



**TOWN AND COUNTRY PLANNING ACT 1990 – SECTION 78
APPLICATION AND APPEAL MADE BY LONDON CITY AIRPORT
LAND AT LONDON CITY AIRPORT, HARTMANN ROAD, ROYAL DOCKS, LONDON E16 2PX -
APPLICATION REF: 13/01228/FUL**

*Incorporates plans approved by 13/01228/FUL as modified by

- 16/03797/NONMAT – WTE (Approved 9th Dec 16)
- 17/02865/NONMAT - Service yard; East Pier; Forecourt; Decked Car Park Approved 23rd Aug 17)
- 18/01001/NONMAT - WEC & EEC (Approved 11th Apr 18)
- 18/02109/NONMAT - Decked Car Park (Approved 20th Jul 18)
- 18/02611/NONMAT - Terminal & Forecourt (Approved 8th Oct 18)
- 19/02621/NONMAT – MGPU, BREEAM, RVP Pontoon & Dockside path (Approved 20th Dec 19)
- 20/01200/NONMAT – MGPU (Approved 10th September 20)

Conditions

1 Time Limit

The Development shall begin not later than three years from the date of this decision. **Reason:** To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

2 Approved Drawings and Documents (Amended in Dec 19)

The Development shall be carried out in accordance with the Approved Plans and the following documents:

- Design and Access Statement (July 2013)
- Design and Access Statement Addendum (March 2014)
- Update to Design and Access Statement (September 2015)
- Energy and Low Carbon Strategy (July 2013)
- Update to Energy and Low Carbon Strategy (August 2015)
- Sustainability Statement (July 2013)
- Update to Sustainability Statement (September 2015)
- Updated Transport Assessment (September 2015)

Reason: To ensure that the development is undertaken in accordance with the approved drawings and documents on which this decision is based.

3 Environmental Statement

The Development shall be carried out in accordance with the environmental standards, mitigation measures, requirements, recommendations and methods of implementing the Development contained in the Updated Environmental Statement (UES) and revisions, February 2016.

Reason: To ensure that the Development is carried out in accordance with the UES, dated September 2015, and the mitigation measures proposed therein.

4 Construction Phasing Plan (Approved in Dec 19)

No Development shall be Commenced unless and until a Construction Phasing Plan providing details of the phases and the order in which the Development shall be Commenced has been submitted to and approved in writing by the local planning authority. Thereafter the Development shall only be carried out in accordance with the approved Construction Phasing Plan.

Reason: To ensure that the development is constructed in accordance with the UES.

5 Quantum of Development (Amended in July 18)

In the event of there being any discrepancy between the figures as shown on the approved drawings and as set out in the approved documents listed in Condition 2, the figures specified in this condition shall prevail:

- a) the total quantum of Development within the Western Terminal Extension shall not exceed 24,612m² (including the Western Energy Centre, Western Terminal Extension, Terminal Building, Total Non-Airside Retail, Total Airside Retail, Terminal Non-Airside Offices and Service Yard);
- b) the total quantum of the Facilitating Works (comprising the Coaching Building,) shall not exceed 1,053m²;
- c) the total quantum of Development within the Eastern Terminal Extension shall not exceed 36,988m² (including the Eastern Terminal Development, Total Non-Airside Retail, Total Airside Retail and Terminal Non-Airside Offices);
- d) the Eastern Energy Centre shall not exceed 527m²;
- e) the Airfield Extension shall not exceed 7.54 hectares; and
- f) the Terminal Forecourt shall not exceed 17,890m² (excluding Hartmann Road).

Reason: To ensure that the quantum of floorspace remains within the areas assessed pursuant to the UES for the development.

6 Noise Barrier Phasing (Approved in Dec 19)

No new or modified aircraft stands shall be brought into operation until a written scheme has been submitted to and approved in writing by the local planning authority indicating which one of the following mitigation options has been adopted:

- the external building envelope of the East Pier north elevation is substantially complete; or
- the Eastern Noise Barrier is substantially complete; or
- such other temporary noise barrier that has been approved in writing by the local planning authority is in place.

The applied temporary mitigation shall be installed prior to the operation of the new or modified stands as shown on Plan P1 and retained until replaced by the permanent noise mitigation measure which shall be retained thereafter.

Reason: *In line with the mitigation measures set out within the UES to protect the amenity of current and future occupants and neighbours with regard to saved policies EQ45, EQ47 and EQ48 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), policies 7.15 and 7.26 of the London Plan (consolidated with alterations since 2011 and published March 2015), and policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).*

7 Restrictions on Use

Save to the extent mentioned below, the Airport shall only be used as an airport and for the provision of air services ancillary thereto and for no other purpose.

For the avoidance of doubt the Airport shall only be used for training or test flying where it is necessary for the safe and efficient operation of the Airport, the safety of aircraft using the Airport, or to ensure compliance with the conditions attached to this planning permission or other regulatory controls over the use of the Airport.

This condition shall not prevent:

- 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 purpose of Aircraft Categorisation or for the purpose of any ACR; or
- c) pending completion of the Development the lawful use of a part of the Airport for purposes unrelated to the provision of air services.

Reason: *To safeguard residential amenity from non-essential use of the Airport.*

8 Aircraft Maintenance and Repair

Except in exceptional circumstances, no maintenance or repair work of aircraft and/or aircraft related machinery which causes noise that is audible at the Airport Boundary and/or at any Sensitive Receptor shall take place at the Airport other than between the hours of:

- 0630 and 2200 Monday to Friday inclusive;
- 0630 and 1230 on Saturday;
- 1230 and 2200 on Sunday; and
- 0900 and 2200 on Bank Holidays and Public Holidays.

All such activity outside the specified hours set out above causing noise that is audible at the Airport Boundary shall be reported to the local planning authority within 24 hours of occurrence.

Reason: *To safeguard residential amenity from non-essential maintenance works and use of the Airport and to ensure that the Airport does not cause unacceptable harm to the amenity of surrounding land and buildings, particularly given the Airport's proximity to Sensitive Receptor.*

9 Restrictions on Development (Design Code) (Approved in May 17)

Prior to the Commencement of Development a Design Code shall be submitted to and approved in writing by the local planning authority. Any new building, extension or alteration to existing buildings proposed at the Airport to be erected by virtue of Class F of Part 8 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any subsequent variations) shall demonstrate how the proposal accords with the Design Code.

Reason: *To ensure that the appearance of the development and the amenities of the area are not adversely affected.*

10 Restrictions on Development (Hard Surfaces)

No additional hard surface to that shown on Plan P4 shall be constructed unless a noise report is submitted to the local planning authority confirming that the noise impacts arising from the proposed development will be no worse than those assessed in the UES at any of the nearest Sensitive Receptors outside the Airport Boundary.

Reason: *To ensure that the development is undertaken in accordance with the approved drawings and documents and to ensure that the Airport does not cause unacceptable harm to the amenity of surrounding land and buildings.*

11 Restrictions on Development (Buildings)

Within the areas shown on Plan P5 prior to the erection, extension, alteration or change of use of a building, a noise report shall be submitted to the local planning authority confirming that the noise impacts arising from the proposed development will be no worse than those assessed in the UES at any of the nearest Sensitive Receptors outside the Airport Boundary.

Reason: *To ensure that the development is undertaken in accordance with the approved drawings and documents and to ensure that the Airport does not cause unacceptable harm to the amenity of surrounding land and buildings.*

12 Number of Aircraft Stands and Position

The number of aircraft stands for scheduled Aircraft Movements shall not exceed 25 at any time and shall be located within the area shaded on Plan P4.

Reason: *To ensure that the development is undertaken in accordance with the approved drawings and documents and the UES; and to protect local amenity.*

13 Runway Length

The length of the declared runway shall not exceed 1199 metres.

Reason: *To ensure that the development is undertaken in accordance with the approved drawings and documents and the UES; and to protect local amenity.*

14 Aircraft

Except in cases of immediate emergency to an aircraft and/or the persons on board, 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, tilt-rotor or gyrocopters), shall be permitted to use the Airport.

Reason: *To control the development and ensure that it is undertaken in accordance with the approved drawings and documents and the UES; and to protect local amenity.*

15 AVRO RJ100

From 31 March 2017, no AVRO RJ100 type aircraft (or any variant thereof) shall operate from the Airport at any time unless it has been demonstrated to and approved in writing by the local planning authority that noise from such Aircraft does not exceed the maximum noise levels specified in any approved scheme under Condition 18.

Reason: *To protect the amenity of current and future occupants and neighbours with regard to saved policies EQ45, EQ47 and EQ48 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), policies 7.15 and 7.26 of the London Plan (consolidated with alterations Since 2011 and published March 2015), and policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).*

16 Prohibition on Recreational Flying

Except in cases of immediate emergency to an aircraft and/or the persons on board, the Airport shall not be used for any form of club or recreational flying.

Reason: *To protect the amenity of current and future occupants and neighbours with regard to saved policies EQ45, EQ47 and EQ48 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), policies 7.15 and 7.26 of the London Plan (consolidated with alterations Since 2011 and published March 2015), and policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).*

17 Aircraft Take-Off and Land Times

Except in cases of immediate emergency to an aircraft and/or the persons on board, the Airport shall not be used for the taking off or landing of aircraft at any time other than between the hours of:

0630 and 2200 on Monday to Friday inclusive;

0900 and 2200 on Bank Holidays and Public Holidays (with the exception of Christmas Day in condition 27);

0630 and 1230 on Saturdays; and

1230 and 2200 on Sundays;

provided that these restrictions shall not prevent an aircraft which was scheduled to take-off from or land at the Airport but which has suffered unavoidable operational delays, from taking off or landing at the Airport between 2200 hours and 2230 hours Sunday to Friday and 1230 hours to 1300 hours on Saturday and where that taking off or landing would not result in there being more than 400 Aircraft Movements at the Airport per calendar year outside the above permitted hours of operation comprising no more than 150 such movements in any consecutive three months.

Reason: *In the interests of limiting the number of aircraft movements in order to protect the amenity of current and future occupants and neighbours and with regard to saved policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).*

18 Aircraft Noise Categorisation Scheme (Approved in Mar 19)

- a) Prior to the first beneficial use of the Development an Aircraft Noise Categorisation Scheme shall be submitted to and approved in writing by the local planning authority;
- b) such an Aircraft Noise Categorisation Scheme shall be implemented as approved and thereafter the Airport shall be operated in accordance with the approved Aircraft Noise Categorisation Scheme or any review thereof that has been approved in writing by the local planning authority;
- c) subsequent to implementation of the approved Aircraft Noise Categorisation Scheme (except in the case of immediate emergency to aircraft and/or persons on board), no aircraft shall land at or take-off from the Airport unless the type of aircraft has first been categorised in accordance with the approved Aircraft Noise Categorisation Scheme;
- d) the Aircraft Noise Categorisation Scheme shall be based on and include (but not be limited to):
 - i. a Quota Count System in use for night noise at other UK designated airports;
 - ii. the use of the Integrated Federal Aviation Authority Integrated Noise Model Version 7 or later version adjusted for the specific characteristics of London City Airport;
 - iii. a Quota Count classification in 1dB steps;
 - iv. a programme of parallel operation with the Noise Factored Scheme;
 - v. an overall Quota Count budget for each calendar year;
 - vi. a maximum permitted noise level or Quota Count classification; and
 - vii. the noise exposure permissible as a result of Quota Count Budget for annual Aircraft Movements, which shall be:
 - equivalent to 120,000 Noise Factored Movements per calendar year (as determined in accordance with the Noise Factored Scheme);
 - no worse than the airborne aircraft noise effects assessed in the UES; and
 - in accordance with Condition 33 (noise contour area); and
- e) the approved Aircraft Noise Categorisation Scheme shall supersede the Noise Factored Movement Scheme immediately upon the written approval by the local planning authority of the review of the Aircraft Noise Categorisation Scheme after 12 months of its introduction in accordance with Condition 19, and subsequently the total realised Quota Count at the Airport shall not exceed the approved Quota Count Budget in any calendar year.

