted</p>

Borough of Greenwich 12.02.2015		
London Borough of Redbridge 23.01.2015	Previous comments are re-stated.	Noted
London Borough of Havering (Cllr Roger Ramsey) 21.01.2015	<p>Concerned about;</p> <ul style="list-style-type: none"> • noise from aircraft above; • Possible changes in navigational regimes; • Aviation activity may increase in the future; • Changes in flight path may mean increased movements over Havering; • There is no guarantee that future aircraft using LCA will be the most up to date aircraft and will be environmentally friendly. 	Air noise is considered in Section 2.5 of the officer report.

4) An updated table setting out a total of all the neighbour responses on the planning applications

The table below sets out a summary of the total neighbour responses received by the Council to date:

Contributor Location	Viewpoint Count			
Borough	Not Marked - See comments	Object	Support	Grand Total
BEXLEY		6		6
GREENWICH		17		17
NEWHAM	3	449	7	459
TOWER HAMLETS		62	4	66
Other Interested Parties	7	925	10	942
Grand Total	10	1459	21	1490

In addition, the table below sets out a break down of responses across each of the consultation periods, and by each issue of concern:

The table below sets out a breakdown of the method by which the responses were received:

How Received	Count	Method				
Opinion		DC	EMAIL	LET	PA	Grand Total
O		1	360	1385	1959	3705
R					11	11
S			4	3	44	51
(blank)			6	3		9
Grand Total		1	370	1391	2014	3776

Table Legend

DC - Development Control Office in Person
 EMAIL - Email to Planning Department
 LET - Letter to Planning Department
 PA - Public Access Online Planning Register

O - Object
 R- Representation
 S - Support

The table below provides a breakdown of the Newham representations by Ward:

Contributor Ward	Contributor Viewpoint			
	Not Marked - See comments	Object	Support	Grand Total
Beckton		20	2	22
Boleyn		7		7
Canning Town North		5		5
Canning Town South		13	3	16
Custom House		9		9
East Ham Central		1		1
East Ham North		4		4
East Ham South		1		1
Forest Gate North		3		3
Forest Gate South		3		3
Green Street East		2		2
Green Street West		2		2
Plaistow North		5		5
Plaistow South		3		3
Royal Docks	3	366	2	371
Stratford and New Town		3		3
West Ham		2		2
Grand Total	3	449	7	459

5) Details of a letter of response received from the Applicant in relation to the officer report.

The Applicant responded to the officer report on the 30th January 2015. A full copy of that letter is provided at Appendix 3 of this Update Report.

The letter suggests, amongst other matters, some amendments to the recommended conditions. Officer have carefully considered the representations received and have included some of the suggested changes where officers agree. The areas where there is disagreement, no further amendments have been made. The changes can be seen at Appendix 1 of this report.

It is considered that the BREEAM target (Condition 81) should be “very good” in line with the submitted drawings. The offer of **£5.84m** towards as direct payment for Education, Employment and Training as part of the S106 is welcomed.

Appendix 1

Proposed amendments to conditions.

Definitions

The following definitions apply to terms used in this planning permission:

<u>"Airport"</u>	<u>means the land and premises edged red and shown on drawing 'Illustrative Site Plan', drawing number LCY P+W 4486 B SI0002.</u>
<u>"Airside"</u>	<u>means the part of the Airport directly involved in the arrival and departure of aircraft, separated from landside by security check customs and passport control.</u>
<u>"Airport Apron"</u>	<u>means the are of the Airport where the aircraft are parked, unloaded or loaded, refuelled or boarded.</u>
<u>"Annual Performance Report"</u>	<u>means a report produced annually on 1 June each year by LCY to demonstrate the performance of the Airport over the previous calendar year and its compliance with the current Section 106 and Planning Conditions, under which the Airport operates.</u>
<u>"Auxiliary Power Unit" (APU)</u>	<u>means the small engine or generator used to power an aircraft's primary systems when its engines are not running.</u>
<u>"CESA"</u>	<u>means the Consolidated Environmental Statement Addendum. November 2014.</u>
<u>"Fixed Electrical Ground Power" (FEGP)</u>	<u>means a supply of suitable electrical power using a permanently installed installation at a stand being occupied by stationary Aircraft.</u>
<u>"Tier 1 Sound Insulation"</u>	<u>means the provision of sound insulation for sensitive receptors within the Actual 57 dB Contour for operational air noise, as covered under Condition 51 or properties that exceed the construction noise triggers in Conditions 119 and 120. The measures provided incorporates funding for 100% of the cost of standard thermal double-glazing for properties with single glazed windows, or windows that do not meet an average sound reduction of 25 dB minimum, averaged over 100 to 3150Hz, in accordance with the procedure of BS EN ISP 140:Part5. Provision for alternative measures or works of at least equivalent cost are to be agreed with the Council where implementation of the measures above would not be practicable or would be detrimental to the amenity of the identified receptor.</u>
<u>"Tier 2 Sound Insulation"</u>	<u>means the provision of sound insulation for sensitive receptors within the Actual 66 dB Contour for operational air noise, as covered under Condition 51, or properties that exceed the</u>

	<p>construction noise triggers in Conditions 119 and 120. The measures provided incorporate funding for 100% of the cost of high performance acoustic double-glazing.</p> <p>Provision for alternative measures or works of at least equivalent cost to be agreed with the Council where implementation of the measures above would not be practicable or would be detrimental to amenity of the identified receptor.</p>
<u>"Sensitive Receptors"</u>	<p>means areas where occupants are more susceptible to the adverse effects of noise pollution. These include, but are not limited to residential dwellings, hospitals, schools, day care facilities and care homes.</p>
<u>"Aircraft Movements"</u>	<p>means the take-off or landing of an aircraft at the Airport, other than those engaged in training or aircraft testing.</p>
<u>"Noise Factored Calculation"</u>	<p>means the number of factored movements shall be calculated by multiplying the number of take-offs and landings by each aircraft by the relevant noise factor for an aircraft of this type and adding together the totals for each aircraft using the Airport.</p>
<u>"Actual Movements"</u>	<p>means the number of aircraft arrivals and departures that take place at the Airport, other than those engaged in training or aircraft. These are independent of the weighting used to assess noise factored movements.</p>
<u>"Noise Factored Movement"</u>	<p>means an actual movement whose contribution to the annual noise factored movement limit is based on the noise levels recorded at the Airport's noise monitoring terminals during its arrival or departure. The assessment of a noise factored movement is in accordance with Condition 21.</p>
<u>"Noise Barrier"</u>	<p>means a structure, either temporary or permanently installed within the Airport to protect local residents and other local sensitive receptors from noise pollution.</p>
<u>"Obstacle Limitation Surfaces"</u>	<p>means a series of surfaces that define the limits to which objects may project into airspace consisting of:</p> <ul style="list-style-type: none"> <u>(a) Transitional Surface;</u> <u>(b) Approach Surface/ Take off climb surface;</u> <u>(c) Inner horizontal surface;</u> <u>(d) Conical surface;</u> <u>(e) Outer horizontal surface;</u> <u>(f) Inner horizontal surface;</u> <u>(g) Inner transitional surface; and</u> <u>(h) Balked landing surface</u>

<u>"NOMMS"</u>	<u>means the 'Noise Management and Mitigation Strategy'; a strategy that monitors and manages the noise impact of LCY operations, to be approved under Condition 55, and to replace the 'Temporary Noise Management Strategy' currently in place at the Airport.</u>
<u>"Commencement of Development"</u>	<u>means the carrying out of a material operation as defined in Section 56 of the Town and Country Planning Act 1990.</u>
<u>"Non-Airside"</u>	<u>means all parts of the Airport not defined by airside.</u>
<u>"Temporary Noise Monitoring Strategy 2009"</u>	<u>Means the document, reference A1125/PH/TNMS/01, dated 15th September 2009, prepared by Bickerdike Allen Partners, to be operated in accordance with Condition 52.</u>
<u>"Passenger Terminal Buildings"</u>	<u>means the buildings shown on drawing [INSERT]</u>
<u>"Noise Contours"</u>	<u>means a number of lines superimposed on a map of the Airport and its surroundings. These lines represent various air noise exposure levels created by Airport operations.</u>
<u>"$L_{Aeq,T}$"</u>	<u>means the average of the total sound energy (L_{eq}) measured over a specified time period of time (T), weighted to take into account human hearing.</u>
<u>"Rapid Access Taxiway"(RAT)</u>	<u>means a taxiway that allows an aircraft to access a runway quicker, thus allowing another aircraft to depart or arrive in a shorter space of time.</u>
<u>"Rapid Exit Taxiway" (RET)</u>	<u>means a taxiway that allows an aircraft to depart a runway quicker, thus allowing another aircraft to depart or arrive in a shorter space of time.</u>
<u>"Airport Consultative Committee"</u>	<u>means the facility for users of the airport, local authorities and persons concerned with the locality of the site to consult with respect to matters that relate to the management or administration of the Airport and which may affect those parties' interests. Such facility being an Airport Consultative Committee, currently known as the London City Airport Consultative Committee. The committee shall be operated generally in accordance with Condition 12.</u>
<u>"Dock Edge"</u>	<u>means the interface between the Airport land and King George V Dock.</u>
<u>"Sound Insulation Scheme"</u>	<u>means procedure by which the Tier 1 and Tier 2 eligible properties are identified, the sound insulation is offered to the affected owners/occupiers and where requested, the relevant sound insulation is installed into the affected property. This covers eligibility under operational air noise.</u>
<u>"Aircraft Categorisation Review" (ACR)</u>	<u>means a review of Aircraft Categorisation to reassess the methodology, categories, noise reference levels, noise factors and procedures for categorisation, with the objective of providing further incentives for aircraft using the Airport to emit</u>

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	<u>less noise.</u>
<u>"Mobile Ground Power Units" (MGPU)</u>	<u>means specialised ground support equipment providing electricity to allow the aircraft to function whilst on the ground.</u>
<u>"Airport Website"</u>	<u>means www.londoncityairport.com or any future replacement website for the Airport.</u>
<u>"Taxiway"</u>	<u>means a path within the Airport that connects the runway with the stands, terminal and other facilities.</u>
<u>"CADP"</u>	<u>means the City Airport Development Programme as described under planning application 13/01228/FUL.</u>
<u>"LCA"</u>	<u>means the Airport known as London City Airport at the time of this planning permission, or any other subsequent title of the Airport.</u>
<u>"quarter"</u>	<u>For the purposes of Condition 48, means consecutive three month periods in a calendar year, namely; Quarter 1 (January to March), Quarter 2 (April to June), Quarter 3 (July to September) and Quarter 4 (October to December).</u>
<u>"DLRL"</u>	<u>means Docklands Light Railway Limited</u>
<u>"Ground Running Noise Limit"</u>	<u>means the noise level arising from Ground Running which shall not exceed the equivalent of a free-field noise level of 60dB $L_{Aeq,T}$ (where T shall be any period of 12 hours).</u>

CADP 1 Conditions

1.	Time Limit	<p>The development hereby permitted shall be begun not later than the expiration of THREE YEARS beginning with the date of this planning permission.</p> <p>Reason: To limit the duration of the permission in accordance with the provisions of Sections 91-96 of the Town and Country Planning Act 1990.</p>
2.	Drawings	<p>The development shall not be constructed unless in accordance with the following drawings submitted as part of the planning application:</p> <p><u>Documents</u></p>

