

Proposed amendments to CADP1 conditions - APP/G5750/W/23/3326646

16 November 2023

Proposed conditions relating to APP/G5750/W/23/3326646 also incorporate relevant changes and 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)

1 Time Limit

The Development shall begin not later than three years from the 26 July 2016.

Reason: *To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.*

2 Approved Drawings and Documents

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

Planning Statement

Statement of Community Involvement

Need Case

Environmental Statement VOLUME 1: Text

Environmental Statement VOLUME 2: Appendices

Environmental Statement VOLUME 3: Need Case

Environmental Statement VOLUME 4: Transport Assessment

Design Development Report

Sustainability Statement

Revised Energy and Low Carbon Strategy

Benefits and Mitigation Statement

Equalities Statement

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 as approved under 13/01228/FUL and the Environmental Statement dated December 2022 submitted with application 22/03045/VAR.

Reason: *To ensure that the Development is carried out in accordance with the UES, dated September 2015 and the Environmental Statement dated December 2022, and the mitigation measures proposed therein.*

4 Construction Phasing Plan

Development shall only be carried out in accordance with the approved Construction Phasing Plan approved under application 19/02619/AOD or a revised Construction Phasing Plans which shall be submitted to and agreed in writing by the Local Planning Authority.

Reason: *To ensure that the development is constructed in accordance with the UES and Environmental Statement dated December 2022.*

5 Quantum of Development

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 24,612 m² (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 1,053 m²;
- c) the total quantum of Development within the Eastern Terminal Extension shall not exceed 36,988 m² (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 527 m²;
- e) the Airfield Extension shall not exceed 7.54 hectares; and
- f) the Terminal Forecourt shall not exceed 17,890 m² (excluding Hartmann Road).

Reason: *To ensure that the quantum of floorspace remains within the areas assessed pursuant to the UES and Environmental Statement dated December 2022 for the development.*

6 Noise Barrier Phasing

The development shall be carried out in accordance with the noise barrier details as approved under reference 19/02620/AOD unless alternative or amended noise barrier details are agreed in writing by the local planning authority.

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 and Environmental Statement dated December 2022 to protect the amenity of current and future occupants and neighbours*

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 Aircraft Categorisation Review; 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 1830 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)

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 approved under reference 17/00957/AOD unless otherwise agreed in writing by the local planning authority.

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 (rev A) 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 and Environmental Statement dated December 2022 at any of the nearest Sensitive Receptors outside the Airport Boundary. [Revision to Definition to refer to updated version of Plan P4]

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 and Environmental Statement dated December 2022 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 (rev A).

Reason: *To ensure that the development is undertaken in accordance with the approved drawings and documents and the UES and Environmental Statement dated December 2022;*

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 Environmental Statement dated December 2022; 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 Environmental Statement dated December 2022; 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

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

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 1830 on Saturdays (subject to a maximum of 12 additional arriving aircraft which shall be permitted to land between 1830 and 1930 only during British Summer Time); 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 1830 hours to 1900 hours on Saturday (and in the case of aircraft landing during the British Summer Time, between 19.30 and 20.00) 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 or 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*

18 Aircraft Noise Categorisation Scheme

- a) The airport shall be operated in accordance with the Aircraft Noise Categorisation Scheme approved under application 22/00807/AOD and any review thereof that has been approved in writing by the local planning authority;
- b) 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;

Reason: *In the interests of limiting the number of aircraft movements in order to protect the amenity of current and future occupants and neighbours*

19 Review and Reporting on the Approved Aircraft Noise Categorisation Scheme

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 every 5th year following the implementation of this planning permission. 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*

20 Noise Factored Scheme^[TH1]

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*

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^[TH2]*

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*

23 Maximum Permitted Actual Aircraft Movements (days/year)

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

- a) 230 per day on Saturdays;
- b) 200 per day on Sundays but not exceeding 400 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*

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 9 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*

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 4 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*

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

28 Temporary Noise Monitoring Strategy^[TH3]

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^[TH4]

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^[TH5]

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

The airport shall be operated in accordance with the Noise Management and Mitigation Strategy (NOMMS) approved under application 22/02035/AOD and any review under this condition.