Reason: *In the interests of limiting the number of aircraft movements in order to protect the amenity of current and future occupants and neighbours and with regard to saved policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).*

19 Review and Reporting on the Approved Aircraft Noise Categorisation Scheme (Approved in Mar 19)

Following implementation of the Aircraft Noise Categorisation Scheme approved pursuant to Condition 18:

- a) a report shall be submitted to the local planning authority annually on 1 June or the first working day thereafter as part of the Annual Performance Report on the performance and/or compliance with the approved Aircraft Noise Categorisation Scheme during the previous calendar year; and

- b) the approved Aircraft Noise Categorisation Scheme shall be reviewed not later than the 1st and 4th year after its introduction and every 5th year thereafter. The reviews shall be submitted to the local planning authority within 3 months of such review dates for written approval and implemented in accordance with an approved timeframe and maintained thereafter.

Reason: *In the interests of limiting the number of aircraft movements in order to protect the amenity of current and future occupants and neighbours, and with regard to saved policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).*

20 Noise Factored Scheme

Until such time as the Aircraft Noise Categorisation Scheme has been approved and implemented in accordance with Condition 18, and the review of the Aircraft Noise Categorisation Scheme after its first year of operation has been submitted to and approved in writing pursuant to Condition 19, no aircraft shall use the Airport except in accordance with the Noise Factored Scheme.

Reason: *In the interests of limiting the number of aircraft movements in order to protect the amenity of current and future occupants and neighbours and with regard to saved policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).*

21 Maximum Permitted Noise Factored Aircraft Movements

Until such time as the Aircraft Noise Categorisation Scheme has been approved and implemented in accordance with Condition 18 and the review of the Aircraft Noise Categorisation Scheme after its first year of operations has been submitted to and approved in writing pursuant to Condition 19, the number of Noise Factored Movements shall not exceed:

- in any one week the number of permitted Aircraft Movements for that week by more than 25%; and
- 120,000 Noise Factored Movements per calendar year.

Reason: *In the interests of limiting the number of aircraft movements in order to protect the amenity of current and future occupants and neighbours and with regard to saved policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).*

22 Maximum Permitted Actual Aircraft Movements per hour as Timetabled

The scheduled number of Actual Aircraft Movements including business, commercial, charter and private Aircraft Movements shall not exceed 45 in total in any given hour.

Reason: *In the interests of limiting the number of aircraft movements in the peak periods in order to protect the amenity of current and future occupants and neighbours and with regard to saved policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), policy 7.15 of*

the London Plan (consolidated with alterations since 2011 and published March 2015), and policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

23 Maximum Permitted Actual Aircraft Movements (days/year)

The number of Actual Aircraft Movements at the Airport shall not exceed:

- a) 100 per day on Saturdays;
- b) 200 per day on Sundays but not exceeding 280 on any consecutive Saturday and Sunday;
- c) subject to (d) to (j) below 592 per day on weekdays; and
- d) 132 on 1 January;
- e) 164 on Good Friday;
- f) 198 on Easter Monday;
- g) 248 on the May Day Holiday;
- h) 230 on the late May Bank Holiday;
- i) 230 on the late August Bank Holiday;
- j) 100 on 26 December; and
- k) 111,000 per calendar year.

Reason: *In the interests of limiting the number of aircraft movements in order to protect the amenity of current and future occupants and neighbours and with regard to saved policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).*

24 Maximum Permitted Actual Aircraft Movement on Other Bank Holidays

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 (d) to (j) inclusive of Condition 23, the number of Aircraft Movements on that date shall not exceed 330 unless otherwise agreed in writing by the local planning authority but in any event shall not exceed 396.

Reason: *In the interests of limiting the number of aircraft movements in order to safeguard the quality of life in the local area.*

25 Maximum Permitted Actual Aircraft Movement limit between 0630 hours and 0659 hours on Mondays to Saturdays

The maximum number of Actual Aircraft Movements between 0630 and 0659 hours on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the Airport shall be closed for the use or operation of aircraft between these times) shall not exceed 6 on any day.

Reason: *In the interests of limiting the number of aircraft movements to protect the amenity of current and future occupants and neighbours and with regard to saved policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).*

26 Maximum Permitted Actual Aircraft Movement limit between 0630 hours and 0645 hours on Mondays to Saturdays

Notwithstanding the restriction on Actual Aircraft Movements between 0630 hours and 0659 hours, as set out by Condition 25, the total number of Actual Aircraft Movements in the

period between 0630 hours and 0645 hours on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the Airport shall be closed for the use or operation of aircraft between these times), shall not exceed 2 on any day.

Reason: *In the interests of limiting the number of aircraft movements and to protect the amenity of current and future occupants and neighbours and with regard to saved policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).*

27 Christmas Day Closure

The Airport shall be closed on Christmas Day each year for the use or operation or maintenance of aircraft or for passengers, with no Aircraft Movements and no Ground Running by aircraft engines.

Reason: *In the interests of limiting the number of aircraft movements to protect the amenity of current and future occupants and neighbours and with regard to saved policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).*

28 Temporary Noise Monitoring Strategy

The Airport shall only operate in accordance with the Temporary Noise Monitoring Strategy 2009 until such time as the NOMMS is approved and operational pursuant to Condition 31.

Reason: *To safeguard residential amenity and in accordance with the UES.*

29 Noise Management Scheme

The Airport shall only operate in accordance with the existing Noise Management Scheme dated December 2009 until such time as the NOMMS is approved by the local planning authority and operational pursuant to Condition 31.

Reason: *To safeguard residential amenity and in accordance with the UES.*

30 Noise Monitoring System

The Airport shall operate the Noise Monitoring System referred to in the Noise Management Scheme dated December 2009 for the purpose of:

- the Aircraft Categorisation Review;
- producing the noise contours for the Sound Insulation Scheme in accordance with the Federal Aviation Authority Integrated Noise Model Version 7 or later version and as part of the Annual Performance Report; and
- continuing to provide the noise monitors in the four locations (NMT1, NMT2, NMT3 and NMT4) shown on Plan P6, or such alternative equipment and/or locations as shall be approved in writing by the local planning authority are in place and operational provided that such equipment and locations shall be at least as effective for the purposes of monitoring aircraft noise.

The Noise Management Scheme shall remain in place until such time as the NOMMS is approved and operational pursuant to Condition 31.

Reason: *To safeguard residential amenity and in accordance with the UES.*

31 Noise Management and Mitigation Strategy (Approved in Apr 19)

Prior to the Commencement of Development a Noise Management and Mitigation Strategy (NOMMS) shall be submitted to the local planning authority for approval in writing.

The NOMMS shall be implemented as approved and thereafter the Airport shall only operate in accordance with the approved NOMMS.

Following implementation of the approved NOMMS, a report shall be submitted to the local planning authority annually on 1 June (or the first working day thereafter) as part of the Annual Performance Report on the performance and compliance with the approved NOMMS during the previous 12 month period.

The approved NOMMS shall be reviewed not later than the 5th year after approval and every 5th year thereafter. The reviews shall be submitted to the local planning authority within 3 months of such review dates for approval in writing, and implemented as so approved.

The NOMMS shall include, but not be limited to:

- Combined Noise and Track Monitoring System;
- Quiet Operating Procedures;
- Penalties and Incentives;
- Control of Ground Noise;
- Airport Consultative Committee;
- Annual Noise Contours;
- Integrity of NOMMS;
- Auxiliary Power Units;
- Reverse Thrust; and
- Sound Insulation Scheme.

Reason: *In the interests of limiting noise and to protect the amenity of current and future occupants and neighbours with regard to saved policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).*

32 Additional Noise Monitoring Terminals

No part of the Development shall be brought into beneficial use unless and until the Noise Monitoring Terminals (NMT) 1 to 6 inclusive as shown on Plan P6 are in place and operational or such alternative equipment and/or locations as shall be approved in writing by the local planning authority are in place and operational.

Thereafter such NMTs shall be retained and operated in accordance with details first to be submitted to the local planning authority for approval in writing.

Reason: *To ensure that adequate terminals are in place to monitor noise in the interests of residential amenity.*

33 Fixing the Size of the Noise Contour

The area enclosed by the 57dB LAeq 16hr Contour shall not exceed 9.1 km² when calculated by the Federal Aviation Authority Integrated Noise Model Version 7 or later version.

Within five years of the Commencement of Development a Noise Contour strategy shall be submitted to the local planning authority for approval in writing which defines the methods to be used by the Airport operator to reduce the area of the Noise Contour by 2030.

Thereafter the Airport shall be operated in accordance with the approved Noise Contour strategy. The approved Noise Contour strategy shall be reviewed not later than the 5th year after approval and every 5th year thereafter in order to seek further reductions in the size of the Noise Contour by 2030 and beyond. The reviews shall be submitted to the local

planning authority for approval in writing within 3 months of such review dates and implemented as approved.

Reason: *To safeguard residential amenity and in accordance with the UES*

34 Design (Approved in Mar 19)

No building within the Development hereby approved shall be constructed until details and 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 in writing by the local planning authority.

The Development shall be carried out in accordance with the approved details.

The details submitted shall be to a scale agreed with the local planning authority in writing prior to submission.

Reason: *To ensure a satisfactory standard of external appearance, protect local amenity and with regard to the assessment contained in the UES, policies 7.3, 7.4, 7.5 and 7.6 of the London Plan (consolidated with alterations Since 2011 and published March 2015) and policies SP2, SP3, SP4 and SP5 of the Newham Core Strategy (adopted 26 January 2012).*

35 The Temporary Facilities

The temporary coaching facility and the temporary outbound baggage extension as shown on the Temporary Facilities Drawings shall cease to operate and shall be removed no later than 5 years from the date of Commencement of Development.

Reason: *To safeguard amenity and visual appearance, as the temporary structures are not of sufficient design quality to be retained on a permanent basis.*

36 Landscape (Approved in Dec 19)

Prior to the relevant Phase of Development Commencing full details of a landscape scheme to include all hard surfaces, grassed areas, tree and shrub planting and the proposed times of planting, relating to that approved Phase, shall be submitted to the local planning authority for approval in writing.

Each submitted landscape scheme shall be in accordance with the Landscape Drawings.

All landscaping schemes and all planting shall make such planting unattractive to birds so as not to have an adverse effect on the safety of operations at London City Airport by encouraging bird roosting and creating sources of food for birds, and thereby preventing a bird strike threat to aircraft operating at the Airport.

Within one month of the completion of the landscaping scheme for a relevant Phase written confirmation of the completion date shall be submitted to the local planning authority.