		<ul style="list-style-type: none"> • Consolidated ES, NTS and Consolidated ES Addendum November 2014 prepared by RPS, dated 10 November 2014 • Environmental Statement (ES) Addendum prepared by RPS, dated 4 March 2014 (submitted February 2014) • Environmental Statement (ES) Second Addendum including NTS prepared by RPS, dated May 2014 (submitted 28 May 2014) • Transport Assessment prepared by Vectos, dated 16 July 2013 • Sustainability Strategy prepared by RPS, dated 16 July 2013 • Energy and Low Carbon Strategy prepared by London City Airport dated 26 July 2013 • Energy and Low Carbon Strategy Addendum prepared by London City Airport dated 06 March 2014 (submitted February 2014) • Design and Access Statement (DAS) (Including Illustrative Drawings and Images & Landscape & Public Realm Strategy) prepared by Pascall and Watson, dated 26 July 2013 • DAS Addendum (March 2014) prepared by Pascall and Watson, dated 10 March 2014 • DAS Addendum prepared by Pascall and Watson, dated January 2014 (submitted February 2014) <p><u>Drawings</u></p> <p>LCY P+W 4486 B SI20001, LCY P+W 4486 B SI20002, LCY P+W 4486 B SI20003, CA0L-002 (Rev F), CA0L-004 (Rev E), CA0L-020 (Rev D),</p>
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		CAOL-090 (Rev C), CAOL-091 (Rev C), CAOL-092 (Rev B), CAOL-093 (Rev B), CAOL-210 (Rev E), CAOD-500 (Rev A), CAOL-521 (Rev E), CAOL-900 (Rev E), CAOS-910 (Rev B), CAOS-911 (Rev C), CAOD-920 (Rev C), CAOD-921 (Rev B), CAOD-930 (Rev D), 5115752/RC/100 (Rev P2), CAOL-050 (Rev D), LCY P+W 4486 B DE10002, LCY P+W 4486 B GA10004, LCY P+W 4486 B GA11002, LCY P+W 4486 B GA12002, LCY P+W 4486 B DE1XX02, LCY P+W 4486 B GA1XX05, LCY P+W 4486 B GA1XX06, LCY P+W 4486 B GA1XX07, LCY P+W 4486 B GA1XX08, CAOD-931 (Rev C), CAOL-523 (Rev B), CAOL-524 (Rev B), LCY P+W 4486 B DE10001, LCY P+W 4486 B GA1B101, LCY P+W 4486 B GA10003, LCY P+W 4486 B GA11001, LCY P+W 4486 B GA12001, LCY P+W 4486 B GA13001, LCY P+W 4486 B GA14001, LCY P+W 4486 B DE1XX01, LCY P+W 4486 B GA1XX01, LCY P+W 4486 B GA1XX02, LCY P+W 4486 B GA1XX09 (Rev A), LCY P+W 4486 B GA1XX10, LCY P+W 4486 B GA1XX03, LCY P+W 4486 B GA1XX04, LCY P+W 4486 B DT1XX01, LCY P+W 4486 B GA10002, LCY-CADP-ATK-C-0001, 3522_005, LCY P+W 4486 B DE20002, LCY P+W 4486 B FC20002 (Rev B), LCY P+W 4486 B FC2XX01, LCY-CADP-ATK-C-0004, LCY P+W 4486 B FC2XX02,
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		LCY P+W 4486 B FC2XX03 (Rev A), LCY P+W 4486 B FC2XX04 (Rev B), 3522_003, 3522_004, LCY P+W 4486 B DE20001, LCY P+W 4486 B GA20002 (Rev B), LCY P+W 4486 B GA20003 (Rev A), LCY P+W 4486 B GA20004 (Rev A), LCY P+W 4486 B GA21001 (Rev A), LCY P+W 4486 B GA21002 (Rev A), LCY P+W 4486 B GA21003 (Rev A), LCY P+W 4486 B GA22001 (Rev A), LCY P+W 4486 B GA22002 (Rev A), LCY P+W 4486 B GA22003 (Rev A), LCY P+W 4486 B GA23001 (Rev B), LCY P+W 4486 B GA23002 (Rev A), LCY P+W 4486 B GA23003 (Rev A), LCY P+W 4486 B GA24001 (Rev A), LCY P+W 4486 B GA24002 (Rev A), LCY P+W 4486 B GA24003 (Rev A), LCY P+W 4486 B DE2XX01, LCY P+W 4486 B GA2XX01 (Rev B), LCY P+W 4486 B GA2XX02 (Rev A), LCY P+W 4486 B GA2XX10 (Rev A), LCY P+W 4486 B GA2XX03 (Rev B), LCY P+W 4486 B GA2XX04 (Rev A), LCY P+W 4486 B GA2XX05 (Rev A), LCY P+W 4486 B GA2XX06, LCY P+W 4486 B GA2XX07, LCY P+W 4486 B GA2XX08 (Rev A), LCY P+W 4486 B GA2XX09 (Rev A), LCY P+W 4486 B SI20006, LCY-CADP-ATK-H-0001, LCY-CADP-ATK-H-0002, LCY-CADP-ATK-H-0003, LCY-CADP-ATK-H-0004, LCY-CADP-ATK-H-0005, LCY-CADP-ATK-H-0006, LCY-CADP-ATK-H-0007, LCY-CADP-ATK-H-0008, LCY-CADP-ATK-H-0009, LCY-CADP-ATK-H-0010, LCY-CADP-ATK-H-0011, LCY-CADP-ATK-S-0001 (Rev 01), LCY-CADP-ATK-S-0002 (Rev 01), LCY-CADP-ATK-L-0001 (Rev A), LCY-CADP-ATK-L-0002 (Rev A), LCY-CADP-ATK-L-0003 (Rev A), LCY-CADP-ATK-L-0004 (Rev A), LCY-CADP-ATK-L-0005 (Rev A),
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		<p>LCY-CADP-ATK-L-0006 (Rev A), LCY-CADP-ATK-L-0007 (Rev A), LCY-CADP-ATK-L-0008 (Rev B), LCY-CADP-ATK-L-0009 (Rev B), LCY-CADP-ATK-L-0010 (Rev B), LCY-CADP-ATK-L-0011 (Rev A), LCY-CADP-ATK-L-0012 (Rev A), LCY-CADP-ATK-L-0013 (Rev A), LCY-CADP-ATK-A-0001 (Rev 01), LCY-CADP-ATK-A-0002 (Rev 01), LCY-CADP-ATK-A-0003 (Rev 01), LCY-CADP-ATK-A-0004 (Rev 01), LCY-CADP-ATK-A-0005 (Rev 01), LCY-CADP-ATK-A-0006 (Rev 01), LCY-CADP-ATK-A-0007 (Rev 01), LCY-CADP-ATK-A-0008 (Rev 01), LCY-CADP-ATK-A-0009 (Rev 01), LCY-CADP-ATK-A-0010 (Rev 01), LCY-CADP-ATK-A-0011 (Rev 01),</p> <p>Reason: To ensure that the development is undertaken in accordance with the approved drawings and documents, the assessed Environmental Statement and to protect local amenity.</p>
3.	Design Assurance	<p>The Development hereby permitted shall not be constructed unless in accordance with the principles and parameters set out in the;</p> <p>Design and Access Statement and Design Code. (Design and Access Statement (DAS) (Including Illustrative Drawings and Images & Landscape & Public Realm Strategy) prepared by Pascall and Watson, dated 26 July 2013, DAS Addendum (March 2014) prepared by Pascall and Watson, dated 10 March 2014 and DAS Addendum prepared by Pascall and Watson, dated January 2014 (submitted February 2014), and other documents approved in this decision.</p> <p>Reason: To ensure that the development is constructed in accordance with the approved documents on which this decision is based.</p>
4.	Construction Phasing Plan	<p>No Construction Works shall be carried out in any part of the Development hereby permitted, unless and until a Construction Phasing Plan providing details of the order in which the CADP Phases will</p>

		<p>be commenced has been be submitted to and approved in writing by the Local Planning Authority. The Construction Phasing Plan shall be in accordance with the timelines as set out in the submitted 'Improved Construction Programme August 2014', Appendix 2.1 of Volume I, Part A of CESA and shall include, but not limited to:</p> <ul style="list-style-type: none"> - Interim CADP Western Terminal Extension - Interim CADP Western Energy Centre - Interim CADP Airfield Extension - Interim CADP Facilitating Works - Eastern Arrivals Building (comprising Main Processor Building and Arrivals Concourse Building) - East Pier - Eastern Energy Centre - Terminal Forecourt (comprising Transport Area and Landscaped Area) - Dockside (comprising Decked Public Car park, Two Surface Public Car parks, Staff Car park, Dockside Walk, West and East Car Rental Zones and Taxi Feeder Park). <p>The Development shall only be carried out in accordance with the approved details.</p> <p>Reasons: To ensure that the Development is constructed in accordance with the 'Improved Construction Programme August 2014', Appendix 2.1 of Volume I, Part A of CESA.</p>
5.	Quantum of development	<p>a) The total quantum of development across the Western Terminal Extension shall not exceed 24,916 sq. m GEA (including the Western Energy Centre, Western Terminal Extension; Terminal Building, Total Landside Retail, Total Airside Retail, Terminal Landside Offices and Service Yard);</p>

		<p>b) The total quantum of the Facilitating Works (including Coaching Building, link bridge & Area) shall not exceed 2,917 sq. m GEA;</p> <p>c) The total quantum of development across the Eastern Terminal Extension shall not exceed 51,801 sq. m GEA (including the Eastern Terminal Development, Total Landside Retail, Total Airside Retail, Terminal Landside Offices);</p> <p>d) The Eastern Energy Centre shall not exceed 527 sq. m GEA;</p> <p>e) The Airfield Extension shall not exceed 7.54 ha; and</p> <p>The Terminal Forecourt shall not exceed 17,890 sq. m (excluding Hartmann Road).</p> <p>In the event of there being any discrepancy between the figures specified above and the documents submitted in support of the application the floorspace figures specified in this condition shall prevail.</p> <p>Reason: To ensure that the Development is carried out in accordance with the approved plans and other submitted details and to ensure that the quantum of floorspace remains within the areas assessed pursuant to the Environmental Impact Assessment of the Development.</p>
6.	Commencement of Development	<p>No approved phase of the development hereby permitted shall be commenced unless a minimum of 14 days' notice of the commencement date of that phase has been given in writing to the Local Planning Authority.</p> <p>Commencement means initiation of the Development as defined in section 56 of the Town and Country Planning Act.</p> <p>Reason: To ensure that the Local Planning Authority is aware of the commencement date of each Plot of the development.</p>

7.	Restrictions on Use	<p>The Airport shall not be used for training or test flying except as may be essential for the safe operation of aircraft authorised to use the Airport.</p> <p>This condition shall not prevent:</p> <ul style="list-style-type: none"> (a) the take-off and landing of an aircraft where such training or test flying is carried out elsewhere; or (b) monitored trial flights taking place for the purposed of Aircraft Categorisation or for the purposed of and following the Aircraft Categorisation Review (ACR). <p>The Airport shall only be used as an airport and for the provision of air services ancillary thereto and for no other purpose.</p> <p>Reason: To safeguard residential amenity from non-essential use of the Airport.</p>
8.	Aircraft Maintenance	<p>No aircraft maintenance or repair work shall take place at the Airport other than between the hours of:</p> <ul style="list-style-type: none"> (a) 06.30 and 22.00 Monday to Friday inclusive; and (b) 06.30 and 12.30 on Saturday; and (c) 12.30 and 22.00 on Sunday; and (d) 09.00 and 22.00 on Bank Holidays and Public Holidays. <p>Reason: To safeguard residential amenity from non-essential use of the Airport.</p>
9.	Restrictions on Development	<p>No further development shall be carried out at the Airport including any development permitted under the provisions of Classes A and I of Part 18 of Schedule 2 of the Town and Country Planning General Permitted Development Order 1995 (or any order revoking or re-enacting that Order with or without modification) without the grant of further express planning permission by the Local Planning Authority.</p>

		Reason: To ensure that the Airport does not cause unacceptable harm to the amenity of surrounding land and buildings, particularly given the Airports proximity of sensitive receptors.
10.	Number of Aircraft Stands and Position	<p>The configuration of the Airport shall not exceed the 25 permanent stands shown on the drawings hereby approved <u>approved drawing 'LCY P+W 4486 B SI20002'</u>.</p> <p>Reason: To ensure that the Development is undertaken in accordance with the approved drawings and documents; the assessed Environmental Statement; and to protect local amenity.</p>
11.	RATs and RETs	<p><i><u>The runway and taxiway shall be configured with the RATs and RETs as labelled 'A', 'B', 'C', 'D', 'K', 'L' and 'M' as shown on approved drawing 'LCY P+W 4486 B SI20002'. No further configuration of or addition to the runway and/or taxiway shall occur other than through the granting of express planning permission.</u></i></p> <p>The runway and taxiway shall be configured in accordance with the approved drawing no [INSERT]. No further configuration of or addition to the runway and/or taxiway shall occur other than through the granting of express planning permission.</p> <p>Reason: To ensure that the Development is undertaken in accordance with the approved drawings and documents; the assessed Environmental Statement; and to protect local amenity, particularly given that the provision of RATS and RETS could result in undesirable amenity and environmental impacts.</p>
12.	Airport Consultative Committee	<p>To maintain an Airport Consultative Committee in accordance with all requirements of the Civil Aviation Act 1982.</p> <p>The Airport Consultative Committee, shall:</p> <ul style="list-style-type: none"> (a) Hold quarterly meetings at the Airport (b) have regard to the Guidelines; (c) include representatives of the

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		<p>categories of bodies or organisations referred to in section 35(2) of the Civil Aviation Act 1982;</p> <p>(d) include at least three representatives of the Council nominated by the Council;</p> <p>(e) adopt a constitution</p> <p>(f) consult the council on its constitution or amendments thereto.</p> <p>Except where there is a need to preserve confidentiality in relation to any matter under discussion by the Airport Consultative the agenda and minutes of each of its meetings shall be published including on the Airport website or the website of the Airport Consultative Committee.</p> <p>Reason: To ensure that the Development is carried out in accordance with the documents and drawings as assessed and to fulfil the requirements of the Civil Aviation Act 1982.</p>
13.	Runway Length	<p>No runway designated for the use of aircraft shall exceed 1199 metres in length.</p> <p>Reason: To ensure that the Development is undertaken in accordance with the approved drawings and documents; the assessed Environmental Statement; and to protect local amenity.</p>
14.	Aircraft	<p>Except in cases of emergency, only conventional take-off and landing fixed-wing aircraft including short take-off and landing aircraft, but not vertical take-off and landing aircraft (including helicopters and tilt rotor/ altering propellers) shall be permitted to use the Airport.</p> <p>Reason: To control the Development and ensure that the Development is undertaken in accordance with the approved drawings and documents; the assessed Environmental Statement; and to protect local amenity.</p>

15.		<p>From 31 March 2017, the AVRO RJ100 shall not operate from the Airport at any time unless <u>noiseunless noise</u> monitoring, undertaken by the Airport as part of the NOMMS, has been submitted and approved by the LPA. The submission shall demonstrate compliance with the 94.5 maximum permitted noise level for departure specified in Condition 21, in the previous calendar year 2016.</p> <p>Reason: To safeguard residential amenity.</p>
16.	Recreational Flying	<p>The Airport shall not be used for any form of club or recreational flying.</p> <p>Reason: To safeguard residential amenity.</p>
17.	Airport Opening times Weekdays	<p>The Airport shall not be used for the taking off or landing of aircraft at any time other than between 0630 and 2200 hours from Monday to Friday inclusive and between 0900 and 2200 hours on Bank Holidays and Public Holidays except:</p> <p>(a) In the event of an emergency</p> <p>(b) For the taking off or landing between 2200 and 2230 hours of an aircraft which was scheduled to take off from or land at the Airport before 2200 hours but which has suffered unavoidable operational delays and where that taking off or landing would not result in there being more than 400 aircraft movements at the Airport per calendar year between 2200 and 2230 hours or more than 150 such movements in any consecutive three months.</p> <p>The figures of 400 aircraft movements and 150 aircraft movements shall in each case include all aircraft movements by aircraft which have suffered operational delays between the hours specified in each subparagraph on Mondays to Fridays, on Saturdays, on Sundays and on Bank and Public Holidays and the expression 'aircraft movements' shall mean the take-off and landing of an aircraft at the Airport.</p>