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.*

32 Additional Noise Monitoring Terminals

The Noise Monitoring Terminals (NMT) 1 to 6 inclusive as shown on Plan P6 (or in the form of such alternative equipment and/or locations as are submitted to and approved in writing by the local planning authority) shall remain in place and operational.

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.

The Airport shall be operated in accordance with the Noise Contour strategy approved under reference 22/02528/AOD. The approved Noise Contour strategy to reduce the Contour area by 2030 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.

The area enclosed by the 57dB LAeq 16hr Contour shall not exceed 7.2 km² when calculated by the Federal Aviation Authority Integrated Noise Model Version 7 or later version, from the time that the passenger throughput of the Airport first exceeds 9 million passengers in any twelve month period.

Reason: *To safeguard residential amenity and in accordance with the UES and the Environmental Statement dated December 2022.*

34 Design

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*

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 in accordance with the details approved in the Construction Phasing Plan approved pursuant to Condition 4.

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*

The development shall be carried out in accordance with the landscaping scheme approved under reference 18/00576/AOD as amended by 18/03472/AOD and 19/02559/AOD unless an alternative or amended landscaping scheme is agreed in writing by the local planning authority.

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.*

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*

The development shall be carried out in accordance with the screening strategy approved under 18/03472/AOD as amended by 19/02559/AOD unless an alternative or amended screen strategy is agreed in writing with 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

The approved development shall be carried out in accordance with the report on ground conditions (including remediation strategy) for each Phase of development approved under 18/00671/AOD as amended by 19/02559/AOD unless an alternative or amended report is agreed in writing with the local planning authority.

Upon Commencement of each Phase the approved remediation strategy for that Phase shall be implemented.

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.

The further remediation strategy shall be implemented as approved.

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.

Reason: *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

The approved development shall be carried out in accordance with the Crime Prevention Strategy as approved under reference: 17/00947/AOD unless an alternative or amended Crime Prevention Strategy is agreed in writing with the local planning authority.

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

The approved development shall be carried out in accordance with the external lighting scheme approved under reference 18/01029/AOD as amended by 19/02559/AOD unless an alternative or amended external lighting scheme is agreed in writing by the local planning authority.

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

Reason: *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*

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 2000 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 9 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

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 unless an alternative or amended Ground Power Strategy is agreed in writing with the local planning authority.

Reason: *In order to minimise noise and disturbance, in the interest of residential amenity and in the interest of protecting environmental amenity.*

45 Use of Ground Power

Except in a case of emergency or if faults occur, no aircraft on an operational aircraft stand 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 and in the interest of protecting environmental amenity.*

46 Mobile Ground Power Units

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 approved development shall be carried out in accordance with the Auxiliary Power Unit Strategy as approved under reference 20/00373/AOD unless an alternative or amended Auxiliary Power Unit Strategy is agreed in writing with the local planning authority.

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

The approved development shall be carried out in accordance with the Ground Engine Running Strategy as approved under reference 23/01194/AOD unless an alternative or amended Ground Engine Running Strategy is agreed in writing with the local planning authority.

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

The approved development shall be carried out in accordance with the Ground Running, Testing and Maintenance Strategy (GRTMS) approved under reference 23/01194/AOD unless an alternative or amended GRTMS is agreed in writing by the local planning authority.

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 airplane engines for testing or maintenance purposes shall only take place between the following hours:

- i. 0630 and 2200 Monday to Friday;
- ii. 0630 and 1830 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

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

The approved development shall be carried out in accordance with the Ground Running Noise Strategy approved under reference 17/00226/AOD unless an alternative or amended Ground Running Noise Strategy is agreed in writing by the local planning authority.