The scheme as approved shall be implemented in full within the first planting season following completion of each of the agreed Phases within the Construction Programme.

If any tree or shrub 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.

Reason: *To ensure a satisfactory standard of external appearance of the development and in the interest of the safe operation of London City Airport; with regard to policy OS8 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), policies 3.5, 7.1, 7.2, 7.3, 7.5, 7.6, 7.8 and 7.21 of the London Plan (consolidated with alterations Since 2011 and published March 2015), and policies SP2, SP3, SP5 and INF1 of the Newham Core Strategy (adopted 26 January 2012).*

37 Dockside Access

The Taxi Feeder Park and Car Parks hereby approved shall not be brought into use unless and until measures to create and retain the pedestrian access along the Dock Edge (south of King George V Dock) and a programme for the implementation of these measures have first

been submitted to the local planning authority for approval in writing. The measures shall be completed in accordance with the approved details and programme. The pedestrian access shall be retained thereafter.

Reason: *For the purposes of good design and to improve connectivity and access around the Royal Docks.*

38 Details of Screening of Plant (Approved in Dec 19)

Prior to the relevant Phase Commencing a plant screening strategy shall be submitted to and approved in writing by the local planning authority. No part of a relevant Phase shall be brought into use until the plant screening strategy for that Phase as approved has been implemented. The approved plant screening strategy for that Phase shall be retained thereafter.

Reason: *To ensure a satisfactory form of external appearance and in the interest of the amenity of neighbouring properties and the area*

39 Contamination (Approved in Dec 19)

- a) Prior to the Commencement of the relevant Phase, an investigation into ground conditions of that Phase shall be undertaken in accordance with the Model Procedures for the Management of Land Contamination, Environment Agency, Contaminated Land Report 11.
- b) The report of the investigation together with a detailed remediation strategy for dealing with any identified contamination in respect of that Phase shall be submitted to the local planning authority for approval in writing.
- c) Upon Commencement of the Phase the approved remediation strategy for that Phase shall be implemented.
- d) If, during the Development of a Phase, contamination not previously identified is found to be present within that Phase then no further Development in the areas where contamination is identified shall be carried out until a further remediation strategy has been submitted to the local planning authority for approval in writing, detailing how this unsuspected contamination shall be dealt with.
- e) The further remediation strategy shall be implemented as approved.
- f) As soon as reasonably practicable, and before the occupation of any remediated area forming part of a Phase, a validation report shall be submitted to the local planning authority for approval in writing, stating what works were undertaken and that the remedial scheme was completed in accordance with the approved remediation strategy for that Phase.

Reasons: *To safeguard the public, the environment and surface and ground water, 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.*

40 Crime Prevention Strategy (Approved in Apr 17)

No relevant Phase of the Development shall Commence until a certificate demonstrating compliance of that relevant Phase with the Secured by Design award scheme, indicating how the principles and practices of that scheme are to be incorporated in the relevant Phase of the Development, has been submitted to and approved in writing by the local planning authority.

Each relevant Phase shall be constructed and retained in accordance with its relevant approved scheme.

Such a scheme shall be implemented as approved and thereafter the Airport shall be operated in accordance with the approved scheme.

Reason: *In the interest of amenity and creating safer, sustainable communities and with regard to policy 7.13 of the London Plan (consolidated with alterations Since 2011 and*

published March 2015), and policy SP3 of the Newham Core Strategy (adopted 26 January 2012).

41 External Lighting

No Phase of the Development shall Commence until full details of any proposed external lighting (the external lighting scheme) for the relevant Phase have been submitted to and approved in writing by the local planning authority. *(Approved in Dec 19)*

Each external lighting scheme shall in respect of the relevant Phase:

- state the minimum luminance reasonably required to perform the relevant lighting task;
- minimise glare, 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;
- include the location, type, number, mounting height and alignment of the luminaires;
- include the beam angles and upward waste light ratio for each light;
- include details of screening and other mitigation;
- include an isolux diagram showing the predicted illuminance levels at critical locations on the Airport Boundary of the Phase and where the Phase abuts residential properties or the public highway; and
- set out where necessary, the percentage increase in luminance and the predicted illuminance in the vertical plane (in lux) at key points.

The approved lighting scheme(s) shall be implemented prior to occupation of the relevant Phase of the Development and shall be permanently retained thereafter.

Reasons: *To ensure that safety is not compromised with regard to the principles/practices of Secured by Design; to minimise adverse impacts of light pollution on the highway network; to minimise adverse impacts on the safeguarded area around London City Airport; to ensure that it does not cause a hazard to navigation of the Royal Albert Dock, and with regard to saved policy EQ45 of the London Borough of Newham adopted Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), policies 7.3, 7.5, 7.6 of the London Plan (consolidated with alterations Since 2011 and published March 2015), and policies SP3 and SP4 of the Newham Core Strategy (adopted 26 January 2012).*

42 Passenger Terminal Opening Times

No Passenger Terminal Buildings within the Airport shall be open for use operation or trading except between the hours of:

- 0430 and 2230 Monday to Friday;
- 0430 and 1300 on Saturdays;
- 1030 and 2230 on Sundays;
- 0700 and 2230 hours on Public and Bank Holidays; and
- not at all on Christmas Day

In the event that an unavoidable operational delay occurs to an inbound or an outbound aircraft, no Passenger Terminal Building shall be open for use, operation or trading more than 30 minutes after such aircraft has landed or departed from the Airport.

Reason: *To safeguard local residential amenity.*

43 Passenger Numbers

At no time shall the passenger throughput of the Airport exceed 6.5 million passengers in any twelve month period.

A Quarterly Report of the moving annual total number of passengers through the Airport (arrivals plus departures) shall be submitted to the local planning authority no later than 28 days after the end of each Quarter to which the data relates.

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.*

44 Ground Power Strategy (Amended in Sep 20)

The aircraft stands hereby approved shall only be served by Fixed Electrical Ground Power (FEGP), battery-powered Mobile Ground Power Units (MGPUs) or equivalent equipment in accordance with the Ground Power Strategy dated June 2020.

Reason: In order to minimise noise and disturbance, in the interest of residential amenity and in the interest of protecting environmental amenity, ~~and with regard to saved policies EQ45 and EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from the 27 of September 2007 in accordance with the direction from the Secretary of State) and policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).~~

45 Use of Fixed Electrical Ground Power (Amended in Sep 20)

Except in a case of emergency or if faults occur ~~with the FEGP~~, no aircraft on an operational aircraft stand ~~with Fixed Electrical Ground Power~~ shall use a diesel Mobile Ground Power Unit for conditioning an aircraft prior to engine start-up or for the starting of an aircraft engine.

Reason: *In order to minimise noise and disturbance, in the interest of residential amenity, in the interest of protecting environmental amenity, ~~and with regard to saved policies EQ45 and EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from the 27 of September 2007 in accordance with the direction from the Secretary of State) and policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).~~*

46 Mobile Ground Power Units (Amended in Sep 20)

Only zero emission battery-powered Mobile Ground Power Units (MGPUs) shall be used anywhere within the Airport after 30 June 2021. Up to and including 30 June 2021 MGPUs shall only be used during, and in the period 30 minutes before and the period 30 minutes after the permitted take-off and landing. Noise from the zero emission MGPU shall not exceed 65dB(A).

Reason: *In the interests of protecting environmental amenity from noise impacts and to ensure that **no diesel ground power units are operated** at the Airport.*

47 Auxiliary Power Units

The use of any Phase shall not begin until an Auxiliary Power Unit Strategy for that Phase has been submitted to and approved in writing by the local planning authority and implemented as approved.

The submitted strategy shall include but not be limited to provide details of the position, orientation and use of aircraft before and after landing and taking off including conditioning of the cabin and equipment.

Except in cases of immediate emergency to persons on board an aircraft, or where fault occurs, no Auxiliary Power Unit shall be used other than for essential conditioning of aircraft cabins and equipment prior to departure limited to a maximum of 10 minutes before an aircraft's departure from the stand or 10 minutes after an aircraft's arrival on the stand.

Annually on 1 June (or the first working day thereafter) in each year after the Commencement of Development and as a part of the Annual Performance Report, LCY shall provide a report containing details of the use of Auxiliary Power Units at the Airport in the previous calendar year.

Reason: *In the interest of protecting environmental amenity from noise and pollution impacts.*

48 Ground Engine Running Strategy (Approved in May 17)

No Development shall Commence until a Ground Engine Running Strategy has been submitted to and approved in writing by the local planning authority.

The Ground Engine Running Strategy as approved shall be implemented upon Commencement of Development. The local planning authority shall be notified in writing within 14 days of implementation of the Ground Engine Running Strategy.

A report shall be submitted to the local planning authority annually on 1 June (or the first working day thereafter) as part of the Annual Performance Report on the performance and or compliance during the previous calendar year with the approved targets in the Ground Engine Running Strategy.

Every 3 years after first implementation the Ground Engine Running Strategy shall be reviewed and the review shall be submitted to the local planning authority for approval in writing on 1 June (or the first working day thereafter) and implemented as approved.

The strategy shall identify measures to:

- minimise engine usage while aircraft occupy stands;
- minimise the duration of engine usage whilst taxiing; and
- ensure the operators of aircraft at the Airport comply with the approved strategy in order to mitigate as far as practicable the emissions from aircraft engines.

Reason: *In the interests of protecting environmental amenity from noise impacts.*

49 Ground Running, Testing and Maintenance Strategy (Approved in Mar 17)

No Development shall Commence until a Ground Running, Testing and Maintenance Strategy (GRTMS) has been submitted to and approved in writing by the local planning authority. The approved GRTMS shall be implemented on Commencement of the Development.

A Report to the local planning authority shall be submitted annually on 1 June (or the first working day thereafter) as part of the Annual Performance Report on the performance and compliance during the previous calendar year with the targets in the GRTMS. Every 3 years after first implementation the GRTMS shall be reviewed and the review shall be submitted to the local planning authority for approval in writing on 1 June (or the first working day thereafter) and implemented as approved.

Within 14 days of its implementation, the local planning authority shall be notified of the implementation of the GRTMS.

The strategy shall identify:

- the long-term area for testing; and
- areas for testing during periods of construction affecting the long term agreed location.

Reason: *In the interests of protecting environmental amenity from noise impacts.*

50 Ground Running, Testing and Maintenance

Unless in exceptional circumstances, the Ground Running of aeroplane engines for testing or maintenance purposes shall only take place between the following hours:

- i. 0630 and 2200 Monday to Friday;
- ii. 0630 and 1230 on Saturdays;
- iii. 1230 and 2200 on Sundays;
- iv. 0900 and 2200 on Bank Holidays and Public Holidays (but not at all on Christmas Day); and
- v. in such locations and with such orientation of the aircraft as set out in the approved GRTMS and employing such noise protection measures as set out in the approved GRTMS;

provided that the restrictions above shall not prevent aircraft maintenance work taking place outside of these hours where that work will not be audible at the Airport Boundary or at any Sensitive Receptor and provided this restriction shall not prevent Auxiliary Power Unit usage for essential conditioning of aircraft cabins and equipment prior to departure limited to a maximum of 10 minutes before an aircraft's departure from the stand or 10 minutes after arrival on the stand.