		Reason: To safeguard residential amenity.
18.	Airport Opening times Saturdays	<p>Notwithstanding Condition 114, the Airport shall not be used for the taking off or landing of aircraft on Saturdays at any time other than between 0630 and 1230 hours except:</p> <p>(a) In the event of an emergency</p> <p>(b) For the taking off or landing between 1230 and 1300 hours on Saturdays of an aircraft that was scheduled to take off or land before 1230 hours but has suffered unavoidable operational delay and where that taking off or landing would not result in there being more than 400 aircraft movements at the airport per calendar year between 1230 and 1300 hours or more than 150 such movements in any consecutive three months. The taking off or landing of aircraft between 1230 hours and 1800 hours on one Saturday per calendar year for the Airport's charity open day.</p> <p>The figures of 400 aircraft movements and 150 aircraft movements shall in each case include all aircraft movements by aircraft which have suffered operational delays between the hours specified in each sub-paragraph on Mondays to Fridays, on Saturdays, on Sundays and on Bank and Public Holidays and the expression 'aircraft movements' shall mean the take-off and landing of an aircraft at the Airport.</p> <p>Reason: To safeguard residential amenity.</p>
19.	Airport Opening Times Sunday	<p>Notwithstanding Condition 114, the Airport shall not be used for taking off or landing of aircraft on Sundays at any time other than between 1230 hours and 2200 hours except:</p> <p>(a) In the event of an emergency</p> <p>(b) For the taking off or landing between 2200</p>

		<p>and 2230 hours which was scheduled to take off from or land at the airport before 2200 hours but which has suffered unavoidable operational delays and there that taking off or landing would not result in there being more than 400 aircraft movements at the Airport per calendar year between 2200 and 2230 hours or more than 150 such movements in any consecutive three months.</p> <p>The figures of 400 aircraft movements and 150 aircraft movements shall in each case include all aircraft movements by aircraft which have suffered operational delays between the hours specified in each subparagraph on Mondays to Fridays, on Saturdays, on Sundays and on Bank and Public Holidays and the expression 'aircraft movements' shall mean the take-off and landing of an aircraft at the Airport.</p> <p>Reason: To safeguard residential amenity.</p>																		
20.	Noise Factoring 1	<p>Save in an emergency, no type of aircraft shall use the Airport unless the noise level of that aircraft complies with a category established in accordance with conditions 21, 22 and 23.</p> <p>Reason: To safeguard residential amenity.</p>																		
21.	Noise Factoring 2	<p>Aircraft types using the airport shall be placed in categories and allocated noise factors as set out below:</p> <table border="1"> <thead> <tr> <th>Category</th><th>Noise Reference Level</th><th>Noise Factor</th></tr> </thead> <tbody> <tr> <td>A</td><td>91.6-94.5</td><td>1.26</td></tr> <tr> <td>B</td><td>88.6-91.5</td><td>0.63</td></tr> <tr> <td>C</td><td>85.6-88.5</td><td>0.31</td></tr> <tr> <td>D</td><td>82.6-85.5</td><td>0.16</td></tr> <tr> <td>E</td><td>Less than 82.6</td><td>0.08</td></tr> </tbody> </table> <p>Where the noise reference level is the departure noise level at the four noise categorisation locations (NMT1, NMT2, NMT3 and NMT4) on Plan P1 that accompanies this permission,</p>	Category	Noise Reference Level	Noise Factor	A	91.6-94.5	1.26	B	88.6-91.5	0.63	C	85.6-88.5	0.31	D	82.6-85.5	0.16	E	Less than 82.6	0.08
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		<p>expressed in PNdB as established as set out below.</p> <p>Reason: To safeguard residential amenity.</p>
22.	Noise Factoring 3	<p>Before any aircraft shall use the Airport a provisional noise categorisation for that aircraft type shall be approved by the Local Planning Authority and shall be based on the results of the monitored flight trials of the particular aircraft from the airport carried out in accordance with the written proposals (including details as to how the trial flights are to be organised) before any such trial flights are to be organised) before any such trial flights take place to be submitted and approved in writing by the Local Planning Authority.</p> <p>Reason: To safeguard residential amenity.</p>
23.	Noise Factoring 4	<p>Annually on 31 December the provisional categorisation of each approved aircraft type shall be reviewed (PROVIDED THAT if the provisional categorisation for an aircraft type has been approved in the period between 1 October and 31 December of the year in question then the provisional categorisation of that aircraft type shall be reviewed on 31 December in the following year) having regard to the departure noise levels recorded in accordance with Condition 21, and on 1 June in the following year details shall be submitted to the Local Planning Authority of the results of the review whereupon the provisional categorisation of each approved aircraft type shall be confirmed or amended in agreement with the Local Planning Authority having regard to the monitored values.</p> <p>Any such amendment may, with the agreement of the Local Planning Authority, include the introduction to sub-categorisation into narrower bands provided that noise factors appropriate to any such bands are calculated and applied.</p> <p>Reason: To safeguard residential amenity.</p>
24.	Noise Factoring	<p>The Airport shall for the above purposes operate a system of continuous noise monitoring at positions as close as practicable to the four noise</p>

	5	<p>categorisation locations (NMT1, NMT2, NMT3 and NMT 4) shown on pPlan [INSERT]P1 that accompanies this permission; the details of the system are to approved by the Local Planning Authority and the results made available to the Local Planning Authority.</p> <p>Reason: To safeguard residential amenity.</p>
25.	Noise Factoring 6	<p>Annually on 1 June 57 dB L_{Aeq,16h} 66dB L_{Aeq,16h} and 69 dB L_{Aeq,16h} contours (average mode summer day) shall be produced in accordance with the Federal Aviation Authority's Integrated Noise Model Version 7 or later version or other model, any of which complies with the methodology described in ECAC CEAC Doc 29 or Department of Transport equivalent method, and submitted to the Local Planning Authority for the lifetime of the development.</p> <p>Reason: To safeguard residential amenity and to enable the delivery of the Sound Insulation Scheme pursuant to Condition 5154.</p>
26.	Noise Factoring 8	<p>The number of Noise Factored Movements shall not exceed:</p> <p>(a) in any one week the number of permitted aircraft movements for that week by more than 25%; and</p> <p>(b) 120,000 per calendar year.</p> <p>Reason: In the interests of limiting the number of movements in order to safeguard quality of life in the local area.</p>
27.	Aircraft Movement per hour	<p>The number of scheduled and business aircraft movements at the Airport shall not exceed 45 in any given hour.</p> <p>Reason: In the interests of limiting the number of movements in the peak periods in order to safeguard quality of life in the local area.</p>
28.	Permitted Aircraft Movements	<p>The number of aircraft movements at the Airport shall not exceed:</p>

		<p>(a) 100 per day on Saturdays and 200 per day on Sundays but not exceeding 280 on any consecutive Saturday and Sunday.</p> <p>(b) 592 per day on weekdays except 1 January, Good Friday, Easter Monday, the May Day holiday, the late May bank holiday, the late August bank holiday, 25 December and 26 December</p> <p>(c) 132 on 1 January</p> <p>(d) 164 on Good Friday</p> <p>(e) 198 on Easter Monday</p> <p>(f) 248 on the May Day Holiday</p> <p>(g) 230 on the late May Bank Holiday</p> <p>(h) 230 on the late August Bank Holiday</p> <p>(i) 100 on 26 December</p> <p>(j) 111,000 per calendar year</p> <p>Reason: In the interests of limiting the number of aircraft movements in order to safeguard the quality of life in the local area.</p>
29.	Aircraft Movements Other Bank Holidays	<p>In the event of there being a Bank Holiday or Public Holiday in England which falls upon or is proclaimed or declared upon a date not referred to in sub-paragraph (c) to (i) (inclusive) of Condition 28 above, then the number of aircraft movements permissible on that date shall not exceed 330.</p> <p>Reason: In the interests of limiting the number of aircraft movements in order to safeguard the quality of life in the local area.</p>
30.	Additional Noise Monitoring Terminals	<p>No part of the Development hereby permitted shall be used unless and until the Noise Monitoring Terminals <u>(NMT) 5 and 6 as shown on Plan [INSERT P1] attached to that accompanies</u> this permission are in place and working to the satisfaction of the Local Planning Authority.</p>

		Reason: To ensure that adequate terminals are in place to monitor noise in the interests of residential amenity.
31.	Movement limit between 0630 and 0659 Mondays to Saturdays	<p>Between 0630 and 0659 hours on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the Airport will be closed between these times) the number of aircraft movements shall not exceed 6 on any day.</p> <p>Reason: In the interests of limiting the number of movements in and safeguarding quality of life in the local area.</p>
32.	Movement limit between 0630 and 0645 on Mondays to Saturdays	<p>Notwithstanding the restriction on Aircraft Movements between 0630 and 0659 hours, as set out by Condition 31, the total number of Aircraft Movements in the period between 0630 and 0645 on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the Airport will be closed between these times), shall not exceed 2 on any day.</p> <p>Reason: In the interests of limiting the number of movements in and safeguarding quality of life in the local area.</p>
33.	Christmas Day Closure	<p>The Airport shall be closed on Christmas Day each year, with no Aircraft Movements and no ground running by aircraft engines.</p> <p>Reason: In the interests of limiting the number of movements in and safeguarding quality of life in the local area.</p>
34.	Design	<p>No building within any approved phase of the Development shall take place until details and or samples of the materials to be used in the external elevations, fenestrations and roofs of the building(s) and Noise Barriers, have been submitted to and approved by the Local Planning Authority. The details shall be in accordance with the submitted Design and Access Statement and Design Code.</p> <p>(Design and Access Statement (DAS) (Including Illustrative Drawings and Images & Landscape & Public Realm Strategy) prepared by Pascall and Watson, dated 26 July 2013, DAS Addendum (March 2014) prepared by Pascall and Watson,</p>

		<p>dated 10 March 2014 and DAS Addendum prepared by Pascall and Watson, dated January 2014 (submitted February 2014).</p> <p>Details shall include but are not limited to:</p> <p>1) 1:20 drawings (plans, section and elevations) of the entrances/exits of the terminal extension; and 2) 1:10 drawings (plan sections and elevations of key material junctions of the terminal extension to be agreed.</p> <p>The development shall be carried out in accordance with the approved details.</p> <p>Reason: To ensure a satisfactory standard of development and to safeguard the amenities of the surrounding area.</p>
35.	The Temporary Facilities	<p>The Temporary Coaching Facility, and the Temporary Outbound Baggage Extension as shown on the approved drawings shall be removed no later than 5 years from the date of implementation of this Permission.</p> <p>Reason: To safeguard amenity and visual appearance. The temporary structures are not considered to be of sufficient design quality to be retained on a permanent basis.</p>
36.	Landscape	<p>No Development shall commence until full details of a landscaping scheme(s) to include all hard surfaces, grassed areas, tree and shrub plantings and the proposed times of planting, has been submitted to and approved by the Local Planning Authority. The details shall be in accordance with the submitted drawings; 3522_005, 3522_003, 3522_004, LCY-CADP-ATK-L-0010 and LCY-CADP-ATK-L-001.</p> <p>Within one month of the completion of the landscaping scheme(s) written confirmation of the completion date shall be submitted to the Local Planning Authority. The scheme(s) as approved shall be implemented in full within the first planting season following completion of each of the agreed phases within the Construction Programme.</p>

		<p>If any tree or shrub, any such plant is removed, uprooted or destroyed or dies, or becomes in the opinion of the Local Planning Authority, damaged, diseased or defective, another tree or shrub of the same species and size as that originally planted shall be replanted in the same location or as otherwise detailed in the scheme(s).</p> <p>Reason: To ensure a satisfactory standard of development and to safeguard the amenities of the surrounding area.</p>
37.	Dockside Access	<p>The Taxi Feeder Park and Car Parks hereby Approved shall not be used unless and until:</p> <p>(a) measures to create and retain pedestrian access along the Dock Edge (south of King George V Dock) have been submitted to and approved by the Local Planning Authority; and</p> <p>(b).</p> <p>The details as approved have been implemented.</p> <p>The pedestrian access shall be retained for the lifetime of the Development.</p> <p>Reason: For the purposes of good design and to improve connectivity and access around the Royal Docks.</p>
38.	Details of Screening of Plant	<p>Prior to the commencement of any development to the Terminal Building details of Screening of Plant to the roof of the Terminal Building shall be submitted to the Local Planning Authority for approval. The development shall only be completed in accordance with any approval.</p> <p>Reason: To ensure a satisfactory form of external appearance.</p>
39.	Environmental Statement	<p>The development hereby permitted shall not be constructed unless in accordance with the environmental standards, mitigation measures, requirements, recommendations and methods of implementing the development contained in the Consolidated Environmental Statement, and appendices therein relevant to the development and appendices thereto, Dated November 2014, unless and to the extent that such standards, measures, requirements and methods are altered by the express terms of the conditions attached to</p>