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

The approved development shall be carried out in accordance with the details of the permanent noise barrier on the eastern apron extension approved under reference 18/00552/AOD unless alternative or amended noise barrier details are agreed in writing by the local planning authority.

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

The approved development shall be carried out in accordance with the details in the Ground Noise Study approved on 1 December 2021 under reference 21/02179/AOD unless an alternative or amended Ground Noise Strategy is agreed in writing by the local planning authority.

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

The approved development shall be carried out in accordance with the Sustainability and Biodiversity Strategy approved under application 23/01195/AOD unless an alternative or amended Sustainability and Biodiversity Strategy is agreed in writing by the local planning authority.

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.*

57 Air Quality Monitoring

The approved development shall be carried out in accordance with the Air Quality Monitoring Strategy approved under reference 23/01196/AOD unless an alternative or amended Air Quality Monitoring Strategy is agreed in writing by the local planning authority and subject to the following provision for monitoring of Ultra-Fine Particles (UFPs) and periodic review of the Air Quality Monitoring Strategy.

Within 6 months of the of implementation of this permission (ref 22/3045/VAR) a monitoring scheme of (UFPs) in the vicinity of the airport (to include details of duration, method and reporting of results) shall be submitted to and agreed in writing by the local planning authority.

The approved scheme of monitoring shall be implemented as part of the Air Quality Monitoring Strategy and first reported to the local planning authority within 12 months of the date of approval of the scheme.

Every 3 years from approval of the first UFP monitoring scheme the Air Quality Monitoring 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 interests of reducing air quality impacts in accordance with the UES and Environmental Statement dated December 2022.*

58 Air Quality Management Strategy

The approved development shall be carried out in accordance with the Air Quality Management Strategy approved under reference 23/01196/AOD unless an alternative or amended Air Quality Management Strategy is approved in writing by the local planning authority.

Every 3 years from approval of the first Air Quality Management Strategy the 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 interests of reducing air quality impacts in accordance with the UES and*

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

The approved development shall be carried out in accordance with the strategy for maximizing the use of the River Thames and other waterways for the transport of construction and waste materials approved under reference: 17/00534/AOD unless an alternative or amended Strategy is agreed in writing by the local planning authority.

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[TH6]

The development shall be built out in accordance with the Revised Energy and Low Carbon Strategy approved under Condition 2 unless an alternative or amended Strategy is agreed in writing by the Local Planning Authority in consultation with the GLA.

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

The approved development shall be carried out in accordance with the Scheme of Archaeological Investigation approved under 18/00671/AOD as amended by 19/02559/AOD unless an alternative or amended Scheme of Archaeological Investigation is agreed in writing with the local planning authority.

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

The approved development shall be carried out in accordance with the BREEAM details approved under 18/00671/AOD unless alternative or amended details are agreed in writing with the local planning authority. 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 achieve 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 interests of energy efficiency and sustainability.*

64 Photovoltaic Panels

The approved development shall be carried out in accordance with the details of photovoltaic panels approved under 19/02559/AOD unless alternative or amended details are agreed in writing with the local planning authority.

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

The development shall be carried out in accordance with the Crossrail Method Statement approved under reference 18/00577/AOD as amended by 19/02559/AOD unless an alternative or amended Crossrail Method Statement is agreed in writing with the local planning authority.

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

66 Non Return Water Valve and Sustainable Urban Drainage

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)

The development shall be carried out in accordance with the details of the Artificial Fish Refugia approved under reference 18/00671/AOD unless alternative or amended details are agreed in writing by the Local Planning Authority

***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

The development shall be carried out in accordance with the surface water draining scheme approved in reference 18/01391/AOD unless an alternative or amended scheme is agreed in writing with the local planning authority.