Reason: *In the interests of protecting environmental amenity from noise impacts at sensitive parts of the day.*

51 Ground Running Noise Limit (Approved in Mar 17)

The noise level arising from Ground Running shall not exceed the Ground Running Noise Limit.

Prior to the Commencement of the Development hereby approved a strategy demonstrating how any breach(es) of the Ground Running Noise Limit through Ground Running are to be prevented shall be submitted to and approved in writing by the local planning authority. The Strategy as approved shall be implemented upon commencement of use of the Development.

Reason: *In the interests of protecting environmental amenity from noise impacts.*

52 Ground Running Annual Performance Report

The local planning authority shall be provided with the following annually on 1 June (or the first working day thereafter) as part of the Annual Performance Report:

- a) written details of Ground Running that has taken place during the preceding calendar year including details of the number, duration and power setting of ground runs and the types of aircraft involved; and
- b) written measurements and calculations to show whether the Ground Running Noise Limit has been exceeded as a result of Ground Running during the preceding calendar year.

Reason: *In the interests of protecting environmental amenity from noise impacts.*

53 Permanent Eastern Apron Extension Noise Barrier (Approved in Apr 18)

The Development shall not Commence until a scheme showing the location, dimensions and materials of the permanent noise barrier on the eastern apron extension has been submitted to and approved in writing by the local planning authority.

The permanent noise barrier shall be installed prior to the first operation of the stands shown in red on Plan P1 and retained thereafter.

Reason: *In the interests of protecting environmental amenity from noise impacts.*

54 Retention of all existing Noise Barriers

No part of the Airport shall be used unless all existing noise barriers shown on Plan P7 are in place or alternatives that have been approved pursuant to Condition 6 or Condition 53 are in place. Such noise barriers shall be retained thereafter (provided always that any temporary noise barrier approved pursuant to Condition 6 and/or Condition 94 can be removed subject to the prior approval in writing of the local planning authority).

Reason: *In the interests of protecting environmental amenity from noise impacts.*

55 Ground Noise Study (Approved in Jul 18)

No Phase of the Development shall Commence until a Ground Noise Study has been submitted to and approved in writing by the local planning authority in respect of that Phase. Noise mitigation measures identified as being necessary in each Ground Noise Study as approved by the local planning authority shall be provided within six months of obtaining any necessary consents for these identified mitigation measures.

Thereafter ground noise studies shall be undertaken at intervals of not less than three years from the date of approval of the first Ground Noise Study. Such additional ground noise studies shall be submitted to the local planning authority within 30 days of their completion. Any necessary mitigation measures identified within those studies shall be implemented as approved.

Reason: *In the interests of protecting environmental amenity from noise impacts.*

56 Sustainability and Biodiversity Strategy (Approved in Apr 17)

No Phase of the Development shall Commence until a Sustainability and Biodiversity Strategy has been submitted to and approved in writing by the local planning authority in respect of that Phase.

The relevant approved Sustainability and Biodiversity Strategy shall be implemented on Commencement of the Development of each Phase.

A report shall be submitted to the local planning authority annually on 1 June (or the first working day thereafter) as part of the Annual Performance Report on the performance and compliance during the previous calendar year with the targets in the approved Sustainability and Biodiversity Strategy/Strategies.

Every 3 years the Sustainability and Biodiversity Strategy shall be reviewed and the reviews shall be submitted to the local planning authority for approval in writing on 1 June (or the first working day thereafter) and implemented as approved.

Reason: *In the interest of impacts on biodiversity and maximising the ecological potential of the site and in accordance with policy SC4 of the London Borough of Newham Core Strategy (Adopted January 2012), policies 5.11, 7.19 and 7.21 of the London Plan (consolidated with alterations Since 2011 and published March 2015), and Paragraph 109 of the NPPF.*

57 Air Quality Monitoring (Approved in Apr 17)

The Development shall not Commence until an Air Quality Monitoring Strategy has been submitted to and approved in writing by the local planning authority.

The Air Quality Monitoring Strategy shall be implemented on the Commencement of the Development.

The Air Quality Monitoring Strategy shall include but not be limited to the following details:

- continuous monitoring of nitrogen dioxide at two locations;
- continuous monitoring of Fine Particulates (PM₁₀) at one location;
- the monitoring of nitrogen dioxide by diffusion tube at not less than 16 locations at and around the perimeter of the Airport;
- publishing the results of the continuous monitoring at all times through a web-based system; and
- reporting to the local planning authority annually on 1 June (or the first working day thereafter) as part of the Annual Performance Report and each meeting of the Airport Consultative Committee.

Every 3 years from approval of the first Air Quality Monitoring Strategy the Strategies shall be reviewed and the reviews shall be submitted to the local planning authority for approval in writing on 1 June (or the first working day thereafter) and implemented as approved.

Reason: *In the interests of reducing air quality impacts in accordance with the UES.*

58 Air Quality Management Strategy (Approved in May 17)

The Development shall not Commence until an Air Quality Management Strategy has been submitted to and approved in writing by the local planning authority.

The Air Quality Management Strategy shall be implemented on the Commencement of the Development.

The Strategy shall include but not be limited to the following details:

- 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 is being undertaken;
- 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 and the Passenger Travel Plan.

Every 3 years from approval of the first Air Quality Management Strategy the Strategies shall be reviewed and the reviews shall be submitted to the local planning authority for approval in writing on 1 June (or the first working day thereafter) and implemented as approved.

Reason: *In the interests of reducing air quality impacts in accordance with the UES.*

59 Complaints about Environmental Impact

- 1) A summary record shall be maintained of all complaints about the environmental impact of the operation of the Airport and any action taken to deal with or remedy such complaints.
- 2) A detailed report shall be submitted of all complaints and any action taken:
 - to the local planning authority within 15 days of that complaint being made or that action being undertaken;
 - to the Airport Consultative Committee at the meeting of that Committee next following that complaint or that action; and
 - as part of the Annual Performance Report in relation to such complaints and actions in the preceding calendar year.
- 3) Complaint records shall be made available for inspection at all reasonable hours by the local planning authority pursuant to Part 1 of this condition.

Reason: *In the interests of monitoring and minimising the environmental impacts of the Airport.*

60 Use of the River Thames for Construction (Approved in May 17)

Development shall not commence until there has been submitted to the local planning authority for approval in writing a strategy that seeks to maximise the use of the River Thames and other waterways for the transport of construction and waste materials to and/or from the Airport.

The approved strategy shall be implemented on Commencement of the Development.

Reason: *To ensure that the Development accords with the aims and objectives of promoting the use of sustainable use of transport.*

61 Energy Assessment and Reduction in Carbon Dioxide Emissions (Approved in Dec 19)

- 1) No relevant Phase of the Development shall Commence until an Energy Assessment for that Phase has been submitted to and approved in writing by the local planning authority.
- 2) Each relevant Energy Assessment shall demonstrate how a minimum reduction in carbon dioxide emission of 25% over the Target Emission Rate outlined in the national Building Regulations.
- 3) The relevant Energy Assessment as approved pursuant to Part 1 of this condition shall be implemented prior to the relevant Phase of the Development being brought into use or operation and the recommendations of the approved assessment retained for the duration of the Phase.

Reason: *To ensure the development makes the fullest contribution to minimising carbon dioxide emissions in accordance with the Mayor of London's energy hierarchy.*

62 Archaeology Scheme of Investigation and List of Historic Buildings (Approved in Dec 19)

No Phase of the Development shall Commence other than demolition to existing ground level unless and until there has been secured the implementation of a programme of archaeological evaluation in relation to that Phase in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the local planning authority.

Such a submitted Scheme shall include details of a programme for investigating and recording archaeological assets, works and historic structures that might be found during Development of that Phase; and lists all historic buildings at the Airport.

The Phase shall be implemented in accordance with the relevant approved Scheme.

Reason: *To secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with recommendations given by the local planning authority, English Heritage and in the NPPF, as the site has archaeological potential in terms of heritage assets of archaeological interest.*

63 BREEAM (Amended in Dec 19) (Partially Approved in Apr 18)

No Phase of the Development shall take place until evidence that the relevant Phase of 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 to the local planning authority indicating that the relevant Phase of the Development can achieve the stipulated final BREEAM level. **Within 6 months of the full occupation of all of the terminal buildings (Eastern Terminal Extension, West Terminal Extension and New East Pier) a Building Research Establishment certificate confirming that the terminal buildings cumulatively achieves a minimum BREEAM rating of Very Good shall be submitted to the local planning authority for approval in writing. Within 1 month of occupation of any new CADP terminal building, a report shall be submitted to the local planning authority to confirm that cumulatively the Development will still achieve a minimum BREEAM rating of Very Good.**

~~**Reason:** *In the interest of energy efficiency and sustainability and with regard to policies 5.1, 5.2 and 5.3 of the London Plan (consolidated with alterations Since 2011 and published March 2015), and policy SC1 of the Newham Core Strategy (adopted 26 January 2012).*~~

64 Photovoltaic Panels (Approved in Dec 19)

Prior to the Commencement of any Development on the terminal buildings details of any photovoltaic panels to be used shall be submitted to the local planning authority for approval in writing.

The photovoltaic panels shall be installed and retained in accordance with the approved details.

Reason: *To encourage and establish sustainable energy use.*

65 Crossrail Method Statement (Approved in Dec 19)

No Phase of the Development shall take place until a method statement to demonstrate and ensure that Crossrail structures and tunnels are not impeded by the relevant Phase of Development has been submitted to and approved in writing by the local planning authority. The approved method statement shall be implemented on Commencement of Development of the relevant Phase.

Reason: *To ensure there is no conflict in terms of safeguarding or safety with Crossrail.*

66 Non Return Water Valve and Sustainable Urban Drainage (Approved in Jul 18)

No Phase of the Development shall be Commenced until details of the following have been submitted to the local planning authority for approval in writing:

- how a non-return water valve or other sustainable device will be incorporated into the waste water system within the Phase of the Development; and
- how storm flows will be attenuated or regulated into the receiving public network through on or off-site storage.

Each Phase of the Development shall be implemented in accordance with the approved details and the above waste and storm water measures shall be retained thereafter.

Reason: *To sustainably safeguard the waste and storm water system.*

67 Petrol/Oil Interceptors

Prior to operation of the relevant Phase of the Development, all new parking areas provided as part of that Phase shall be drained through a petrol/oil interceptor system. This system shall comply with the requirements of Thames Water Utilities and the Environment Agency (Water Acts). Thereafter, the system shall be cleansed and retained in accordance with manufacturer's instructions.

Reasons: *To prevent large quantities of oil, petrol and road dirt entering the existing sewerage system.*

68 Artificial Fish Refugia (Habitat) (Approved in Jul 18)

The relevant Phase of the Development shall not be Commenced until a form of wire mesh sheeting (artificial fish refugia habitat) has been installed in King George V Dock in accordance with the Artificial Fish Refugia Details. The Artificial Fish Refugia shall thereafter be retained.

Reason: *To improve aquatic ecology in King George V Dock and compensate for the loss of dock wall habitat arising from the development.*

69 Sustainable Drainage Systems (Approved in Jul 18)

- 1) No Phase of the Development shall be Commenced 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 in writing by the local planning authority.
- 2) Each scheme as approved by Part 1 of this Condition shall be consistent with the approved Flood Risk Assessment and shall include details of run-off and surface water storage in the Phase as outlined in the Flood Risk Assessment.
- 3) Each scheme as approved by Part 1 of this Condition shall be implemented before the relevant Phase is used or occupied.