		<p>this planning permission and the approved drawings and supplementary documents submitted pursuant to them.</p> <p>Reason: To ensure that the development is carried out in accordance with the Environmental Impact Assessment carried out as part of the Consolidated Environmental Statement (CES) dated November 2014 and the mitigation measures proposed therein.</p>
40.	Contamination	<p>a). Prior to the Commencement of the Development, an investigation into ground conditions shall be undertaken in accordance with the Model Procedures for the Management of Land Contamination, Environment Agency, Contaminated Land Report 11. The report of the investigation and proposals for any remediation required shall be submitted to and approved by the Local Planning Authority.</p> <p>b). All works approved shall be undertaken to the satisfaction of the Local Planning Authority.</p> <p>c). As soon as reasonably practicable, and before the occupation of any remediated area of the site, a validation report shall be submitted and approved by the Local Planning Authority, stating what works were undertaken and that the remedial scheme was completed in accordance with the approved remediation strategy.</p> <p>Reasons: To safeguard the public, the environment and surface and groundwater as this site may have or is known to have been used in the past for activities that are likely to have resulted in it being contaminated with material that is potentially harmful to humans, or the environment.</p>
41.	Crime prevention strategy.	<p>The terminal extensions shall not be used until details setting out how the terminal extensions will comply with the 'Secured by Design award scheme' have been submitted to and approved by the Local Planning Authority,</p> <p>The submitted details shall indicate how the</p>

		<p>principles and practices of that scheme are to be incorporated and the details shall include CCTV strategy and coverage.</p> <p>The terminal extensions shall only be completed, constructed and maintained in accordance with any approval, given by the Local Planning Authority.</p> <p>Reason: In the interest of amenity and creating safer, sustainable communities.</p>
42.	Structural Blast and hostile vehicle mitigation	<p>Prior to Commencement of the Development 'hostile vehicle mitigation' and a 'vehicle dynamic assessment and mitigation strategy' shall be submitted to the Local Planning Authority for approval in consultation with the Metropolitan Police.</p> <p>The development shall only be completed in accordance with the details as approved.</p> <p>Reasons: In the interest of creating safer, sustainable communities and preventing crime.</p>
43.		<p>Prior to the commencement of any development, the following shall be submitted to the Local Planning Authority:</p> <p>a) Certification from a qualified Structural Blast Engineer that has appraised the Development by way of a survey to confirm that it is structural sound for the purposes bombs and other explosives.</p> <p>The development shall only be completed in accordance with the certification.</p> <p>Reasons: In the interest of creating safer, sustainable communities and preventing crime.</p>
44.	Permanent Lighting	<p>No external lighting shall be installed within the Development, other than in accordance with a scheme to be submitted to and approved by the Local Planning Authority. The details shall be in accordance with:</p> <ul style="list-style-type: none"> the submitted drawing numbers

		<p>CA0D-500A, CA0L-521E, CA0L-522E, CA0L-523B and CA0L-524B; and shall</p> <ul style="list-style-type: none"> • be the minimum required to perform the relevant lighting task. • Minimise light spillage and pollution. • Include landscaping/screening measures to screen illuminated areas in environmentally sensitive areas. • Avoid dazzle or distraction to drivers on nearby highways. <p>Details should include where appropriate:</p> <ul style="list-style-type: none"> • the location, type, number, mounting height and alignment of the luminaires; • the beam angles and upward waste light ratio for each light; • details of screening and other mitigation • an isolux diagram showing the predicted illuminance levels at critical locations on the boundary of the site and where the site abuts residential properties or the public highway; and <p>where necessary, the percentage increase in luminance and the predicted illuminance in the vertical plane (in lux) at key points.</p> <p>The approved scheme is to be constructed/installed prior to occupation of the development and shall be permanently maintained thereafter.</p> <p>Reasons: To ensure that community and highway safety and amenity is not compromised.</p>
45.	<p>Restriction on Terminal Building</p> <p>Restrict to A1, A3, A4, A5 and B1(a)</p>	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting or amending that Order), the Passenger Terminal Building hereby permitted</p>

	Use Classes	<p>shall be used solely for passenger lounges, ancillary plant and/or purposes within Use Classes A1, A3, A4, A5 and B1(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provisions equivalent to that class in any statutory instrument revoking or re-enacting that Order with or without modification).</p> <p>Reason: The Local Planning Authority would wish to consider any future proposal for a change of use, other than a use within the same class(es), having regard to the circumstances of the case.</p>
46.	Hours of Operation of Passenger Terminal Building	<p>The A1, A3 , A4, A5 uses hereby permitted shall not be open to customers outside the following times:</p> <p>a) 0600-0430 to 2200 hours Monday to Friday b) 0600-0430 to 1230 hours on Saturdays c) 1200-1030 to 2200 hours on Sundays d) 0830-0700 to 2200 hours on Public and Bank holidays.</p> <p>Reasons: To safeguard residential amenity and to limit the commercial uses impacting upon the existing local retail and commercial function.</p>
47.	Passenger Terminal Opening Times	<p>The Passenger Terminal Buildings shall not open to passengers or potential passengers outside the following times:</p> <p>a) 0600-0430 to 2230 hours Monday to Friday b) 0600-0430 to 1300 hours on Saturdays c) 1200-1030 to 2230 hours on Sundays d) 0830-0700 to 2230 hours on Public and Bank Holidays</p> <p>In any event 30 minutes after the last aircraft for the day has taken off and/or landed at the airport.</p> <p>Reason: To safeguard local residential amenity.</p>
48.	Passenger Numbers	<p>At no time shall the passenger throughput of the Airport exceed 6.5 million passengers in any twelve month period From the date of this permission a quarterly report [definition of quarter to be inserted/confirmed] of the moving annual total numbers of passengers through the Airport (arrivals plus departures) passenger numbers</p>

		<p>shall be submitted to the Local Planning Authority.</p> <p>The report shall be made no later than 28 days after the end of each quarter to which the data relates.</p> <p>Reason: To enable the Local Planning Authority to exercise proper control over the development, in the interests of securing a satisfactory operation of the development and to safeguard the amenities of the surrounding area.</p>														
49.	Size of the Passenger Terminal Building	<p>a) The quantum of built floorspace within the terminal building shown on plan [INSERT] in respect of each of the land uses identified in the first column of Table AX(1) below shall not exceed the figures specified in the second column of table AX(1) below and comprise of the following elements:</p> <p>TABLE AX(1)</p> <table><tr><th>Land Use</th><th>Maximum Floor Area (sq. m GEA)</th></tr><tr><td>Airside</td><td></td></tr><tr><td>A1(shops), A3 (food & drink), A4 (drinking establishments), A5 (hot food take away)</td><td>2663 sq. m (GEA)</td></tr><tr><td>Non-Airside</td><td></td></tr><tr><td>A1 (shops), A3 (food & drink)</td><td>2301 sq. m (GEA)</td></tr><tr><td>Executive Passenger Lounges</td><td>[INSERT] sq. m (GEA)</td></tr><tr><td>Use Class B1(a)</td><td>[INSERT] sq. m (GEA)</td></tr></table>	Land Use	Maximum Floor Area (sq. m GEA)	Airside		A1(shops), A3 (food & drink), A4 (drinking establishments), A5 (hot food take away)	2663 sq. m (GEA)	Non-Airside		A1 (shops), A3 (food & drink)	2301 sq. m (GEA)	Executive Passenger Lounges	[INSERT] sq. m (GEA)	Use Class B1(a)	[INSERT] sq. m (GEA)
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Use Class B1(a)	[INSERT] sq. m (GEA)															

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		<table><tr><td></td><td></td></tr><tr><td>Ancillary-plant</td><td>{[INSERT]}sq.-m (GEA)</td></tr></table> <p>In the event of there being any discrepancy between the figures specified above and the documents submitted in support of the application the floorspace figures specified in this condition shall apply.</p> <p>The use of the passenger terminal buildings for the A1, A3, A4, A5 and B1(a) purposes hereby permitted shall remain ancillary and subservient to the primary use of the terminal buildings as an airport passenger terminal and shall not become separate or dominant uses at any time.</p> <p>Reason: To ensure that the development is carried out in accordance with the approved plans and other submitted details and to ensure that the quantum of floorspace remains within the approved parameters as assessed pursuant to the environmental impact assessment of the development.</p>			Ancillary-plant	{[INSERT]}sq.-m (GEA)
Ancillary-plant	{[INSERT]}sq.-m (GEA)					
50.	Fixing the size of the Noise Contour	<p>The area enclosed by the 57 dB(A) $L_{Aeq,16hr}$ Contour shall not exceed 9.1 sq km, the area enclosed by the 63 dB(A) $L_{Aeq,16hr}$ Contour shall not exceed 2.4 sq km, the area enclosed by the 66 dB(A) $L_{Aeq,16hr}$ Contour shall not exceed 1.3 sq km and the area enclosed by the 69 dB(A) $L_{Aeq,16hr}$ Contour shall not exceed 0.7 sq km, 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 strategy shall be submitted to the Local Planning Authority for their approval which defines the methods to be used by London City Airport or any successor or airport operator to reduce the area of the noise contours by 2030.</p> <p>Reason: To safeguard residential amenity and in accordance with the submitted Environmental Statement.</p>				

51.	Sound Insulation Scheme	<p>Before the Commencement of Development submit for the approval of the Local Planning Authority a Sound Insulation Scheme to protect local sensitive receptors against air noise created by aircraft operations.</p> <p>Implement the approved scheme on Commencement of Development.</p> <p>Report to the Local Planning Authority annually on 1 June as part of the Annual Performance Report on the performance and or compliance of LCALCY during the previous calendar year with the approved Sound Insulation Scheme.</p> <p>Every 5 years the approved Sound Insulation Scheme shall be reviewed and the review shall be submitted to the Local Planning Authority for approval on 1 June and implemented as approved.</p> <p>The scheme shall:</p> <ul style="list-style-type: none"> • Identify sensitive receptors including residential, public buildings, schools and hospitals that are eligible for the agreed sound insulation based on either the 57dBA $L_{Aeq,16h}$ average mode or the 66dBA $L_{Aeq,16h}$ average mode noise contour. • Protect sensitive receptors from airborne noise with triggers for insulation at 57dBA $L_{Aeq,16h}$ and 66dBA $L_{Aeq,16h}$ • Ensure the agreed sound insulation is offered to all owner/occupiers of the identified sensitive receptors prior to exposure to the trigger noise levels. • Use best endeavours to ensure all identified sensitive receptors have the agreed sound insulation installed prior to exposure to the trigger noise levels. • For properties within the Actual 57 dB
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		<p>Contour incorporates funding for 100% of the cost of standard thermal double-glazing for properties with single glazed windows, or windows that do not meet an average sound reduction of not less than 25 dB averaged over 100 to 3150Hz in accordance with the procedure of BS EN ISP 140:Part5. Provision for alternative measures or works of at least equivalent cost to be agreed with the Council where implementation of the measures provided would not be practicable or would be detrimental to amenity of the identified receptor.</p> <ul style="list-style-type: none"> For properties within the Actual 66 dB Contour incorporates funding for 100% of the cost of high performance acoustic double-glazing and provision for alternative measures or works of at least equivalent cost to be agreed with the Council where implementation of the measures provided would not be practicable or would be detrimental to amenity of the identified receptor. <p>Reason: To safeguard residential amenity and in accordance with the submitted Environmental Statement.</p>
52.	Temporary Noise Monitoring Management Strategy	<p>The Airport shall only Operate in accordance with the Temporary Noise Management <u>Monitoring</u> Strategy 2009 until such time as the NOMMS is approved and operational pursuant to Condition 55.</p> <p>Reason: To safeguard residential amenity and in accordance with the submitted Environmental Statement.</p>
53.	Noise Management Scheme	<p>The Airport shall only Operate in accordance with the Noise Management Scheme December 2009, in particular:</p> <p>(a) ensure that the equipment for the combined Noise Monitoring and Track Keeping is maintained and operational;</p>

		<p>and</p> <p>(b) to operate the system of incentives and/or penalties for airlines as part of the Noise Management Scheme December 2009 at the Airport's own expense; and</p> <p>(c) maintain good and sufficient records at all times of the numbers and types of aircraft that in any one day either take off or land at the Airport and the following shall apply:</p> <p style="padding-left: 40px;">the aggregate figures from such records relating to the immediately preceding quarter year shall be submitted to the Council within 30 days of the following dates: 1 January, 1 April, 1 July and 1 October;</p> <p style="padding-left: 40px;">a summary of the aggregate figures for the immediately preceding quarter year shall be published on the Airport Website or the website of the Airport Consultative Committee within 30 days of the following dates: 1 January, 1 April, 1 July and 1 October; and</p> <p>(d) such records shall be available for inspection at all reasonable hours by persons authorised by the Council who have been notified to and approved by LCA,</p> <p>until such time as the NOMMS is approved and operational pursuant to Condition 55.</p> <p>Reason: To safeguard residential amenity and in accordance with the submitted Environmental Statement.</p>
54.	Noise Monitoring System	<p>The Airport shall Operate the Noise Monitoring System as part of the Noise Management Scheme:</p> <p>(a) to continue to use the Noise Monitoring System for the purpose of:</p> <p style="padding-left: 40px;">i. Aircraft Categorisation;</p> <p style="padding-left: 40px;">_____producing the noise contours for the Sound Insulation Scheme in</p>

		<p>accordance with the INM and as part of the Annual Performance Report;</p> <p>(b) to continue to provide the noise monitors in the four locations <u>(NMT1, NMT2, NMT3 and NMT4)</u> shown on the <u>plan attached Plan P1 which accompanies this permission.</u></p> <p>until such time as the NOMMS is approved and operational pursuant to Condition 55.</p> <p>Reason: To safeguard residential amenity and in accordance with the submitted Environmental Statement.</p>
55.	NOMMS	<p>Before the Commencement of Development a Noise Management and Mitigation Strategy (NOMMS) shall be submitted to the Local Planning Authority for approval.</p> <p>Implement the approved strategy on Commencement of Development.</p> <p>Report to the Local Planning Authority annually on 1 June as part of the Annual Performance Report on the performance and or compliance of <u>LCY-LCA</u> during the previous calendar year with the approved NOMMS.</p> <p>Every 5 years the approved NOMMS shall be reviewed and the review shall be submitted to the Local Planning Authority for approval on 1 June and implemented as approved.</p> <p>The strategy shall include, but not limited to:</p> <ul style="list-style-type: none"> (a) Combined Noise and Track Monitoring System (b) Quiet Operating Procedures (c) Penalties and Incentives (d) Control of Ground Noise (e) Airport Consultative Committee (f) Annual Noise Contours