***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

The development hereby approved shall be operated in accordance with the Waste Management Strategy approved under application 18/00671/AOD as amended by 19/02559/AOD unless an alternative or amended Waste Management Strategy is agreed in writing with the local planning authority. The 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 for each Phase of the Development 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

The Airport shall be operated in accordance with the Staff and Passenger Travel Plan approved under application 22/02830/AOD or any review of the Travel Plan under this condition.

The Staff and Passenger Travel Plan 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 approved Travel Plan shall be reviewed every 5th year following the Implementation of this planning permission. 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:** 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

The Access Roads and Parking Areas shall be constructed in accordance with details approved under reference 17/02817/AOD as amended by 18/02102/AOD and 19/02559/AOD unless alternative or amended details are agreed in writing with 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 the temporary access roads giving access to the A1117 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 maneuvering 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

The secure and covered cycle parking facilities as approved under reference 19/02620/AOD shall be installed and available for use prior to the first occupation of the Development unless alternative or amended facilities are agreed in writing with the local planning authority. Such cycle parking facilities shall be retained thereafter.

***Reason:** To ensure the provision of adequate cycle facilities.*

76 Delivery and Service Plan

The approved development shall be carried out in accordance with the Delivery and Servicing Plan approved under reference 19/02620/AOD unless an alternative or amended Delivery and Servicing Plan is agreed in writing with the local planning authority.

The Development shall only be operated 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

The approved development shall be carried out in accordance with the details approved under 18/00741/AOD as amended by 19/02559/AOD unless otherwise agreed in writing with the local planning authority.

***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

The development shall be carried out in accordance with the Taxi Management Plan under reference 18/00741/AOD as amended by 19/02559/AOD unless an alternative or amended Taxi Management Plan is agreed in writing by the local planning authority.

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

79 Transport Management Strategy

The Airport shall only be used in accordance with the Transport Management Strategy approved under application 19/02620/AOD or any replacement strategy approved thereafter.

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

80 Bus Facilities

The approved Bus facilities shall be implemented in accordance with the arrangement approved under application 18/00741/AOD or any subsequent arrangements approved by the Local Planning Authority

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

The Development shall only be carried out in accordance with the Unexploded Ordnance site safety and emergency procedures plan approved under reference 17/00245/AOD unless an alternative or amended plan is agreed in writing with the Local Planning Authority.

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.*[TH7]

84 Piling 3

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[TH8]

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.

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

The development shall be carried out in accordance with the Construction Design and Method Strategy approved under reference 18/00578/AOD as amended by 19/02559/AOD unless an alternative or amended Strategy is agreed in writing with the local planning authority.

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

88 Construction Environmental Management Plan (CEMP)

The Development shall be carried out in accordance with the CEMP approved under reference 19/02619/AOD unless an alternative or amended CEMP is agreed in writing by the local planning authority.

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

89 Construction Sound Insulation for Sensitive Receptors

The development shall be carried out in accordance with the Construction Sound Insulation Scheme approved under reference 17/00228/AOD unless an alternative or amended Construction Sound Insulation Scheme is agreed in writing by the local planning authority.

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

90 Night time Construction Sound Insulation

The development shall be carried out in accordance with the details of the Construction Sound Insulation Scheme offers approved under reference 17/01000/AOD unless alternative or amended details are agreed in writing by the local planning authority.

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

91 Day time Construction Noise Mitigation

The development shall be carried out in accordance with the details of the Construction Sound Insulation Scheme offers approved under reference 17/01000/AOD unless alternative or amended details are agreed in writing by the local planning authority.

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

92 Construction Lighting

The development shall be carried out in accordance with the construction lighting details approved under reference 18/00761/AOD as amended by 19/02559/AOD unless alternative or amended details are agreed in writing by the local planning authority.

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

93 Monitoring and Reporting (Construction)

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.

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.

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.

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.

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.

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

The temporary construction noise barrier shall be erected and retained in accordance with the details approved under reference 17/03556/AOD unless alternative or amended details are approved in writing with the local planning authority.