Reason: *To prevent the increased risk of flooding to third parties and to the site itself; to improve water quality; to enhance biodiversity; and to ensure future maintenance of the surface water drainage system.*

70 Waste Management Strategy (Approved in Dec 19)

No Phase of the Development shall Commence until a Waste Management Strategy for that Phase has been submitted to and approved in writing by the local planning authority. Each Waste Management Strategy shall seek to maximise the use of the River Thames and other waterways for the transport of waste materials from the Airport and shall be implemented on Commencement of the Development of the relevant Phase.

Reason: *To ensure that the development accords with the aims and objectives of promoting the use of sustainable transport.*

71 Travel Plan (Approved in Dec 19)

Prior to first occupation of the Development a Staff Travel Plan and a Passenger Travel Plan shall be submitted to and approved in writing by the local planning authority.

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; and monitoring procedures for sustainable travel initiatives such as encouraging greater use of the waterways such as the River Thames.

The Development shall be operated in accordance with both the approved Staff Travel Plan and Passenger Travel Plans thereafter.

Reason: *To ensure that the development accords with the aims and objectives of policy 6.3 of The London Plan (consolidated with alterations Since 2011 and published March 2015), and policy INF2 of the Newham Core Strategy (adopted 26 January 2012).*

72 Parking for Disabled People

The car parking accommodation of the approved Development shall include at least 3% of passenger and 5% of staff spaces suitable for use by a disabled person (in accordance with the specifications within BS8300: Design of buildings and their approaches to meet the needs of disabled people: Code of Practice)

Reason: *To ensure access for people with disabilities.*

73 Access Roads and Parking Areas (Amended in Dec 19) (Approved in Dec 19)

The Access Roads and Parking Areas shall be constructed in accordance with details that shall be submitted to and approved in writing by the local planning authority and the Access Roads and Parking Areas shall be retained thereafter.

No part of the Eastern Terminal Extension hereby approved shall be occupied until temporary access roads giving access to the A117 and a temporary taxi feeder park are provided and which shall remain in place until the permanent Access Roads and Parking Areas approved under this condition are completed.

Reason: *To ensure the development makes adequate provision for the off-street parking and manoeuvring of vehicles likely to be associated with the approved use.*

74 Use of Parking Spaces

The car parking hereby approved shall be used by the staff and visitors associated with the Airport and for no other users.

Reason: *In order to provide a satisfactory level of on-site parking.*

75 Cycle Parking (Approved in Dec 19)

No part of the Eastern Terminal Extension shall be occupied until details of the type and location of a minimum of 70 secure and covered cycle parking facilities have been submitted to and approved in writing by the local planning authority.

The secure and covered cycle parking facilities shall be installed and available for use prior to the first occupation of the Development.

Such cycle parking facilities shall be retained thereafter.

Reason: *To ensure the provision of adequate cycle facilities to the standards adopted by policies 6.9 and 6.13 of the London Plan (consolidated with alterations Since 2011 and published March 2015), and policies SP2, SP3 and INF2 of the Newham Core Strategy (adopted 26 January 2012); and ensure that any alteration to the use of the proposed cycle spaces does not have an impact which has not been assessed by the Environmental Impact Assessment.*

76 Delivery and Service Plan (Approved in Dec 19)

No part of the Development shall be occupied until a Delivery and Servicing Plan has been submitted to and approved in writing by the local planning authority.

The submitted Delivery and Servicing Plan shall:

- show clear vehicle sweep paths and be based on up-to-date information in relation to overall vehicle movements associated with all sites, and include servicing from new roads and service areas;
- show service vehicle movements as indicated within the Transport Assessment, which shall be the optimum numbers, and any additional movements shall only be permitted with the approval in writing by the local planning authority; and
- be prepared in accordance with Transport for London guidance, which encourages operators to be members of the Freight Operators Recognition Scheme or similar.

The Development shall only be implemented in accordance with the approved Delivery and Servicing Plan, which shall be retained thereafter.

Reason: *To ensure that vehicle movements associated with the use hereby permitted remain consistent and that the use does not represent any unacceptable level of vehicle movements such that the safety of pedestrians and cyclists shall be unduly prejudiced.*

77 Traffic Management Plan (Approved in Dec 19)

No relevant Phase of the Development shall be Commenced until a Traffic Management Plan has been submitted to and approved in writing by the local planning authority in respect of the relevant Phase. Each submitted Traffic Management Plan shall:

- set out the proposed management arrangements for vehicle movement within the Phase, including the internal shared access;
- include details of appropriate road markings and signage internal to the site to regulate the movement of traffic, cyclists and pedestrians; and
- ensure that the internal road network is designed, operated and retained in line with current practice on highway design for all road users, including buses, cyclists, and pedestrians.

The relevant Phases shall be operated in accordance with the approved Traffic Management Plans for those Phases thereafter.

Reason: *To prevent obstruction of the public highway surrounding the site and internal roads used by buses, taxis, delivery vehicles, cyclists and pedestrians and avoid accidents.*

78 Taxi Management Plan (Approved in Dec 19)

No relevant Phase of the Development shall be Commenced until a detailed Taxi Management Plan has been submitted to and approved in writing by the local planning authority in respect of that Phase. The Taxi Management Plan shall be implemented as approved and retained thereafter.

Reason: *To ensure that taxi facilities are operated safely and efficiently.*

79 Transport Management Strategy (Approved in Dec 19)

Prior to use of the Eastern Terminal Extension, a Transport Management Strategy shall be submitted to the local planning authority for approval in writing. The Transport Management Strategy shall include details regarding:

- stewardship arrangements;
- signage;
- measures to promote and provide for sustainable transport;
- times/locations notification arrangements; and
- how to encourage increased dwell time for vehicles, including hire vehicles, arriving to collect passengers.

The Airport shall only be used in accordance with the approved Transport Management Strategy thereafter.

Reason: *In the interest of residential amenity, parking congestion and highway, pedestrian and visitor safety.*

80 Bus Facilities (Approved in Jul 18)

No works to existing bus stops, stands, infrastructure or shelters or any works that affect bus operations shall be carried out until a Bus Facilities Works Programme has been submitted to and approved in writing by the local planning authority. The Works Programme shall include infrastructure specification, maintenance and transitional arrangements. The approved facilities shall thereafter be implemented in accordance with the approved arrangements.

Reason: *To ensure that bus services can safely serve the site as if they were on the public highway including regular maintenance and appropriate management, as the forecourt design includes changes to bus facilities that are not part of the public highway and need to be accessed via private land. .*

81 Unexploded Ordnance (Approved in Mar 17)

The Development shall not Commence until an Unexploded Ordnance (UXO) site safety and emergency procedures plan has been submitted to and approved in writing by the local planning authority.

The Development shall only be carried out in accordance with the approved UXO site safety and emergency procedures plan.

Reason: *To reduce risk from Unexploded Ordnance to an acceptable level, as the site lies within an area of the London Borough of Newham that has been identified as being at potential risk from buried explosive ordnance due to wartime bombing..*

82 Piling 1

No construction of the piles shown in the 'Yellow Area' on Plan P8, shall be carried out:

- a) for more than 32 separate weeks during the entire construction works; and
- b) within each separate week between 1300 hours Sunday and 0700 hours Monday.

Reason: *To ensure a satisfactory standard of development and to safeguard the amenities of the surrounding area.*

83 Piling 2

No construction of the piles shown in the 'Orange Area' on Plan P8 shall be undertaken outside 0700 hours to 2100 hours on Mondays to Fridays and 0800 hours to 2100 hours on Saturdays.

Reason: *To ensure a satisfactory standard of development and to safeguard the amenities of the surrounding area.*

84 Piling 3 (Approved in Mar 17)

No impact piling shall take place until there has been submitted to and approved in writing by the local planning authority 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/or minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works. Any piling shall be undertaken in accordance with the terms of the approved piling method statement.

Reason: *To ensure that the piling will not impact on local underground sewerage utility infrastructure, as it will be close to underground sewerage utility infrastructure.*

85 Construction 1

No construction works shall be carried out until:

- a) the Airport has secured consent under Section 61 Control of Pollution Act 1974 which restricts the development to the Noise Levels Assessed in the UES (September 2015); and
- b) written evidence has been submitted to and approved in writing by the local planning authority demonstrating the operation of the Construction Sound Insulation Scheme approved under Condition 89 in accordance with Conditions 90 and 91 and the Phasing Plan contained in the Construction Environmental Management Plan (CEMP) approved under Condition 88. **(Approved in Jul 17)**

Reason: *To ensure a satisfactory standard of development and to safeguard amenities of the surrounding area.*

86 Construction 2

No construction works shall take place between 2000 hours on Sundays to 0700 hours on Mondays; and no construction works shall be carried out on Bank and Public Holidays.

Reason: *To ensure respite for nearby Sensitive Receptors and ensure a satisfactory standard of development and to safeguard the amenities of the surrounding area.*

87 Construction Design and Method Strategy (Approved in Dec 19)

Development of the relevant Phase of Development shall not Commence until there has been submitted to the local planning authority for approval in writing a detailed Construction, Design and Method Strategy for all of the foundations, basement and ground floor structures, and any structures below ground level including piling (temporary and permanent) for that Phase.

Such a Strategy shall include (but not be limited to) details of the following in respect of each Phase:

- specification and erection methodology for all façade treatments, roof sections and windows;
- specification, construction methodology, calculations and lifting plan for any cranes proposed to be used;
- the location of existing DLR structures and how the Phase of Development will accommodate these to demonstrate that there will be no potential security risk to DLR railway, property and structures; and
- mitigation of the effects of noise and vibration arising from the adjoining operations within the structures.

Each relevant Phase shall thereafter be carried out in accordance with the relevant approved Construction Design and Method Strategy.

Reason: *To ensure a satisfactory standard of development and to safeguard amenities of the surrounding area.*

88 Construction Environmental Management Plan (CEMP) (Approved in Dec 19)

Prior to Commencement of Development a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority.

The CEMP shall be implemented as approved.

The CEMP shall include (but not be limited to):

- a) a Construction Noise and Vibration Management and Mitigation Strategy (CNVMMS);
- b) an Air Quality Construction Management and Mitigation Strategy (AQCMMMS); and
- c) details of wheel washing equipment.

The CEMP shall be in accordance with the environmental standards, mitigation measures, embedded mitigation measures, requirements, recommendations and methods of implementing the Development contained in the UES, appendices and addenda therein relevant to the Development.

Reason: *To ensure a satisfactory standard of development and to safeguard the amenities of the surrounding area.*

89 Construction Sound Insulation for Sensitive Receptors (Approved in Mar 17)

No Development shall be Commenced until a Construction Sound Insulation Scheme for the purposes of Conditions 90 and 91 has been submitted to and approved in writing by the local planning authority. The Construction Sound Insulation Scheme shall provide a sound reduction of not less than 35dB averaged over 100 Hz to 3150 Hz in accordance with the procedure of British Standard Publication BS EN ISO 140: Part 5 for each Sensitive Receptor.