		<p>(g) Integrity of NOMMS</p> <p>(h) Auxiliary Power Units</p> <p>(i) Reverse Thrust</p> <p>(j) Sound Insulation Scheme</p> <p>The Strategy shall be in accordance with the relevant conditions attached to this decision.</p> <p>Reason: To safeguard residential amenity and in accordance with the submitted Environmental Statement.</p>
56.	ACR	<p>a) Prior to the Commencement of the Development an Aircraft Categorisation Review shall be submitted to the Local Planning Authority for approval.</p> <p>b) The Development shall not be Commenced until the Aircraft Categorisation Review has been approved.</p> <p>c) Upon Commencement of Development implement the approved Aircraft Categorisation Review.</p> <p>Report to the Local Planning Authority annually on 1 June as part of the Annual Performance Report on the performance and or compliance of LCY-LCA during the previous calendar year with the approved Aircraft Categorisation Review.</p> <p>The ACR shall be reviewed, not later than the 1st and 4th year after introduction and every subsequent 5 years and the reviews shall be submitted to the Local Planning Authority for approval and implemented as approved.</p> <p>The ACR shall be based on and include, but not be limited to:</p> <ul style="list-style-type: none"> • A Quota Count System in use for night

		<p>noise at other UK designated airports;</p> <ul style="list-style-type: none"> • The use of the Integrated Noise Model (INM) <u>and results from noise monitoring</u> adjusted for the specific characteristic of <u>LCYLCA</u>; • Quota Count classification in 1dB steps; • An overall Quota Budget for annual operations at the Airport, to be reviewed annually; and • A programme of parallel operation with the Noise Factored Movement Scheme, set out in Conditions 20, 21, 22, 23, 24, 25 and 26. <p>Reason: In the interests of introducing a more robust methodology for monitoring and controlling Aircraft noise and having the capability to reduce noise contours gradually over time in the interest of amenity.</p>
57.	Fixed Electrical Ground Power	<p>Prior to the use of any part of the development hereby permitted all operational stands shown on approved drawing '<u>LCY P+W 4486 B SI20002</u>', [INSERT] shall have Fixed Electrical Ground Power installed.</p> <p>Reason: In the interests of reducing noise disturbance.</p>
58.	Use of FEGP	<p>Any aircraft that is occupying an operational stand shown on approved drawing '<u>LCY P+W 4486 B SI20002</u>'. [INSERT] shall use Fixed Electrical Ground Power for conditioning the aircraft prior to engine start-up and for the starting of aircraft engines</p> <p>Reason: In the interests of reducing noise disturbance</p>
59.	Mobile Ground Power Units	<p>Except in an emergency, Mobile Ground Power Units shall not be used anywhere in the Airport after 31st December 2020.</p> <p>Up to and including 31st December 2020 Mobile Ground Power Units shall only be used at the following times:</p>

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		<p>a) 0630 to 2230 Monday to Friday;</p> <p>b) 0630 to 1300 on Saturday;</p> <p>c) 1230 to 2230 on Sunday; and</p> <p>d) 0900 to 2230 Bank and Public Holidays (but not at all on Christmas Day)</p> <p>Reason: In the interests of protecting environmental amenity from noise impacts and to ensure that Fix Electrical Ground Power is installed at the Airport.</p>
60.	Auxiliary Power Unit	<p>The Airport shall ensure that the auxiliary power unit of any aircraft will not be used except for essential conditioning of the cabin and equipment prior to departure limited to a maximum of 10 minutes before departure from the stand except under exceptional circumstances. LCY-LCA shall monitor use of APU and report to the Local Planning Authority annually on 1 June as part of the Annual Performance Report on the performance and or compliance of LCY-LCA during the previous calendar year with this condition.</p> <p>Reason: In the interests of protecting environmental amenity from noise impacts.</p>
61.	Ground Engine Running Strategy	<p>Before the Commencement of Development submit for the approval of the Local Planning Authority a Ground Engine Running Strategy and implement the approved strategy.</p> <p>Report to the Local Planning Authority annually on 1 June as part of the Annual Performance Report on the performance and or compliance of LCY-LCA during the previous calendar year with the targets in the Ground Engine Running Strategy</p> <p>Every 3 years the Ground Engine Running Strategy shall be reviewed and the review shall be submitted to the Local Planning Authority for approval on 1 June and implemented as</p>

		<p>approved.</p> <p>The strategy shall identify measures to:</p> <ul style="list-style-type: none"> a) minimise engine usage while aircraft occupies stand. b) minimise the duration of engine usage whilst taxiing c) ensure the operators of aircraft at the Airport to comply with the approved strategy in order to mitigate as far as practicable the emissions from aircraft engines <p>Reason: In the interests of protecting environmental amenity from noise impacts</p>
62.	Ground Running, Testing and Maintenance Strategy	<p>Before the Commencement of Development submit for the approval of the Local Planning Authority a Ground Running, Testing and Maintenance Strategy and implement the approved strategy.</p> <p>Report to the Local Planning Authority annually on 1 June as part of the Annual Performance Report on the performance and or compliance of LCY-LCA during the previous calendar year with the targets in the Ground Running, Testing and Maintenance Strategy.</p> <p>Every 3 years the Ground Running, Testing and Maintenance Strategy shall be reviewed and the review shall be submitted to the Local Planning Authority for approval on 1 June and implemented as approved.</p> <p>The strategy shall identify:</p> <ul style="list-style-type: none"> • The long-term area for testing; • Areas for testing during periods of construction affecting the long-term agreed location; <p>Reason: In the interests of protecting environmental amenity from noise impacts.</p>
63.	Ground Running,	The ground running of aeroplane engines for

	Testing and Maintenance	<p>testing or maintenance purposes shall only take place:</p> <p>(i) at the following times:</p> <ul style="list-style-type: none"> a) 0630 to 2200 hours Monday to Friday; b) 0630 to 1230 hours on Saturdays; c) 1230 to 2200 hours on Sundays; d) 0900 to 2200 hours on Bank Holidays and Public Holidays (but not at all on Christmas Day) and: <p>(ii) In such locations and with such orientations of the aircraft as in the approved Ground Running, Testing and Maintenance Strategy.</p> <p>(iii) Employing such noise protection measures as in the approved Ground Running, Testing and Maintenance Strategy.</p> <p>Reason: In the interests of protecting environmental amenity from noise impacts at sensitive parts of the day.</p>
64.	Ground Running Noise Limit	<p>The noise level arising from Ground Running does not exceed the Ground Running Noise Limit of 60 dB L_{Aeq,T}. one metre from any existing Sensitive Receptor .</p> <p>Within one week of becoming aware of exceeding the Ground Running Noise Limit, The Airport shall notify the Local Planning Authority.</p> <p>Within one month of exceeding the Ground Running Noise Limit, produce and implement a scheme to prevent further breaches and notify any such scheme to the Local Planning Authority prior to implementation.</p> <p>Reason: In the interests of protecting environmental amenity from noise impacts.</p>
65.	Ground Running Annual	<p>Annually on 1 June every year as part of the Annual Performance Report to submit to the Local</p>

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	Performance Report	<p>Planning Authority:</p> <p>(a) Written details of Ground Running that has taken place during the preceding calendar year (the year to run from 1 January to 31 December each year for this purpose) including details of the number, duration and power setting of ground runs and the types of aircraft involved; and</p> <p>(b) Written measurements and calculations to show whether the Ground Running Noise Limit of 60 dB $L_{Aeq,T}$ has been exceeded during the preceding calendar year.</p> <p>Reason: In the interests of protecting environmental amenity from noise impacts.</p>
66.	Permanent Eastern Apron Extension Noise Barrier	<p>Prior to its installation, all details of the Permanent Noise barrier on the Eastern Apron Extension, including location, dimensions and materials shall be submitted to and approved by the Local Planning Authority. The barrier shall be installed and maintained in accordance with any approval and to the satisfaction of the Local Planning Authority for the lifetime of the Development.</p> <p>Reason: In the interests of protecting environmental amenity from noise impacts.</p>
67.	Maintenance of all Noise Barriers	<p>All existing noise barriers and any future barriers that are required or are as a result of this Planning Permission shall be maintained to a reasonable standard by the Airport at their own expense.</p> <p>Reason: In the interests of protecting environmental amenity from noise impacts.</p>
68.	Ground Noise Study	<p>Before commencement of Development to carry out and complete a Ground Noise Study and within 30 days of receiving the results of such study to submit the same to the Local Planning Authority.</p> <p>Subsequent to the first Ground Noise Study undertake the Ground Noise Study at intervals of not less than every three years from the date of</p>

		<p>submission of the results of the first Ground Noise Study.</p> <p>Within six months of submitting the results of any Ground Noise Study to the Local Planning Authority undertake any noise mitigation measures identified as being necessary by the Ground Noise Study PROVIDED THAT if at the end of that six month period such measures have not been provided because planning permission although it has been sought has not been obtained then the measures shall be provided within a period of three months from the date that planning permission is obtained (unless otherwise agreed with the Council).</p> <p>Reason: In the interests of protecting environmental amenity from noise impacts.</p>
69.	Annual Performance Report (APR)	<p>To submit to the Local Planning Authority an annual performance report on the performance of and/or compliance with the terms of this Planning Permission and Section 106 agreement not later than 1 June each calendar year in respect of performance and compliance in the preceding calendar year (January to December).</p> <p>To publish the Annual Performance Report on the Airport Website by 30 June in each calendar year.</p> <p>Reason: In the interests of monitoring and minimising the environmental impacts of the Airport.</p>
70.	Wake Turbulence 1	<p>The Airport shall operate in accordance with the Wake Turbulence Study dated December 2010.</p> <p>Reason: In the interests of reducing the impacts of the wake turbulence associated with the Airport use.</p>
71.	Wake Turbulence 2	<p>Within 12 months of the introduction of a new aircraft type to operate scheduled services within the Aircraft Movements at the Airport, the Airport shall undertake and submit to the Local Planning Authority for approval a review of the most recent Wake Turbulence Study.</p> <p>Such Wake Turbulence Study shall include the extent and frequency (if any) of damage by Wake</p>

		<p>Turbulence associated with aircraft landing and taking off at the Airport over a period of not less than 6 months</p> <p>Any complaint received within the six months period or subsequently shall be dealt as follows:</p> <p>In the event of any complaint being received by the Airport Companies in relation to damage to property caused by Wake Turbulence associated with aircraft landing and taking off at the Airport shall:</p> <ul style="list-style-type: none"> a) within 15 days of receipt of the complaint notify the Council of the same including the details of such complaint; b) as soon as reasonably practicable investigate the extent (if any) of damage to the relevant property which has been caused such Wake Turbulence; and c) if it is established that damage has been caused to the relevant property by such Wake Turbulence then use reasonable endeavours to remedy such damage within six weeks of the date of receipt of the complaint either through undertaking remedial works themselves or by paying the owner/occupier the sum representing the estimated cost to the Airport of undertaking such remedial works themselves in full and final settlement of the claim relating to that damage. <p>Upon approval by the Local Planning Authority the Airport shall adopt and implement any procedures recommended.</p> <p>Reason: In the interests of reducing the impacts of the wake turbulence associated with the Airport use.</p>
72.	Sustainability and Biodiversity	Before the commencement of development submit for the approval of the Local Planning Authority a Sustainability and Biodiversity

	Strategy	<p>Strategy and implement the approved strategy.</p> <p>Report to the Local Planning Authority annually on 1 June as part of the Annual Performance Report on the performance and or compliance of LCY-LCA during the previous calendar year with the targets in the Airport Sustainability and Biodiversity Strategy.</p> <p>Every 3 years the Sustainability and Biodiversity Strategy shall be reviewed and the review shall be submitted to the Local Planning Authority for approval on 1 June and implemented as approved.</p> <p>Reason: In the interests of enhancing sustainability and biodiversity.</p>
73.	Air Quality Monitoring	<p>Before the Commencement of Development submit for the approval of the Local Planning Authority an Air Quality Monitoring Strategy and implement the approved strategy.</p> <p>The Strategy shall include but not be limited to the following details:</p> <ul style="list-style-type: none"> • Continuous monitoring of Nitrogen Dioxide at two sites; • Continuous monitoring of Fine Particulates (PM10) at one site; • The monitoring of Nitrogen Dioxide at not less than 16 sites at and around the perimeter of the Airport; • Measure Volatile Organic Compounds concentrations and odours in and around the Airport; • The results of the continuous monitoring shall be made available to the public at all times through a web-based system; and • Report to the Local Planning Authority annually on 1 June as part of the

		<p>Annual Performance Report and each meeting of the Airport Consultative Committee.</p> <p>Every 3 years the Air Quality Monitoring Strategy shall be reviewed and the review shall be submitted to the Local Planning Authority for approval on 1 June and implemented as approved.</p> <p>Reason: In the interests of reducing air quality impacts in accordance with the Environmental Statement.</p>
74.	Air Quality Management Strategy	<p>Before the Commencement of Development submit for the approval of the Local Planning Authority an Air Quality Management Strategy and implement the approved strategy. The Strategy shall include but not be limited to the following details:</p> <ul style="list-style-type: none"> • Measures to manage and mitigate adverse air quality impacts (including black smut and oily deposits) due to the operation of the Airport; • Measures to minimise idle and taxi times for aircraft prior to take off; • Measures introducing and enforcing regulations to prevent airside vehicles being left unattended with engines running; • Periodic emissions-checking of airside vehicles; • A system to check that regular maintenance of airside vehicles; • Measures to encourage the use by staff of the most sustainable options for travel to and from the Airport; and • A linkage between air quality and the Staff Travel Plan as well as the Passenger Travel Plan. <p>Every 3 years the Air Quality Management</p>