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. During construction works, a dedicated channel (telephone line) shall be provided to facilitate and receive complaints, staffed for 24 hours a day[TH9].

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

96 Construction Compound Operations and Hoarding

Development shall be carried out in accordance with the details of Construction Compound Operations and Hoarding approved under reference 18/00761/AOD.

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.

98 Operator Management Plan

Within 6 months of Implementation, an Operator Management Plan detailing measures for the monitoring and mitigation of greenhouse gas emissions resulting from retail and food and beverage operators within the terminal buildings shall be submitted and approved in writing by the Local Planning Authority.

Such measures should include assessments of the consumption of food and beverages consumed by passengers and zero-carbon decommissioning methods.

The Airport shall be operated in accordance with the approved Operator Management Plan unless an alternative or amended Operator Management Plan is agreed in writing by the local planning authority.

Reason: To ensure that emissions resulting from operational use are effectively managed

99 Additional flight slots limited to newer generation aircraft

Aircraft Movements taking place between 1230 hours and 1830 hours (or between 1230 and 1930 during British Summer Time) on Saturdays, and any Aircraft Movements in excess of 6 and up to 9 movements between 0630 hours and 0659 hours on Mondays to Saturdays shall be restricted to the new generation aircraft identified in Table 8-7 of the December 2022 Environment Statement (namely the Airbus A220-100; Airbus A220-300; Embraer E190-E2; Embraer E195-E2) and any other aircraft that meets each of the new generation aircraft noise standards set out in paragraph 8.5.36 of the December 2022 ES. For the avoidance of doubt these limits are:

- Have a flyover level not exceeding 85.0 EPNdB,
- Have a sideline level not exceeding 89.0 EPNdB,
- Have an approach level not exceeding 93.0 EPNdB, and
- Have a sum of its three certificated noise levels not exceeding 263.0 EPNdB.

This restriction shall not apply to any aircraft which is scheduled to take off from or land at the Airport before 1230 hours on a Saturday but which takes off or lands at the Airport after 1230 on a Saturday due to unavoidable operational delays where that take off or landing would not result in there being more than [130TH10] Aircraft Movements at the Airport per calendar year after 1230 on Saturdays by aircraft which do not meet the new generation aircraft noise

standards.

Unless otherwise agreed with the local planning authority, no Air Taxi Movements, Business Aviation Movements or Private Movements associated with the Private Jet Centre shall take place between 1300 on Saturday and 1230 on Sunday.

Reason: *To ensure that the scheduled aircraft movements in the extended operating periods are on new generation aircraft only.*

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

‘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.

Air taxi movement means a movement by an aircraft of less than 15 tonnes Maximum Take Off Mass operating on a non-scheduled service with a capacity of 30 or fewer seats.

Approved Plans

‘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

‘Airsides’ 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^[TH11]:

Application Plans		
1.0 Site Plan	A400-PAW-A-14-XXX-DR-GA-901-001	Rev B
1.0B Site Plan 2022	A400-PAW-A-14-XXX-DR-GA-900-004	Rev -
2.0 Demolition Plan	A400-PAW-A-14-XXX-DR-GA-922-001	Rev B
3.0 Key Plan	A400-PAW-A-14-XXX-DR-GA-900-001	Rev C
4.0 Illustrative Site Plan	A400-PAW-A-14-XXX-DR-GA-900-002	Rev C
5. Proposed Airfield, Facilitating Works & RVP Pontoon		
5.1 Existing Airfield Layout	CA0L-001	Rev C
5.2 Proposed Airfield Layout	CA0L-002	Rev F
5.3 Typical Airfield Sections (For Illustrative Purposes only)	CA0S-003	Rev C
5.4 Key Engineering Features	CA0L-004	Rev E
5.5 Proposed Aircraft Stands	CA0L-020	Rev D
Site Clearance and demolition		
5.6 Site Clearance and Demolition – Sheet 1	CA0L-090	Rev C
5.7 Site Clearance and Demolition – Sheet 2	CA0L-091	Rev C
5.8 Site Clearance and Demolition – Sheet 3	CA0L-092	Rev B
5.9 Site Clearance and Demolition – Sheet 4	CA0L-093	Rev B
Airfield Levels		
5.10 Existing and Proposed Airfield Design Levels	CA0L-210	Rev E
Airfield Services		
5.11 Taxiway and Taxilane AGL Lighting Typical Details	CA0D-500 – Rev A	Rev A
5.12 Proposed Apron Floodlighting – Sheet 1	CA0L-521 – Rev E	Rev E
5.13 Proposed Apron Floodlighting – Sheet 2	CA0L-522	Rev E
Deck Structures and Building Foundations		
5.14 Proposed Deck Structure & Building Foundations – General Arrangement	CA0L-900	Rev E
5.15 Proposed Deck Structure – Typical Longitudinal Section	CA0S-910	Rev B
5.16 Proposed Deck Structure – Typical Transverse Sections	CA0S-911	Rev C
5.17 Proposed Deck Structure – Engineering Details – Sheet 1	CA0D-920	Rev C
5.18 Proposed Deck Structure – Engineering Details – Sheet 2	CA0D-921	Rev B
5.19 Noise Barrier Details	CA0B-930 –	Rev D
5.20 RVP Pontoon General Arrangement	5115752/RC/100	
Facilitating Works (Coaching, Noise Barrier and OBB)		
5.21 Facilitating Works Keyplan	A400-PAW-A-14-XXX-DR-GA-200-002	Rev B
5.22 Proposed Facilitating Works Airfield Layout	CA0L-050	Rev D
5.24 Existing Terminal/Airfield Ground Level 00	A400-PAW-A-14-L00-DR-GA-901-003	
5.26 Existing Terminal/Airfield First Level 10	A400-PAW-A-14-L10-DR-GA-901-003	
5.28 Existing Terminal/Airfield Second Level/Roof Level 20	A400-PAW-A-14-R20-DR-GA-901-001	
5.30 Existing Terminal Site Elevations	A400-PAW-A-14-XXX-DR-EL-901-001	Rev B
5.31 Existing Terminal Elevations	A400-PAW-A-14-XXX-DR-EL-901-002	Rev B
5.39 Noise Barrier Details – Facilitating Works	CA0L-931	Rev C
5.40 Proposed Apron Floodlighting – Facilitating Works – Sheet 1 of 2	CA0L-523	Rev B
5.41 Proposed Apron Floodlighting – Facilitating Works – Sheet 2 of 2	CA0L-524	Rev B