Reason: *To ensure that affected Sensitive Receptors are suitably mitigated against intrusive construction noise impacts.*

90 Night time Construction Sound Insulation (Approved in Jul 17)

Prior to Commencement of Development of the relevant Phase approved under Condition 4, any works required in accordance with the Construction Sound Insulation Scheme approved under Condition 89 shall be offered to Sensitive Receptors, predicted or measured to be exposed to construction noise levels between 2300 hours and 0700 hours the following day

above 50dB LAeq 15min at 1 metre from the façade as a result of the Construction of the Development:

- for at least 10 days in any 15 consecutive working days; or
- for at least 20 days in any consecutive 6 months;

unless sound insulation of equivalent acoustic performance to that set out in the Construction Sound Insulation Scheme has already been installed under the Airport's existing sound insulation schemes.

Where such an offer is accepted and access provided to the relevant dwelling the Airport shall implement the insulation works required under the approved Construction Sound Insulation Scheme in accordance with the Phasing Plan forming part of the CEMP approved under Condition 88.

Reason: *To ensure a satisfactory standard of development and to safeguard the amenities of the surrounding area.*

91 Day time Construction Noise Mitigation (Approved in Jul 17)

Prior to the Commencement of Development of the relevant Phase approved under Condition 4, any works required in accordance with the Construction Sound Insulation Scheme approved under Condition 89 shall be offered to Sensitive Receptors predicted or measured to be exposed to construction noise levels as a result of the Construction of the Development at 1 metre from the façade in excess of those set out in the table below either:

- for at least 10 days in any 15 consecutive working days; or
- for at least 20 days in any consecutive 6 months;

unless sound insulation of equivalent acoustic performance to that set out in the Construction Sound Insulation Scheme has already been installed under the Airport's existing sound insulation schemes.

Day	Time (hours)	Averaging period, T (hours)	Noise insulation trigger level LAeq,T (façade)
Monday to Friday	0800 to 1800	10	75
	0700 to 0800 and 1800 to 2300	1	65
Saturday	0800 to 1300	5	75
Saturday	0700 to 0800 and 1300 to 2300	1	65
Sunday	0800 to 2300	1	55

Where such offer is accepted and access provided to the relevant dwelling the Airport shall implement the insulation works required under the approved Construction Sound Insulation Scheme in accordance with the Phasing Plan forming part of the CEMP approved under Condition 88.

Reason: *To ensure a satisfactory standard of development and to safeguard the amenities of the surrounding area.*

92 Construction Lighting (Approved in Dec 19)

Before the Commencement of the relevant Phase of Development a Construction Lighting Scheme for that Phase shall be submitted to and approved in writing by the local planning authority.

Details shall include appearance, siting, orientation and screening of the lights to be used during construction and the means of construction and laying out of cabling for such lights. The approved Construction Lighting Scheme shall be constructed/installed prior to Commencement of the relevant Phase and shall be removed following completion of the Phase of Development.

Reasons: *To ensure that construction and community safety is not compromised.*

93 Monitoring and Reporting (Construction)

- 1) Noise and vibration monitoring shall be undertaken by LCY continuously throughout the construction of the Development at no fewer 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) Manual short-term noise measurements shall be undertaken as regularly as necessary to verify that the continuous noise monitoring is adequately reflecting the impact of noise on the surrounding buildings.
- 3) Noise monitoring shall be undertaken at one or more locations continuously around the site throughout the duration of the works by LCY to verify that the continuous noise monitoring 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) Suitable vibration monitoring equipment shall be made available on site 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 down to 0.1 mm/s.
- 5) An alert or traffic light type system shall be operated 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 to monitor whether limits are being approached.
- 6) The noise data from the continuous noise monitoring system shall be made accessible in real time (as far as practically possible) via a web-based system that is available to all relevant parties for viewing.

Reason: *To ensure a satisfactory standard of development and to safeguard amenities of the surrounding area.*

94 Temporary Construction Noise Barrier (Approved in Nov 17)

Before the Commencement of the relevant Phase of Development a temporary noise barrier along the southern boundary of the Airport (between City Aviation House and the proposed construction compound at the western end of Hartmann Road) shall be erected and retained in accordance with details that shall have been submitted to and approved in writing by the local planning authority. The barrier shall meet the following minimum specification:

- 3m in height above local ground level;
- imperforate (no gaps at joints or the base); and
- minimum superficial surface mass shall be at least 7 kg/m².

The temporary construction noise barrier shall be retained for the duration of the construction works.

Upon completion of the Development the temporary noise barrier shall be dismantled and removed from the Airport in its entirety.

Reason: *To ensure a satisfactory standard of development and to safeguard the amenities of the surrounding area.*

95 Construction Complaints Handling

A person shall be made 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. A comprehensive complaints management scheme, by which complaints are received, recorded, monitored, actioned and reported, shall be put in place and implemented in accordance with the approved specification in the CNVMMS. A dedicated channel (telephone line) shall be provided to facilitate and receive complaints, staffed for 24 hours a day.

Reason: *To ensure a satisfactory standard of development and to safeguard the amenities of the surrounding area.*

96 Construction Compound Operations and Hoarding (Approved in Jul 18)

Before the Commencement of Development details of the Construction compounds and any associated hoarding shall be submitted for approval in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: *To ensure a satisfactory standard of development and to safeguard the amenities of the surrounding area.*

97 Vibration Limits

Vibration from construction shall not exceed a Peak Particle Velocity of 1mm/s in any axis, measured adjacent to the foundations of any Sensitive Receptor and 3mm/s at commercial receptors.

Where vibration levels exceed the above limits, steps shall be taken to reduce levels to within the above limits in accordance with details to be submitted to and approved in writing by the local planning authority. Where vibration levels exceed 3mm/s works shall cease and measures shall be taken to reduce vibration levels to below 1mm/s.

Reason: *To ensure a satisfactory standard of development and to safeguard the amenities of the surrounding area.*

Annex A List of conditions

Defined Terms

'Access Roads and Parking Areas' means the details shown on the following drawings:

9.1 Hartmann Road & Dockside Key Plan	LCY-CADP-ATK-H-0001
9.2 Proposed Hartmann Road Works – Sheet 1 of 9	LCY-CADP-ATK-H-0002
9.3 Proposed Hartmann Road Works – Sheet 2 of 9	LCY-CADP-ATK-H-0003
9.4 Proposed Hartmann Road Works – Sheet 3 of 9	LCY-CADP-ATK-H-0004
9.5 Proposed Hartmann Road Works – Sheet 4 of 9	LCY-CADP-ATK-H-0005
9.6 Proposed Hartmann Road Works – Sheet 5 of 9	LCY-CADP-ATK-H-0006
9.7 Proposed Hartmann Road Works – Sheet 6 of 9	LCY-CADP-ATK-H-0007
9.8 Proposed Hartmann Road Works – Sheet 7 of 9	LCY-CADP-ATK-H-0008
9.9 Proposed Hartmann Road Works – Sheet 8 of 9	LCY-CADP-ATK-H-0009
9.10 Proposed Hartmann Road Works – Sheet 9 of 9	LCY-CADP-ATK-H-0010

'Actual Aircraft Movements' means the number of Aircraft Movements that take place at the Airport. These are independent of the weighting used to assess noise factored movements.

'Air Quality Construction Management and Mitigation Strategy' (AOCMMS) means a strategy in accordance with the environmental standards, mitigation measures, embedded mitigation measures, requirements, recommendations and methods of implementing the Development contained in the Updated Environmental Statement, appendices and addenda, to include (but not limited to) the following:

- a Construction Delivery Management Strategy (to include, but not limited to):
- 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 the use of the River Thames and other waterways for the transport of construction materials ; and
- measures to ensure daytime deliveries are maximised.

'Aircraft Categorisation Review' (ACR) 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 less noise.

'Aircraft Movements' means the take-off or landing of an aircraft at the Airport, other than those engaged in training, or aircraft testing.

'Airport' means the land and premises edged red and shown on the Site Plan.

'Airport Apron' means the area of the Airport where the aircraft are parked, unloaded or loaded, refuelled or boarded.

'Airport Boundary' means the area outside of the Airport adjoining the red line shown on the Site Plan.

'Airport Consultative Committee' 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 a facility being an Airport Consultative Committee, currently known as the London City Airport Consultative Committee.

'Airport Website' means www.londoncityairport.com or any future replacement website for the Airport.

'Airside' 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.

'Annual Performance Report' means a report produced annually on 1 June (or the first working day thereafter) each year by London City Airport Limited to demonstrate the performance of the Airport over the previous calendar year and its compliance with the planning obligations and conditions under which the Airport operates.

'Approved Plans' means the following drawings:

*Incorporates plans approved by 13/01228/FUL as modified by

- 16/03797/NONMAT – WTE (Approved 9th Dec 16)
- 17/02865/NONMAT - Service yard; East Pier; Forecourt; Decked Car Park (Approved 23rd Aug 17)
- 18/01001/NONMAT - WEC & EEC (Approved 11th Apr 18)
- 18/02109/NONMAT - Decked Car Park (Approved 20th Jul 18)
- 18/02611/NONMAT - Terminal & Forecourt (Approved 8th Oct 18)
- 19/02621NONMAT – RVP Pontoon & Dockside path (Approved 20th Dec 19)

1.0 Site Plan	A400-PAW-A-14-XXX-DR- GA-901-001 A
2.0 Demolition Plan	A400-PAW-A-14-xxx-DR- GA-922-001 A
5.2 Proposed Airfield Layout	CA0L-002 H
5.4 Key Engineering Features	CA0L-004 G
5.5 Proposed Aircraft Stands	CA0L-020 F
5.6 Site Clearance and Demolition – Sheet 1 of 4	CA0L-090 C
5.7 Site Clearance and Demolition – Sheet 2 of 4	CA0L-091 E
5.8 Site Clearance and Demolition – Sheet 3 of 4	CA0L-092 B
5.9 Site Clearance and Demolition – Sheet 4 of 4	CA0L-093 B
5.10 Existing and Proposed Airfield Design Levels	CA0L-210 G
5.14 Proposed Deck Structure and Foundations – General Arrangement	CA0L-900 E
5.15 Proposed Deck Structure – Typical Longitudinal Section	CA0S-910 B
5.16 Proposed Deck Structure – Typical Transverse Sections	CA0S-911 C
5.17 Proposed Deck Structure Engineering Details – Sheet 1	CA0D-920 C