		<p>Strategy shall be reviewed and the review shall be submitted to the Local Planning Authority for approval on 1 June and implemented as approved.</p> <p>Reason: In the interests of reducing air quality impacts in accordance with the Environmental Statement.</p>
75.	Complaints About Environmental Impact	<p>1) The Airport shall maintain a summary record of all complaints about the environmental impact of the operation of the Airport and any action taken to deal with or remedy such complaints.</p> <p>2) Submit a detailed report of all complaints and any action taken:</p> <p>(a) to the Council within 15 days of that complaint being made or that action being undertaken;</p> <p>(b) In summary to the Airport Consultative Committee at the meeting of that Committee next following that complaint or that action; and</p> <p>(c) In summary as part of the Annual Performance Report in relation to such complaints and actions in the preceding calendar year.</p> <p>3) The Airport shall make complaint records available for inspection at all reasonable hours by the Council pursuant to Part 1 of this condition.</p> <p>Reason: In the interests of monitoring and minimising the environmental impacts of the Airport.</p>
76.	Use of River Thames for Construction	<p>No development shall take place until a strategy that seeks to maximise the use of the River Thames for the transport of construction and waste materials to and from the site has been</p>

		<p>submitted to and approved by the Local Planning Authority in consultation with the Port of London Authority.</p> <p>The approved strategy shall be implemented thereafter.</p> <p>Reason: To ensure that the Development accords with the aims and objectives of promoting the use of sustainable use of transport.</p>
77.	Energy Assessment	<p>No works shall be commenced on any part of the terminal extensions until an Energy Assessment has been submitted to, and approved by the Local Planning Authority. The Energy Assessments shall each include a detailed statement of compliance demonstrating how the targets for regulated carbon dioxide emissions reduction are to be met within the extensions.</p> <p>Targets should be expressed as minimum improvements over the Target Emission Rate (TER) outlined in the national 2010 Building Regulations.</p> <p>The Energy Assessment(s) shall contain the minimum details set out in policy 5.2 (Minimising Carbon Dioxide Emissions) of the London Plan (July 2011).</p> <p>Reason: To ensure the development makes the fullest contribution to minimising carbon dioxide emissions in accordance with the Mayor of London's energy hierarchy.</p>
78.	Archaeology	<p>a) No development shall take place until the applicant has secured the implementation of a programme of archaeological works and historic structures recording in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.</p> <p>b) No development shall take place with the exception of demolition other than that which is in accordance with the Written Scheme of</p>

		<p>Investigation approved under Part (A).</p> <p>c) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.</p> <p>Reason: Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with recommendations given by the Borough and in the NPPF.</p>
79.	Historic Buildings	<p>a) No development shall take place until the applicant has secured the implementation of a programme of historic buildings recording in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.</p> <p>b) No development shall take place with the exception of demolition other than which is in accordance with the Written Scheme of Investigation approved under Part (A).</p> <p>c) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.</p> <p>Reason: Heritage assets survive on the site. The planning authority wishes to secure the provision of historic buildings recording prior to development (including preservation of important</p>

		remains) in accordance with recommendations given by the Borough in the NPPF.
80.	Dock interpretation boards	<p>The Dock interpretation boards shall be provided in accordance with Section 8.16 of the submitted Planning Statement (Prepared by Quod, dated 18 July 2013).</p> <p>Reason: To enhance and provide the heritage value to the development.</p>
81.	BREEAM	<p>No development shall take place until evidence that the development is registered with a BREEAM certification body and a pre-assessment report (or design stage certificate with interim rating if available) has been submitted indicating that the development can achieve the stipulated final BREEAM level. No building shall be occupied until a final Certificate has been issued certifying that BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating 'Very GoodOutstanding' or better has been achieved for this development.</p> <p>Reason: To ensure that the development achieves BREEAM rating level 'Outstanding' Very Good' or better (or any such equivalent national measure of sustainability for building design which replaces that scheme) and assessment and certification shall be carried out by a licensed BREEAM assessor and to ensure that the development contributes to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions.</p>
82.	CO ₂ reduction	No extension to the terminal building hereby approved shall be commenced unless and until in relation to that element of the development, details demonstrating how a minimum reduction in carbon dioxide emission of 25% will be achieved, shall be submitted to the Local Planning Authority for written approval in consultation with the Greater London Authority. The approved

		<p>system(s) shall be implemented and retained for so long as the development shall exist.</p> <p>Reason: To ensure the development meets the requirements of the Mayor's Climate Change Mitigation and Energy Strategy and its objectives of increasing the proportion of energy used generated from renewable sources.</p>
83.	Energy Centres and heating pumps	<p>a) Details of the Energy Centres, (including Dockside heating pumps) should be submitted to and approved by the Local Planning Authority. The details shall include:</p> <p>The make and model of the system and details of the additional abatement technology that has been investigated for fitment to reduce air pollution emissions.</p> <ul style="list-style-type: none"> • A life cycle analysis showing a net benefit to carbon emissions from the plant. • The type, height, size and location of the energy centre (including calculation details regarding the height of the energy centre). • An assessment of the impact of the emissions to ground level concentrations and any additional impact to surrounding buildings/structures. • An acoustic report for the plant. Plant operation and activity on site shall not give rise to a BS4142 rating level greater than the background level at the nearest or worst affected property. Where it is considered impractical to meet this noise standard the report should detail mitigation measures taken to reduce noise to a minimum. <p>b) The approved gas fired CHP and associated plant shall be installed in strict accordance with the agreed details and operational to the satisfaction of the Local Planning Authority prior to the occupation of the development and shall be permanently maintained thereafter, unless</p>

		<p>otherwise agreed by the Local Planning Authority.</p> <p>c) The approved system(s) shall achieve at least a minimum 25% reduction in carbon dioxide emissions from the anticipated regulated carbon dioxide emissions of the development once all energy efficiency measures have been accounted for and be implemented and retained for so long as the development shall exist except to the extent approved by the Local Planning Authority.</p> <p>Reason: To ensure the development meets the requirements of the Mayor's Climate Change Mitigation and Energy Strategy and its objectives of increasing the proportion of energy used generated from renewable sources.</p>
84.	Connection to District Energy Scheme	<p>Prior to the commencement of development of any phase of the proposals hereby approved, a strategy for future connection of the development to any District wide Energy Scheme that might be implemented shall be submitted to the Local Planning Authority for approval. The development shall then be completed and operated in accordance with any approval once the District Energy Network has become operational.</p> <p>Reason: To encourage and establish sustainable energy use.</p>
85.	Photovoltaic panels	<p>Prior to the commencement of any development on the terminal building details of photovoltaic panels to be used shall be submitted to the Local Planning Authority for approval. The development shall only be completed and maintained in accordance with any approval.</p> <p>Reason: To encourage and establish sustainable energy use.</p>
86.	Crossrail 1	<p>No development should be commenced until a method statement has been submitted and approved by the Local Planning Authority to include arrangements to secure Crossrail structures and tunnels are not impeded. The</p>

		<p>development shall only commence and be maintained in accordance with any approval.</p> <p>Reason: To ensure there is no conflict in terms of safeguarding or safety with the Crossrail development.</p>
87.	Crossrail 2	<p>No works below ground level comprised within the development hereby permitted shall be undertaken at any time when Crossrail are undertaking tunnelling or shaft works within 100 metres of the land on which the development hereby permitted is situated, unless specifically agreed to in advance, and in writing, by Crossrail Limited.</p> <p>Reason: To ensure there is no conflict in terms of safeguarding or safety with the Crossrail development.</p>
88.	Non return water valve and sustainable urban drainage	<p>Prior to the Commencement of Development to expand the existing terminal building, hereby consented through this permission, details of the following shall be submitted to the Local Planning Authority;</p> <ul style="list-style-type: none"> a) Details of how a non-return water valve or other sustainable device will be incorporated into the waste water system within the development; b) Details of how storm flows will be attenuated or regulating into the receiving public network through or on off-site storage. <p>The development shall only be completed and maintained in accordance with any approval.</p> <p>Reason: To sustainably safeguard the waste and storm water system.</p>
89.	Petrol/oil interceptors	<p>Prior to occupation of the development hereby permitted, all parking areas shall be drained through a petrol/oil interceptor system. This system is to comply with the requirements of</p>

		<p>Thames Water Utilities and the Environment Agency (Water Acts). Thereafter, the system is to be cleansed and maintained in accordance with manufacturer's instructions.</p> <p>Reasons: To prevent large quantities of oil, petrol and road dirt entering the existing sewerage system.</p>
90.	Artificial Fish Refugia	<p>Before any development is commenced on the proposals hereby approved details of a form of wire mesh sheeting (artificial fish refugia) to be installed in King George the V Dock shall be submitted to the Local Planning Authority.</p> <p>The details submitted shall be implemented and maintained in accordance with any approval.</p> <p>Reason: To improve aquatic ecology in the King George V Dock and compensate for the loss of Dock wall habitat arising from this development.</p>
91.	Sustainable Urban Drainage Strategy	<p>No works shall be commenced on the development until a surface water drainage scheme for that Phase, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved by the Local Planning Authority.</p> <p>The scheme should achieve surface water discharge on the application site at the greenfield runoff rate for the low lying areas that cannot be drained by gravity to the River Thames. This should be for flood events up to and including the 1 in 100 year plus climate change critical duration storm event.</p> <p>The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.</p> <p>Reason: To prevent the increased risk of flooding to third parties; to the site itself; to improve water quality; to enhance biodiversity, ensure future maintenance of the surface water drainage system.</p>

92.	Waste Management Strategy	<p>Prior to the occupation of the eastern terminal extension and in addition to the provisions of the Environmental Statement submitted as part of the application, a Waste Management Strategy shall be submitted to the Local Planning Authority for approval. The development shall only be completed and operated in accordance with any approval to the satisfaction of the Local Planning Authority.</p> <p>Reason: To ensure a long-term sustainable waste management strategy for the development site and control the transport and environmental impact of all collection, transfer and disposal movements.</p>
93.	Environment Agency Condition 1	<p>Prior to commencement of development (or such other date or stage in development as may be agreed with the Local Planning Authority) a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved by the local planning authority:</p> <ol style="list-style-type: none"> 1. A preliminary risk assessment which has identified: <ul style="list-style-type: none"> • all previous uses; • potential contaminants associated with those uses; • a conceptual model of the site indicating sources, pathways and receptors; and • potentially unacceptable risks arising from contamination at the site. 2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. 3. The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal

		<p>and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.</p> <p>4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.</p> <p>Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.</p> <p>Reason: To ensure that the proposed development will not pose a detrimental impact to water quality.</p>
94.	Environment Agency Condition 2	<p>The site shall not be occupied until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.</p> <p>Reason: To protect groundwater. The verification report should be undertaken in accordance with in our guidance Verification of Remediation of Land Contamination http://publications.environmentagency.gov.uk/pdf/SCHO0210BRXF-e-e.pdf</p>
95.	Environment Agency Condition	<p>If, during development, contamination not previously identified is found to be present at the</p>

	3	<p>site then no further development (unless otherwise agreed with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.</p> <p>Reason: To protect the quality of controlled waters. No investigation can fully characterise a site. The PRA/desk study indicates potential issues from historical activities at the site and it is important that any unsuspected contamination is disposed of appropriately.</p>
96.	Environment Agency Condition 4	<p>No infiltration of surface water drainage into the ground at this site is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.</p> <p>Reason: To protect groundwater from pollution via remobilisation of contaminants in soil and/or preferential pathways for contaminant migration.</p>
97.	Environment Agency Condition 5	<p>The development hereby permitted shall not be commenced until such time as a scheme to dispose of foul and surface water has been submitted to and approved by the planning authority. The scheme shall include roof drainage which is sealed at ground level.</p> <p>Reason: To protect groundwater and ensure the site drainage will not have a detrimental impact on water quality. The Thames river basin management plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. Without this condition the impact may cause deterioration cause deterioration of the Chalk groundwater bodies because it would result in the release of priority hazardous substances such as hydrocarbons, fuel oils and de-icers.</p>

98.	Environment Agency Condition 6	<p>Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.</p> <p>Reason: To protect groundwater from pollution. Piling can cause the remobilisation of contaminants present in soil and ground at the site.</p>
99.	Environment Agency Condition 7	<p>The development hereby permitted shall not be commenced until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment (FRA) Environmental Statement Technical Appendix 12.1 and 12.2 has been submitted to and approved by the local planning authority. The drainage strategy shall include a restriction in run-off and surface water storage on site as outlined in the FRA. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.</p> <p>Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.</p>
100.	DLR Infrastructure	<p>This development hereby permitted shall not be commenced until the detailed design and method statements (in consultation with DLRL) for all of the foundations, basement and ground floor structures, or for any other structures below ground level including piling (temporary and permanent), have been submitted to and approved by the Local Planning Authority in consultation with DLRL which:</p> <ul style="list-style-type: none"> • Provide details of all structures • Provide details of specification and erection methodology for all façade treatments, roof sections and windows • Provide specification, construction