5.18 Proposed Deck Structure Engineering Details – Sheet 2	CA0D-921 B
5.19 Noise Barrier Details	CA0D-930 F
5.20 RVP Pontoon General Arrangement	5115752/RC/100 P3
5.22 Proposed Airfield Layout Facilitating Works	CA0L-050 G
5.23 Facilitating Works Demolition Layout	A400-PAW-A-14-L00-DR-GA-922-002 A
5.25 Facilitating Works Ground Level 00	A400-PAW-A-14-L00-DR-GA-200-001 B
5.27 Facilitating Works First Level 10	A400-PAW-A-14-L10-DR-GA-200-001 C
5.29 Facilitating Works Roof Level 20	A400-PAW-A-14-L20-DR-GA-200-001 C
5.32 Facilitating Works Demolition Elevations	A400-PAW-A-14-XXX-DR-EL-922-001 A
5.33 Facilitating Works Coaching Facility & OBB Extension Elevations – Sheet 1	A400-PAW-A-14-XXX-DR-EL-200-001 B
5.34 Facilitating Works Coaching Facility & OBB Extension Elevations – Sheet 2	A400-PAW-A-14-XXX-DR-EL-200-002 B
5.35 Facilitating Works Site Elevations	A400-PAW-A-14-XXX-DR-EL-200-003 B
5.36 Facilitating Works Coaching Facility & OBB Extension Sections	A400-PAW-A-14-XXX-DR-SE-200-001 B
5.40 Apron Floodlighting Facilitating Works – Sheet 1 of 2	CA0L-523 E
5.41 Proposed Apron Floodlighting Facilitating Works – Sheet 2 of 2	CA0L-524 E
6.2 Demolition Layout	A400-PAW-A-14-xxx-DR-GA-922-003 A
6.3 Proposed Western Energy Centre Basement Level B1	A400-PAW-A-14-B10-DR-GA-200-001 C
6.5 Proposed Phase 1 Western Terminal Extension Ground Level 00	A400-PAW-A-14-L00-DR-GA-200-002 F
6.7 Proposed Phase 1 Western Terminal Extension First Level 10	A400-PAW-A-14-L10-DR-GA-200-002 F
6.9 Proposed Phase 1 Western Terminal Extension Second Level 20	A400-PAW-A-14-L20-DR-GA-200-002 F
6.11 Proposed Phase 1 Western Terminal Extension Roof Plant Level 30	A400-PAW-A-14-R30-DR-GA-200-001 F
6.12 Proposed Phase 1 Western Terminal Extension Roof Level 40	A400-PAW-A-14-R40-DR-GA-200-001 F

6.15 Demolition Elevations	A400-PAW-A-14-XXX-DR-EL-922-002 C
6.16 Proposed Phase 1 Western Terminal Extension Elevations – Sheet 1	A400-PAW-A-14-XXX-DR-EL-200-004 D
6.17 Proposed Phase 1 Western Terminal Extension Elevations – Sheet 2	A400-PAW-A-14-XXX-DR-EL-200-005 D
6.18 Proposed Phase 1 Western Energy Centre Elevations & Sections	A400-PAW-A-13-XXX-DR-EL-200-006 E
6.19 Proposed Phase 1 Western Terminal Extension Site Elevations	A400-PAW-A-14-XXX-DR-EL-200-007 D
6.20 Proposed Phase 1 Western Terminal Extension Sections – Sheet 1	A400-PAW-A-14-XXX-DR-SE-200-002 E
6.21 Proposed Phase 1 Western Terminal Extension Sections – Sheet 2	A400-PAW-A-14-XXX-DR-SE-200-003 D
6.22 Proposed Western Terminal Extension & Western Energy Centre Wall Details	A400-PAW-A-14-XXX-DR-DE-200-001 E
6.25 Proposed Phase 1 Service Yard Level 00	A400-PAW-A-14-L00-DR-GA-735-001 E
6.26 Proposed Service Yard Level 00 Levels Plan	A400-ATK-C-14-L00-DR-GA-735-001 D
6.28 Service Yard Planting Plan	A400-LDA-L-14-L00-DR-DE-734-001 C
7.3 Existing Forecourt Demolition Layout	A400-PAW-A-14-XXX-DR-GA-922-004 A
7.4 Proposed Forecourt - Ground Level 00	A400-PAW-A-14-L00-DR-GA-200-004 C
7.5 Proposed Forecourt - Sections	A400-PAW-A-14-XXX-DR-SE-200-004 A
7.6 Levels Plan	A400-ATK-C-14-L00-DR-GA-735-002 A
7.8 Proposed Forecourt - Details - Sheet 1	A400-PAW-A-14-XXX-DR-DE-735-001 A

7.9 Proposed Forecourt - Details - Sheet 2	A400-PAW-A-14-XXX-DR-DE-735-002 C
7.10 Proposed Forecourt - Details - Sheet 3	A400-PAW-A-14-XXX-DR-DE-735-003 C
7.11 Forecourt Planting Plan - Sheet 1	A400-LDA-L-14-L00-DR-DE-734-002 E
7.12 Forecourt Planting Plan - Sheet 2	A400-LDA-L-14-L00-DR-DE-734-003 D
8.3 Proposed Eastern Terminal Extension Ground Level 00 – Sheet 1	A400-PAW-A-14-L00-DR-GA-200-005 D
8.4 Proposed Eastern Terminal Extension Ground Level 00 – Sheet 2	A400-PAW-A-14-L00-DR-GA-200-006 C
8.5 Proposed Phase 2 Western Terminal Extension Ground Level 00	A400-PAW-A-14-L00-DR-GA-200-007 G
8.6 Proposed Eastern Terminal Extension First Level 10 – Sheet 1	A400-PAW-A-14-L10-DR-GA-200-002 C
8.7 Proposed Eastern Terminal Extension First Level 10 – Sheet 2	A400-PAW-A-14-L10-DR-GA-200-003 C
8.8 Proposed Phase 2 Western Terminal Extension First Level 10	A400-PAW-A-14-L10-DR-GA-200-004 G
8.9 Proposed Eastern Terminal Extension Development Second Level 20 – Sheet 1	A400-PAW-A-14-L20-DR-GA-200-002 C
8.10 Proposed Eastern Terminal Extension Second Level 20 – Sheet 2	A400-PAW-A-14-L20-DR-GA-200-003 C
8.11 Proposed Phase 2 Western Terminal Extension Second Level 20	A400-PAW-A-14-L20-DR-GA-200-004 G
8.12 Proposed Eastern Terminal Extension Roof Plant Level 30 – Sheet 1	A400-PAW-A-14-R30-DR-GA-200-002 D
8.13 Proposed Eastern Terminal Extension Roof Plant Level 30 – Sheet 2	A400-PAW-A-14-R30-DR-GA-200-003 C
8.14 Proposed Phase 2 Western Terminal Extension Roof Plant Level 30	A400-PAW-A-14-R30-DR-GA-200-004 G
8.15 Proposed Eastern Terminal Extension Roof Level 40 – Sheet 1	A400-PAW-A-14-R40-DR-GA-200-002 C

8.16 Proposed Eastern Terminal Extension Roof Level 40 – Sheet 2	A400-PAW-A-14-R40-DR-GA-200-003 C
8.17 Proposed Phase 2 Western Terminal Extension Roof Level 40	A400-PAW-A-14-R40-DR-GA-200-004 G
8.18 Demolition Elevations	A400-PAW-A-14-XXX-DR-EL-922-002 C
8.19 Proposed Phase 2 Eastern Terminal Extension Elevations	A400-PAW-A-14-XXX-DR-EL-200-008 D
8.20 Proposed Phase 2 Western Terminal Extension Elevations – Sheet 1	A400-PAW-A-14-XXX-DR-EL-200-009 E
8.21 Proposed Phase 2 Western Terminal Extension Elevations – Sheet 2	A400-PAW-A-14-XXX-DR-EL-200-010 F
8.22 Proposed Phase 2 Site Elevations	A400-PAW-A-14-XXX-DR-EL-200-011 G
8.23 Proposed Eastern Terminal Extension Sections – Sheet 1	A400-PAW-A-14-XXX-DR-SE-200-005 C
8.24 Proposed Eastern Terminal Extension Sections – Sheet 2	A400-PAW-A-14-XXX-DR-SE-200-006 C
8.25 Proposed Eastern Terminal Extension Sections – Sheet 3	A400-PAW-A-14-XXX-DR-SE-200-007 B
8.26 Proposed Eastern Terminal Extension Sections – Sheet 4	A400-PAW-A-14-XXX-DR-SE-200-008 B
8.27 Proposed Eastern Terminal Extension Sections – Sheet 5	A400-PAW-A-14-XXX-DR-SE-200-009 C
8.28 Proposed Phase 2 Western Terminal Extension Sections	A400-PAW-A-14-XXX-DR-SE-200-010 E
8.29 South Context Elevations	A400-PAW-A-14-XXX-DR-EL-200-012 B
9.1 Hartmann Road and Dockside Key Plan	LCY-CADP-ATK-H-0001
9.2 Proposed Hartmann Road Works – Sheet 1 of 9	LCY-CADP-ATK-H-0002
9.3 Proposed Hartmann Road Works – Sheet 2 of 9	LCY-CADP-ATK-H-0003
9.4 Proposed Hartmann Road Works – Sheet 3 of 9	LCY-CADP-ATK-H-0004

9.5 Proposed Hartmann Road Works – Sheet 4 of 9	LCY-CADP-ATK-H-0005
9.6 Proposed Hartmann Road Works – Sheet 5 of 9	LCY-CADP-ATK-H-0006
9.7 Proposed Hartmann Road Works – Sheet 6 of 9	LCY-CADP-ATK-H-0007
9.8 Proposed Hartmann Road Works – Sheet 7 of 9	LCY-CADP-ATK-H-0008
9.9 Proposed Hartmann Road Works – Sheet 8 of 9	LCY-CADP-ATK-H-0009
9.10 Proposed Hartmann Road Works – Sheet 9 of 9	LCY-CADP-ATK-H-00010
9.11 Proposed Taxi Feeder Park	LCY-CADP-ATK-H-00011
9.12 Proposed Passenger Parking Deck Floor Plan Layouts	LCY-CADP-ATK-S-0001-03
9.12a Proposed Passenger Parking Deck - Elevations and Sections	LCY-CADP-ATK-S-0002-03
9.13 Construction Noise Barrier	LCY-CADP-ATK-S-0002 01
9.14 Dockside GA – Sheet 1	LCY-CADP-ATK-L-0001 A
9.15 Dockside GA – Sheet 2	LCY-CADP-ATK-L-0002 A
9.16 Dockside GA – Sheet 3	LCY-CADP-ATK-L-0003 A
9.17 Dockside GA – Sheet 4	LCY-CADP-ATK-L-0004 A
9.18 Dockside GA – Sheet 5	LCY-CADP-ATK-L-0005 A
9.19 Dockside GA – Sheet 6	LCY-CADP-ATK-L-0006 A
9.20 Dockside GA – Sheet 7	LCY-CADP-ATK-L-0007 A
9.21 Dockside GA – Sheet 8	LCY-CADP-ATK-L-0008 B

9.22 Dockside GA – Sheet 9	LCY-CADP-ATK-L-0009 B
9.23 Dockside Soft Landscape Details	LCY-CADP-ATK-L-0010 B
9.24 Dockside Hard Landscape Details	LCY-CADP-ATK-L-0011 A
9.25 Dockside Indicative Sections	LCY-CADP-ATK-L-0012 A
9.26 Dockside Path Indicative Details	LCY-CADP-ATK-L-0013 A
9.27 Proposed Eastern Ancillary Buildings – Location Plan	LCY-CADP-ATK-A-0001 01
9.28 Proposed Eastern Ancillary Buildings – Car Rental and Taxi Feeder Building – Site Plan	LCY-CADP-ATK-A-0002 01
9.29 Proposed Eastern Ancillary Buildings – Taxi and Car Rental Facility Ground Floor GA Plan	LCY-CADP-ATK-A-0003 01
9.30 Proposed Eastern Ancillary Buildings – Taxi and Car Rental Facility Roof Plan	LCY-CADP-ATK-A-0004 01
9.31 Proposed Eastern Ancillary Buildings – Taxi and Car Rental Facility Elevations	LCY-CADP-ATK-A-0005 01
9.32 Proposed Eastern Ancillary Buildings – Taxi and Car Rental Facility Sections – A-A and B-B	LCY-CADP-ATK-A-0006 01
9.33 Proposed Eastern Ancillary Buildings – Proposed Eastern Energy Centre Site Plan	LCY-CADP-ATK-A-0007 01
9.34 Proposed Eastern Ancillary Buildings – Proposed Eastern Energy Centre Ground Floor Plan	A400-ATK-A-37-L00-XX-DR-GA-200-901-01 S2
9.34a Eastern Ancillary Buildings – Proposed Eastern Energy Centre Mezzanine Plan	A400-ATK-A-37-L05-XX-DR-SE-200-902-01 S2
9.35 Proposed Eastern Ancillary Buildings – Energy Centre Roof Plan	A400-ATK-A-37-R10-XX-DR-GA-200-903-01 S2
9.36 Proposed Eastern Ancillary Buildings – Proposed Eastern Energy Centre Elevations	A400-ATK-A-37-XXX-XX-DR-EL-200-904-01 S2
9.37 Proposed Eastern Ancillary Buildings – Proposed Eastern Energy Centre Section C-C and D-D	A400-ATK-A-37-XXX-XX-DR-SE-200-905-01 S2

10.1 Site Location Plan	859_07_100 P1
10.1a Blue Line Plan	859_07_100a P1
10.2 Existing Site Plan	859_07_101 P1
10.3 Building Plot Parameter Plan	859_07_102 P1
10.4 Proposed Maximum Heights Parameter Plan	859_07_103 P1
10.5 Proposed Minimum Heights Parameter Plan	859_07-104 P1
10.6 Proposed Access and Circulation Parameter Plan	859_07_105 P1

'Artificial Fish Refugia Details' means the details set out in paragraphs 13.231-234 and Figures 13.2-13.4 of Chapter 13 of the Updated Environmental Statement.

'Auxiliary Power Unit' means the small engine or generator used to power an aircraft's primary systems when its engines are not running.

'CADP' means the City Airport Development Programme as described under planning application ref 13/01228/FUL.

'Commencement of Development' means the date upon which a material operation as defined in Section 56 of the Town and Country Planning Act 1990 is commenced pursuant to this planning permission, but excluding site investigations, surveys, archaeological works, removal of obstructions, remediation works, site clearance, the erection of temporary hoardings and service diversion works, and 'Commence' and 'Commenced' shall be construed accordingly.

'Construction Noise and Vibration Management and Mitigation Strategy (CNVMMS)' means a strategy in accordance with the environmental standards, mitigation measures, embedded mitigation measures, requirements, recommendations and methods of implementing the Development contained in the Updated Environmental Statement and appendices to include (but not limited to) the following:

- maximising the use of daytime hours;
- mechanisms of Control;
- community Liaison and complaints handling;
- monitoring procedure;
- reporting of monitoring data;
- reporting of complaints;
- identification of any predicted Sensitive Receptors to be offered the Construction Sound Insulation Scheme in accordance with Conditions 90 and 91 and the proposed Phasing Plan for the carrying out such Construction Sound Insulation in each case;
- section 61 procedure and ownership;
- location, dimensions and materials of any construction noise barriers; and
- any other mitigation measures to be implemented at source.

'Construction Sound Insulation Scheme' means a scheme of insulation against construction noise that will provide (as a minimum) an average sound reduction of 35dB for each dwelling that is eligible by means of high performance double glazing and mechanical ventilation equipment or secondary glazing and mechanical ventilation equipment.

'Design Code' means a set of illustrated design rules and requirements which instruct and advise on the physical development of buildings and associated space at the Airport that the Airport may propose to erect under permitted development rights in accordance with the General Permitted Development Order.

'DLR' means Docklands Light Railway.

'Development' means application ref 13/01228/FUL submitted to the Secretary of State for determination at inquiry.

'Dock Edge' means the interface between the Airport land to the south of the King George V Dock and King George V Dock.

'Eastern Terminal Extension' means the extension to the existing terminal building at the Airport as shown in green on drawing no 4486 BGA 20005 (Plan P1).

'Flood Risk Assessment' means the Flood Risk Assessment prepared by RPS dated July 2013 in Appendix 12.1 of the Updated Environmental Statement together with the

Atkins Surface Water Drainage Strategy dated July 2013 in Appendix 12.2 of the Updated Environmental Statement.

'Fixed Electrical Ground Power' (FEGP) means a supply of suitable electrical power using a permanent installation at a stand being occupied by stationary aircraft.

'Ground Running' means the operation of aircraft engines on the ground to test and maintain engines or aircraft systems.

'Ground Running Noise Limit' means the noise level arising from Ground Running which shall not exceed the equivalent of a free-field noise level of 60dB LAeq,T (where T shall be any period of 12 hours) at any Sensitive Receptor.

'Site Plan' means drawing no LCY P+W 4486 B SI0001.

'LAeq,T' means the average of the total sound energy (Leq) measured over a specified period of time (T), weighted to take into account human hearing.

'Landscape Drawings' means the following drawings:

7.1 Existing Forecourt Ground Level 00 1:500	LCY P+W 4486 B EX00002
7.2 Forecourt Keyplan 1:500	LCY P+W 4486 B FC20001 A
7.3 Existing Forecourt Demolition Layout 1:500	LCY P+W 4486 B DE20002
7.4 Proposed Forecourt Ground Level 00 1:500	LCY P+W 4486 B FC20002 B
7.5 Proposed Forecourt Sections 1:250	LCY P+W 4486 B FC2XX01
7.6 Levels Plan 1:500	LCY-CADP-ATK-C-0004
7.8 Proposed Forecourt Details – Sheet 1 1:20	LCY P+W 4486 B FC2XX02
7.9 Proposed Forecourt Details – Sheet 2 Various	LCY P+W 4486 B FC2XX03 A
7.10 Proposed Forecourt Details – Sheet 3 1:250	LCY P+W 4486 B FC2XX04 B
7.11 Forecourt Planting Plan – Sheet 1/2 1:200	3522_003 D
7.12 Forecourt Planting Plan – Sheet 2/2 1:200	3522_004 C
9.23 Dockside Soft Landscape Details 1:20	LCY-CADP-ATK-L-0010 B
9.24 Dockside Hard Landscape Details 1:10	LCY-CADP-ATK-L-0011 A

'LCY' means the Airport known as London City Airport at the time of this planning permission, or any other subsequent title of the Airport.

'Mobile Ground Power Units' means specialised ground support equipment providing electricity to allow the aircraft to function whilst on the ground.

'Noise Barrier' means a structure, either temporary or permanently installed within the Airport to protect local residents and other local sensitive receptors from noise pollution.

'Noise Contours' 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.

'Noise Factored Scheme' means:

1. 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 paragraphs 2 to 7 inclusive below.
2. Aircraft types using the Airport shall be placed in categories and allocated noise factors as set out below:

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

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, expressed in PNdB as established as set out below.

3. 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 take place) to be submitted and approved in writing by the local planning authority.
4. 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 paragraph 2 above, and on 1 June (or the first working day thereafter) or the first working day thereafter, 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.
5. 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.
6. The Airport shall for the above purposes operate a system of continuous noise monitoring at positions as close as practicable to the four noise categorisation locations (NMT1, NMT2, NMT3 and NMT 4) shown on Plan P6 that accompanies this permission. The details of the system are to be approved by the local planning authority and the results of the monitoring made available to the local planning authority.
7. Annually on 1 June, or the first working day thereafter, 57dB LAeq 16hr 66dB LAeq 16hr and 69dB LAeq 16hr 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 for Transport equivalent method, and submitted to the local planning authority every year whilst the Airport is in operational use as an airport.

'Noise Factoring Calculation' means the calculation that shall be used to establish the total number of Noise Factored Movements namely, multiplying the number of take-offs and landings by each aircraft by the relevant noise factor for an aircraft of its type and adding together the totals for each aircraft using the Airport.

'Noise Factored Movement' means an Actual Aircraft 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 and the resulting noise factor attributed to that type of aircraft. The assessment of a Noise Factored Movement is in accordance with Condition 20.

'Noise Levels Assessed in the Updated Environmental Statement' means the details that are set out in Chapter 8 of the Updated Environmental Statement.

'Noise Management and Mitigation Strategy' (NOMMS) means the strategy that monitors and manages the noise impact of LCY operations, to be approved under

Condition 31 and to replace the Noise Management Scheme dated December 2009 currently in place at the Airport.

'Non-Airside' means all parts of the Airport not defined by Airside.

'Plan P1' means drawing no LCY P+W 4486 B GA20005

'Plan P2' means drawing no LCY P+W 4486 B GA20011

'Plan P3' means drawing no LCY P+W 4486 B GA20028

'Plan P4' means drawing no LCY P+W 4486 B S12009

'Plan P5' means drawing no LCY P+W 4486 B S120012

'Plan P6' means drawing no A9575-NMT-03

'Plan P7' means drawing no LCY P+W 4486 B GA20010

'Plan P8' means Markup of drawing no CAOL-900 RevE

'Obstacle Limitation Surfaces' means a series of surfaces that define the limits to which objects may project into airspace consisting of:

- (a) transitional surface;
- (b) approach surface/ take-off climb surface;
- (c) inner horizontal surface;
- (d) conical surface;
- (e) outer horizontal surface;
- (f) inner horizontal surface;
- (g) inner transitional surface; and
- (h) balked landing surface.

'Passenger Terminal Buildings' means the buildings shown in red on drawing no LCY P+W 4486 B S120011 (Plan P2).

'Phase' means a phase of the Development identified in the Construction Phasing Plan approved pursuant to Condition 4.

'Quarter' for the purposes of Condition 43, 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).

'Quota Count' means the system to be used to limit the amount of noise generated by Aircraft Movements based on aircraft noise certification data.

'Sensitive Receptors' 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.

'Sound Insulation Scheme' means the scheme of sound insulation to be offered to eligible owners/occupiers and where requested, the installation of the relevant sound insulation into eligible properties. This scheme covers eligibility only under operational air noise.

'Temporary Facilities Drawings' means the following drawings:

5.25 Facilitating Works Ground Level 00	LCY P+W 4486 B GA10004 A
5.27 Facilitating Works First Level 10	LCY P+W 4486 B GA11002 B
5.29 Facilitating Works Roof Level 20	LCY P+W 4486 B GA12002 B
5.33 Facilitating Works Coaching Facility & OBB	LCY P+W 4486 B GA1XX05 A

Extension Elevations – Sheet 1	
5.34 Facilitating Works Coaching Facility & OBB	LCY P+W 4486 B GA1XX06 A
Extension Elevations – Sheet 2	
5.35 Facilitating Works Site Elevations	LCY P+W 4486 B GA1XX07 A
5.36 Facilitating Works Coaching Facility & OBB	LCY P+W 4486 B GA1XX08 A
Extension Sections	

'Temporary Noise Monitoring Strategy 2009' means the document, ref A1125/PH/TNMS/01, dated 15th September 2009, prepared by Bickerdike Allen Partners, to be operated in accordance with Condition 28.

'Western Terminal Extension' means the extension to the existing terminal building at the Airport as shown in red on drawing no 4486 BGA 10008 (Plan P3).