		<p>methodology, calculations and lifting plan for any cranes proposed to be used</p> <ul style="list-style-type: none"> • Accommodate the location of existing DLRL structures • Demonstrate that there will be at no time any potential security risk to our railway, property and structures • Mitigate the effects of noise and vibration arising from the adjoining operations within the structures • Other details as DLRL may require <p>The development shall thereafter be carried out in all aspects in accordance with the approved design and method statements.</p> <p>Reason: In the interests of safeguarding the DLR Infrastructure.</p>
101.	Travel Plan	<p>Before Commencement of development submit to the Local Planning Authority for approval, to include:</p> <ol style="list-style-type: none"> 1. A Staff Travel Plan; and 2. A Passenger Travel Plan. <p>Such Staff and Passenger Travel plans shall include targets for managing any impacts of the Airport's staff and passengers on the local road network.</p> <p>Implement the both approved Staff Travel Plan and Passenger Travel Plan within six months of the date of receipt of the Local Planning Authority's written approval to the same. The travel plan shall include set targets and monitoring procedures for the sustainable travel initiatives suggested by the applicant, such as encouraging greater use of the waterways such as the River Thames.</p> <p>Reason: To promote the use of sustainable forms of travel.</p>

102.	Disabled Parking	<p>The car parking accommodation of the approved development shall include at least 10% of the total spaces suitable for use by a person with disabilities (in accordance with the specifications within BS8300 : Design of buildings and their approaches to meet the needs of disabled people : Code of Practice)</p> <p>Reason: To ensure adequate access for all users of the building, in particular Blue Badge holders.</p>
103.	Access Roads and Parking Areas	<p>Before first occupation or use of the extended terminal—building<u>eastern terminal extension</u> hereby approved, the access roads and parking areas as shown on the approved plan(s) shall be provided and maintained thereafter.</p> <p>Reason: To ensure the development makes adequate provision for the off-street parking and manoeuvring of vehicles likely to be associated with its use.</p>
104.	Marking out of areas for parking and turning.	<p>Prior to use of the forecourt hereby approved all of the areas designated for the parking and turning of vehicles shall be marked out and visible for use.</p> <p>Reason: In the interest of free and safe flow of traffic on the highway network and within the development.</p>
105.	Use of parking spaces.	<p>The car parking hereby approved shall be used by the staff and visitors associated with the Airport and for no other users.</p> <p>Reason: In order to provide a satisfactory level of on-site parking.</p>
106.	Cycle Parking	<p>Prior to occupation of the eastern extension of the terminal building, details of the type and location of secure and covered cycle parking facilities shall be submitted to and approved by the Local Planning Authority. The development shall not be occupied until a minimum of (final number to be ascertained) cycle parking spaces have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.</p>

		Reason: To promote sustainable modes of transport.
107.	Delivery and Service Plan	<p>Prior to use of the eastern extension of the terminal building, details relating to a delivery and service plan shall be submitted and approved by the Council, showing clear vehicle sweep paths and based on up to date information in relation to overall vehicle movements associated with all sites require servicing from new Roads and service areas and such delivery and servicing plan to be implemented thereafter.</p> <p>Total service vehicle movements as indicated within the TA shall be the optimum numbers and any additional movements restricted. No additional movements shall be permitted without the written consent of the Local Planning Authority. The Delivery and Servicing Plan should be prepared in accord with TfL guidance, which encourages operators to members of Freight Operators Recognition Scheme (FORS) or similar.</p> <p>Reason: To ensure that vehicle movements associated with the use hereby permitted remains consistent and that the use shall not represent any unacceptable level of vehicle movements such that the safety of pedestrians and cyclists shall be unduly prejudiced.</p>
108.	Traffic Management Plan	<p>a) Prior to commencement of the development hereby approved, a Traffic Management Plan shall be submitted to and approved by the Local Planning Authority, in consultation with TfL. The Traffic Management Plan shall set out the proposed management arrangements for vehicles movement within the proposed site and including the internal shared access.</p> <p>b) The applicant is to submit details of appropriate road markings and signage internal to the site to regulate the movement of traffic, cyclist and</p>

		<p>pedestrians.</p> <p>c) The internal road network should be designed, operated and maintained in line with current practice on highway design for all road users (including buses, cyclists, pedestrians) including appropriate standards set by national, TfL and Council.</p> <p>Reason: To prevent obstruction of the public highway surrounding the site and internal road (used by buses, taxis, delivery vehicles, cyclist and pedestrians) and avoid accidents in accordance.</p>
109.	Taxi Management Plan	<p>The proposed Forecourt [as shown on Drawing 7.4 Proposed Forecourt Ground Level 00 shall not be brought into use until a detailed Taxi Management Plan (which accords with the Framework Taxi Management Plan submitted with the application) has been submitted to and approved by Transport for London and Newham Council. The Forecourt shall thereafter be operated in accordance with the approved detailed Taxi Management Plan, which shall be reviewed from time to time subject to the written approval of the local planning authority in consultation with Transport for London.</p> <p>Reason: To ensure that taxi facilities are operated safely and efficiently.</p>
110.	Transport Management Strategy	<p>a) Prior to use of the eastern extension of the terminal building, a Transport Management Strategy shall be submitted to and approved by the Local Planning Authority. For the avoidance of doubt the Management Strategy shall include details regarding:</p> <ul style="list-style-type: none"> • stewardship arrangements; • signage; • measures to promote and provide for sustainable transport;

		<ul style="list-style-type: none"> • times/locations notification arrangements; and • how to encourage increased dwell time for vehicles (including hire vehicles) arriving to collect passengers. <p>b) Thereafter such facilities shall be undertaken in accordance with the Management Strategy as approved by the Local Planning Authority, unless otherwise approved by the Local Planning Authority.</p> <p>Reason: In the interest of residential amenity, parking congestion and highway, pedestrian and visitor safety.</p>
111.	Bus Facilities	<p>Prior to commencing any works to existing bus stops, stands, infrastructure or shelters or any works that effect bus operations submit a works programme, infrastructure specification, maintenance and transitional arrangements and agree these arrangement with The Local Planning Authority in consultation with Transport for London.</p> <p>The scope of these arrangements should include the provision of bus stops and stands on site and routes that buses can use from the public highway as existing via Hartmann Road and from Woolwich Manor Road.</p> <p>Reason: The Forecourt Design includes changes to bus facilities that are not part of the public highway and needed to be accessed via private land. To ensure that bus services can safely serve the site as if they were on the public highway including regular maintenance and appropriate management.</p>
112.	Construction Logistics Plan	<p>Prior to the commencement of any works to the development hereby permitted a Construction Logistics Plan shall be submitted to and approved by the Local Planning Authority. The Construction Logistics Plan shall include:</p> <ul style="list-style-type: none"> • An assessment of the cumulative impacts

		<p>of construction traffic;</p> <ul style="list-style-type: none"> • Details of the likely volume of construction trips and any mitigation measures proposed; • Site access arrangements; • Booking systems; • Construction phasing; • Vehicular routes; • Scope for load consolidation to reduce generated road trips. <p>The development shall be constructed in accordance with the approved Construction Logistics Plan, unless otherwise approved by the Local Planning Authority.</p> <p>Reason: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area.</p>
113.	Unexploded Ordnance	<p>Construction Works shall not be carried out in respect of any Phase unless and until an Unexploded Ordnance (UXO) site safety and emergency procedures plan for the relevant Phase has been submitted to and approved by the Local Planning Authority.</p> <p>The Construction Works and Excluded Works shall only be carried out in accordance with the approved UXO site safety and emergency procedures plan.</p> <p>UXO Safety Induction Training should be provided to everyone working at or visiting the site. The training should be commensurate with the individual's responsibilities and duties on the site. The training should be provided by a qualified Explosive Ordnance Disposal Engineer and delivered as separate module of the Site Safety Induction Course.</p> <p>Reason: The site lies within an area of the</p>

		Borough that has been identified as being at potential risk from buried explosive ordnance due to wartime bombing. This condition seeks to reduce risk from UXO to an acceptable level.
114.	Piling 1	<p>Construction of the piles shown in the “Yellow Area” on Plan INSERT <u>P2 which accompanies this permission</u>, shall only be carried out take between the hours of 2200 Friday to 0630 Monday on no more than 32 separate <u>periods</u> occasions during the entire construction <u>work</u>period.</p> <p><u>Informative: Piling undertaken between the hours of 2200 Friday to 0630 Monday (even if the piling is intermittent) shall constitute a single period.</u></p> <p>Reason: To ensure a satisfactory standard of development and to safeguard amenities of the surrounding area.</p>
115.	Piling 2	<p>Construction of the piles shown in the “Orange Area” on Plan <u>P2 which accompanies this permission</u>,INSERT, shall only be carried out between the hours of:</p> <ul style="list-style-type: none"> ▪ Monday 0700 to 2100 ▪ Tuesday to Thursday 0700 to 2100 ▪ Friday 0700 to 2100 ▪ Saturday 0800 to 2100 ▪ Sunday 0900 to <u>20</u>400 <p>Reason: To ensure a satisfactory standard of development and to safeguard amenities of the surrounding area.</p>
116.	Construction 1	<p>Construction works other than those carried out pursuant to Condition 114 (Yellow Area piles), shall not exceed 55dB $L_{Aeq,15min}$ during the hours of:</p> <ul style="list-style-type: none"> ▪ Monday to Saturday (inclusive) 2300 to 0700 <p>Reason: To ensure a satisfactory standard of</p>

		development and to safeguard amenities of the surrounding area.								
117.	Construction 2	<p>No construction works, save for the works carried out pursuant to Condition 114 shall take place between the hours of 2000 Sunday to 0700 Monday.</p> <p>Reason: To ensure respite for nearby sensitive receptors and ensure a satisfactory standard of development and to safeguard amenities of the surrounding area.</p>								
118.	Construction 3	<p>No construction works shall be carried out on Bank and Public Holidays.</p> <p>Reason: To ensure a satisfactory standard of development and to safeguard amenities of the surrounding area.</p>								
119.	Night time Construction Noise Mitigation	<p>Prior to the commencement<u>Commencement of Development of any phase</u>, Tier 1 Sound Insulation shall be offered to Sensitive Receptors, predicted or measured to be exposed to noise levels at night in the range of 50 to 55dB $L_{Aeq,15min}$ at façade, as a result of the Construction of the Development either</p> <p>(a) For at least 10 days in any consecutive 15 days; or</p> <p>(b) For at least 40 days in any consecutive 6 months,</p> <p>unless sound insulation has already been installed under the Airport's existing schemes.</p> <table><tr><td>Day</td><td>Time</td><td>Averaging period, T</td><td>Noise insulation trigger lever $L_{Aeq,T}$</td></tr><tr><td>Monday to Sunday</td><td>2300 to 0800</td><td>15 min</td><td>50 dB</td></tr></table> <p>Prior to the commencement of any phase Tier 2 Sound Insulation shall be offered to Sensitive Receptors predicted or measured to be exposed to noise levels at night in excess of 55 dB $L_{Aeq,15min}$ at façade, as a result of the Construction</p>	Day	Time	Averaging period, T	Noise insulation trigger lever $L_{Aeq,T}$	Monday to Sunday	2300 to 0800	15 min	50 dB
Day	Time	Averaging period, T	Noise insulation trigger lever $L_{Aeq,T}$							
Monday to Sunday	2300 to 0800	15 min	50 dB							

		<p>of the Development either:</p> <p>(a) For at least 10 days in any consecutive 15 days; or</p> <p>(b) For at least 40 days in any consecutive 6 months,</p> <table><tr><th>Day</th><th>Time</th><th>Averaging period, T</th><th>Noise insulation trigger lever $L_{Aeq,T}$</th></tr><tr><td>Monday to Sunday</td><td>2300 to 0800</td><td>15 min</td><td>55 dB</td></tr></table> <p>The Airport shall use best endeavours to ensure all identified sensitive receptors have the agreed sound insulation installed prior to exposure to the trigger noise levels.</p> <p>Reason: To ensure a satisfactory standard of development and to safeguard amenities of the surrounding area.</p>	Day	Time	Averaging period, T	Noise insulation trigger lever $L_{Aeq,T}$	Monday to Sunday	2300 to 0800	15 min	55 dB				
Day	Time	Averaging period, T	Noise insulation trigger lever $L_{Aeq,T}$											
Monday to Sunday	2300 to 0800	15 min	55 dB											
120.	Day time Construction Noise Mitigation	<p>Prior to the commencement of any phase Tier 2 Sound Insulation shall be offered to Sensitive Receptors predicted or measured to be exposed to noise levels in excess of those set out in the table below either:</p> <p>(a) For at least 10 days in any consecutive 15 days; or</p> <p>(b) For at least 40 days in any consecutive 6 months,</p> <table><tr><th>Day</th><th>Time</th><th>Averaging period, T</th><th>Noise insulation trigger level $L_{Aeq,T}$ (façade)</th></tr><tr><td>Monday to Friday</td><td>0800 to 1800</td><td>10 hours</td><td>75</td></tr><tr><td></td><td>1800 to 2300</td><td>1 hour</td><td>55</td></tr></table>	Day	Time	Averaging period, T	Noise insulation trigger level $L_{Aeq,T}$ (façade)	Monday to Friday	0800 to 1800	10 hours	75		1800 to 2300	1 hour	55
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		<table><tr><td>Saturday</td><td>0800 to 1300</td><td>5 hours</td><td>75</td></tr><tr><td>Saturday</td><td>1300 to 2300</td><td>1 hour</td><td>55</td></tr><tr><td>Sunday</td><td>0800 to 2300</td><td>1 hour</td><td>55</td></tr></table> <p>The Airport shall use best endeavours to ensure all identified sensitive receptors have the agreed sound insulation installed prior to exposure to the trigger noise levels.</p> <p>Reason: To ensure a satisfactory standard of development and to safeguard amenities of the surrounding area.</p>	Saturday	0800 to 1300	5 hours	75	Saturday	1300 to 2300	1 hour	55	Sunday	0800 to 2300	1 hour	55
Saturday	0800 to 1300	5 hours	75											
Saturday	1300 to 2300	1 hour	55											
Sunday	0800 to 2300	1 hour	55											
121.	SIS Re-inspection	<p>Upon request from an owner/occupier already treated under the Airport's previous Sound Insulation Schemes, a re-inspection visit will be made and remedial works undertaken to ensure sound insulation still meets the relevant standards.</p> <p>Reason: To ensure a satisfactory standard of development and to safeguard amenities of the surrounding area.</p>												
122.	Construction Lighting	<p>Prior to the commencement of works on the development hereby permitted, details of the proposed Construction Lighting Scheme shall be submitted to and approved by the Local Planning Authority. Details should include appearance, siting, orientation and screening of the lights and the means of construction and laying out of cabling. The approved scheme is to be constructed / installed prior to Commencement of the Development and shall be removed following completion of the development.</p> <p>Reasons: To ensure that community and highway safety is not compromised.</p>												
123.	Temporary Construction Noise Barrier	<p>Prior to the commencement of any works on the development a 3 metre high temporary noise barrier along the southern boundary of the application site shall be erected and maintained in accordance with the drawings submitted as part of Appendix 4.2 of the CESA Volume I Part A and shall meet the following minimum specification:</p>												

		<ul style="list-style-type: none"> • shall be 3m in height above local ground level; • be imperforate (i.e. there should be no gaps at joints or the base); • The minimum superficial surface mass shall be at least 7 kg/m² <p>Upon completion of the Development the temporary noise barrier shall be dismantled removed from the site in its entirety.</p> <p>Reason: To ensure a satisfactory standard of development and to safeguard amenities of the surrounding area.</p>
124.	Wheel Washing	<p>Prior to the commencement of any works on the development hereby permitted, details of wheel washing equipment shall be submitted to and approved by the Local Planning Authority. The approved scheme is to be maintained for the duration of the demolition/construction works at all vehicle exits to the site and shall be used to prevent the carriage of mud and other materials onto adjoining public roads.</p> <p>Reasons: To safeguard the amenities of the area and prevent the blocking of drainage systems.</p>
125.	Construction Environmental Management Plan (CEMP)	<p>Prior to Commencement of Development a Construction Environmental Management Plan shall be submitted to and approved by The Local Planning Authority.</p> <p>The plan shall ensure appropriate management resource is provided to identify, assess and control significant environmental impacts associated with the development, preventing unnecessary pollution, legal compliance and continual improvement.</p> <p>The plan shall include: A Construction Noise and Vibration Management and Mitigation Strategy (CVNMMS) (to include, but not limited to):</p> <ul style="list-style-type: none"> • Maximising the use of daytime hours

		<ul style="list-style-type: none"> • Mechanism of Control; • Community Liaison and complaints handling; • Monitoring procedure; • Reporting of monitoring data; • Reporting of complaints; • Identification of properties to be offered the enhanced SIS for construction; • Section 61 procedure and ownership; • Location, dimensions and materials of any construction noise barriers; • Any other mitigation measures to be implemented at source. • Be in accordance with the environmental standards, mitigation measures, embedded mitigation measures, requirements, recommendations and methods of implementing the Development contained in the Consolidated Environmental Statement, appendices and addenda therein relevant to the Development. <p>Air Quality Construction Management and Mitigation Strategy (to include, but not limited to):</p> <ul style="list-style-type: none"> • Be in accordance with the environmental standards, mitigation measures, embedded mitigation measures, requirements, recommendations and methods of implementing the Development contained in the Consolidated Environmental Statement, appendices and addenda therein
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		<p>relevant to the Development.</p> <p>Construction Delivery Management Strategy (to include, but not limited to):</p> <ul style="list-style-type: none"> • Hours of deliveries; • Delivery routes into and out of the Airport; • Areas for deliveries; • Haul routes within the Airport and along Hartmann Road; • Measures to minimise reversing of vehicles; • Measures to minimise queuing of vehicles outside of the Airport; • Measures to maximise barge use; and • Measures to ensure daytime deliveries are maximised. • Be in accordance with the environmental standards, mitigation measures, embedded mitigation measures, requirements, recommendations and methods of implementing the Development contained in the Consolidated Environmental Statement, appendices and addenda therein relevant to the Development. <p>Reason: To mitigate the environmental impacts of the development construction and to comply with the ES.</p>
126.	Vibration Limits	<p>Vibration from construction shall not exceed a Peak Particle Velocity of 3 mm/s in any axis, measured adjacent to the foundations of any Sensitive Receptor.</p> <p>Where vibration levels exceed 1mm/s works</p>

		<p>should cease and measures taken to reduce vibration levels to below 1mm/s</p> <p>Reason: To ensure a satisfactory standard of development and to safeguard amenities of the surrounding area.</p>
127.	Monitoring and reporting (Construction)	<ol style="list-style-type: none"> 1. Noise and vibration monitoring shall be undertaken continuously throughout the Construction of the Development at not less than 2 locations to ensure that demolition and construction works and associated activities are being undertaken in a manner that ensures compliance with the specified noise level limits and triggers. 2. The Contractor shall also be required to undertake manual short-term noise measurements regularly as necessary to verify that the continuous noise monitoring is adequately reflecting the impact of noise on the surrounding buildings. 3. The Airport shall undertake noise monitoring at one or more locations continuously around the site throughout the duration of the works by the Airport to verify that the continuous noise monitoring by the Contractor is adequately reflecting the impact of noise on the surrounding buildings and that the construction noise levels are in compliance with planning or other legal requirements. 4. The Contractor shall have available on site suitable vibration monitoring equipment to demonstrate compliance with the specified vibration level limits. The equipment shall be capable of monitoring peak particle velocity in three mutually perpendicular axes and shall be capable of measuring

		<p>down to 0.1 mm/s.</p> <ol style="list-style-type: none"> 5. The contractor shall operate an alert or traffic light type system to warn operatives and the construction manager when the site boundary noise limit is being approached and when it is being exceeded. This will provide the facility for LCY-LCA and the construction team to monitor whether limits are being approached. 6. The contractor and the Airport shall ensure that the noise data from its continuous noise monitoring system is accessible in real time (as far as practically possible) via a web based system that is available to all relevant parties for viewing. <p>Reason: To ensure a satisfactory standard of development and to safeguard amenities of the surrounding area.</p>
128.	Complaints Handling	<ol style="list-style-type: none"> 1. The Airport shall appoint a person to be responsible for liaison with the local community in order to keep them informed of progress and for providing a means of treating complaints fairly and expeditiously. The details of their role and responsibilities shall be specified in the CNVMMS. 2. A comprehensive complaints management scheme, by which complaints are received, recorded, monitored, actioned and reported shall be put in place by the Airport, to be implemented by the Airport and their contractor(s) and shall be specified in the CNVMMS. 3. A dedicated channel (telephone line) shall be provided to facilitate and receive

		<p>complaints, staffed on a 24 hour basis.</p> <p>Reason: To ensure a satisfactory standard of development and to safeguard amenities of the surrounding area.</p>
129.	Construction compound operations and hoarding	<p>Before the Commencement of Development the Airport shall submit details of the Construction Compound and any associated hoarding for the approval of the Local Planning Authority.</p> <p>Reason: To ensure a satisfactory standard of development and to safeguard amenities of the surrounding area.</p>
130.	Piling Method Statement (Thames Water).	<p>No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.</p>
<u>131.</u>	<u>Sound insulation for Sensitive Receptors identified during construction.</u>	<p><u>No development shall be commenced until the sensitive receptors identified in Table 4.2 of the CESA Vol. 1, Part A, have been offered:</u></p> <p><u>a) Tier 1 sound insulation for those sensitive receptors that have been predicted to be within the range 50-55 Laeq15min at façade; and</u></p> <p><u>b) Tier 2 sound insulation to sensitive receptors that have been predicted to be within 50-55 Laeq15min at façade</u></p> <p><u>Notwithstanding the above, any other additional</u></p>

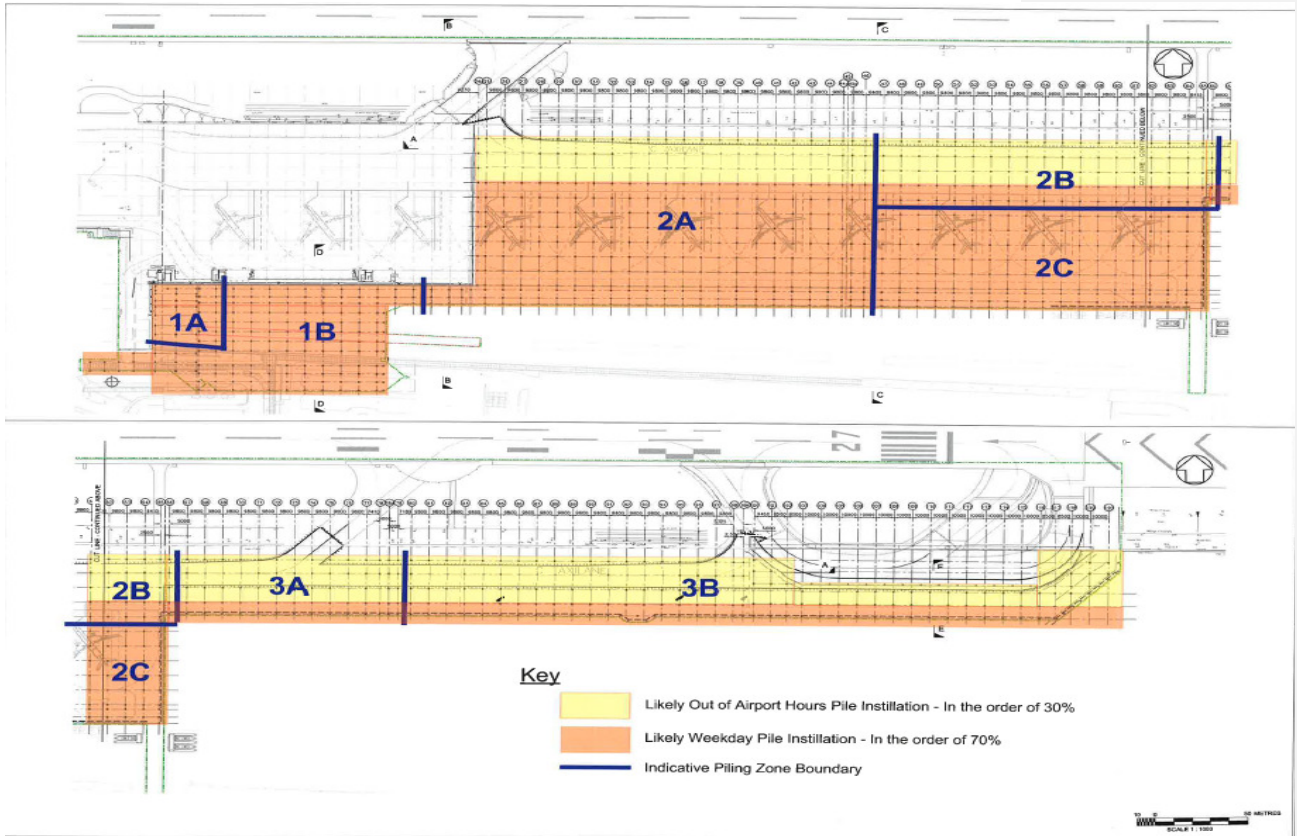
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		<p><u>sensitive receptors identified through agreed modelling shall also be provided with sound insulation in an exact way. The appropriate modelling shall be agreed with the Local Planning Authority. [FINAL WORDING OF THIS CONDITION TO BE CONFIRMED]</u></p> <p><u>Reason: To ensure that affected properties are suitably mitigated against intrusive construction noise impacts.</u></p>
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Plan P1 – Noise Monitoring Terminal Locations



Plan P2 - Piling Phases



New condition for CADP2

A new condition is recommended to be included in respect of CADP2 (13/01373/OUT) as follows:

<u>61</u>	<u>Storage Volumes</u>	<u>Prior to implementation of development, details of storage volumes and exceedance modelling shall be submitted to and agreed by the Council. Such modelling should include 30% allowance for climate change to assess risks to users of the hotel and facilities.</u> <u>Reason: The development shall only be completed in accordance with any approval.</u>
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Appendix 2

Amendments / Corrections to officer report

The following two paragraphs are changed to state the following. The changes are shown as tracked changes:

2.5.26 Setting a runway capacity cap is supported by recent national planning policies. NPPG Noise (December 2014) sets out that where the noise levels are above Lowest Observed Adverse Effect Level (LOAEL) and below Significant Observed Adverse Effect Level (SOAEL), these should, as a matter of policy, be minimised and mitigated, and anything above SOAEL, should be avoided. At Table A12.5-6 of Appendix 8.12 (~~Insert Page~~) of the Consolidated ES Volume II, it sets out that in the case of this application, indicative LOAEL is said to be around ~~55dB~~ **54dB** $L_{Aeq,16hr}$. SOAEL is above ~~57-66 dB~~ $L_{Aeq,16hr}$, at which point ~~noise the Tier 2 sound~~ insulation is available for local residents under the existing S106. ~~$L_{Aeq,1hr}$~~ . Table A9.75-7, page 734 of the CADP Technical Appendices Volume 2 sets out the hourly noise impacts. It can be seen that the 45 ATM's produces noise levels sufficient to require limitation.

2.5.13 The ES does not align noise exposure against the indicative values reported for the Lowest Observed Adverse Effect Level (LOAEL) as defined under the Noise Policy Statement for England (NPSE) and presented in Appendix 8.2. This cannot be drawn from Chapter 8 for LOAEL as the indicative value of 54 dB $L_{Aeq,16hr}$ is not directly reported within the Chapter or any of the appendices. The reported value of LOAEL has the effect of increasing the number of people exposed to LOAEL by CADP in 2023.

Appendix 3

Representation from Applicant dated 30th January 2015.

The Council received a letter dated 30th January 2015 from Quod, acting on behalf of the applicant. A copy of that letter is appended to this officer update below.