5.42 Facilitating Works Temporary Outbound Baggage Facility (TOBB) Ground Level 00	A400-PAW-A-14-L00-DR-GA-200-001	
5.43 Facilitating Works Temporary Outbound Baggage Facility (TOBB) Mezzening Level	A400-PAW-A-14-L10-DR-GA-200-004	
5.44 Facilitating Works Temporary Outbound Baggage Facility (TOBB) Roof	A400-PAW-A-14-L20-DR-GA-200-001	
5.45 Facilitating Works Temporary Outbound Baggage Facility (TOBB) Elevations	A400-PAW-A-14-XXX-DR-EL-200-013	
5.46 Facilitating Works Temporary Outbound Baggage Facility (TOBB) Sections	A400-PAW-A-14-XXX-DR-SE-200-014-A	
5.47 Facilitating Works Temporary Immigration Facility (TIF) Ground Level 00	A400-PAW-A-14-L00-DR-GA-200-008	
5.48 Facilitating Works Temporary Immigration Facility (TIF) First Level 10	A400-PAW-A-14-L10-DR-GA-200-005	
5.49 Facilitating Works Temporary Immigration Facility (TIF) Roof Level 20	A400-PAW-A-14-R20-DR-GA-200-001	
5.50 Facilitating Works Temporary Immigration Facility (TIF) Elevations	A400-PAW-A-14-XXX-DR-EL-200-014	
5.51 Facilitating Works Temporary Immigration Facility (TIF) Sections	A400-PAW-A-14-XXX-DR-SE-200-015-A	
5.52 Facilitating Works Temporary Goods-In Facility (GIF) Ground Level 00	A400-PAW-A-14-L00-DR-GA-200-009	
5.53 Facilitating Works Temporary Goods-In Facility (GIF) First Level 10	A400-PAW-A-14-L10-DR-GA-200-006	
5.54 Facilitating Works Temporary Goods-In Facility (GIF) Roof Level 20	A400-PAW-A-14-R20-DR-GA-200-002	
5.55 Facilitating Works Temporary Goods-In Facility (GIF) Elevations	A400-PAW-A-14-XXX-DR-EL-200-015	
5.56 Facilitating Works Temporary Goods-In Facility (GIF) Sections	A400-PAW-A-14-XXX-DR-SE-200-016	
5.58 Facilitating Works Temporary Decked Carpark First Level 10	A400-PAW-A-14-L10-DR-GA-200-007	
5.59 Facilitating Works Temporary Decked Carpark Elevations	A400-PAW-A-14-XXX-DR-EL-200-016	
6. Proposed Phase 1 Western Terminal Extension		
6.3 Proposed Western Energy Centre Basement Level B1	A400-PAW-A-14-B10-DR-GA-200-001	Rev C
6.4 Existing Terminal/Airfield Ground Level 00	A400-PAW-A-14-L00-DR-GA-901-002	Rev A
6.6 Existing Terminal/Airfield First Level 10	A400-PAW-A-14-L10-DR-GA-901-002	Rev A
6.8 Existing Terminal/Airfield Second Level/ Roof Level 20	A400-PAW-A-14-L20-DR-GA-901-002	Rev A
6.13 Existing Terminal Site Elevations	A400-PAW-A-14-XXX-DR-EL-901-002	Rev A
6.14 Existing Terminal Elevations	A400-PAW-A-14-XXX-DR-EL-901-003	Rev A
6.18 Proposed Western Energy Centre Elevations & Sections	A400-PAW-A-14-XXX-DR-EL-200-006	Rev E
6.22 Proposed Western Terminal Extension & Western Energy Centre Wall Details	A400-PAW-A-14-XXX-DR-DE-200-001	Rev E
6.26 Proposed Service Yard Level 00 Levels Plan	A400-ATK-C-14-L00-DR-GA-735-001	Rev E
6.28 Service Yard Planting Plan	A400-LDA-L-14-L00-DR-DE-734-001	Rev C
7. Proposed Forecourt		
7.1 Existing Forecourt Ground Level 00	LCY P+W 4486 B EX00002	Rev A
7.2 Forecourt Keyplan	A400-PAW-A-14-L00-DR-GA-200-004	Rev D
7.3 Existing Forecourt Demolition Layout	A400-PAW-A-14-XXX-DR-GA-922-004	Rev B
7.4 Proposed Forecourt Ground Level 00	A400-PAW-A-14-L00-DR-GA-200-004	Rev E
7.5 Proposed Forecourt Sections	A400-PAW-A-14-XXX-DR-SE-200-004	Rev B
7.6 Levels Plan	A400-ATK-C-14-L00-DR-GA-735-002	Rev B
7.8 Proposed Forecourt Details – Sheet 1	A400-PAW-A-14-XXX-DR-DE-735-001	Rev A
7.9 Proposed Forecourt Details – Sheet 2	A400-PAW-A-14-XXX-DR-DE-735-002	Rev B
7.10 Proposed Forecourt Details – Sheet 3	A400-PAW-A-14-XXX-DR-DE-735-003	Rev E
7.11 Forecourt Planting Plan – Sheet 1	A400-LDA-L-14-L00-DR-DE-734-002	Rev F
7.12 Forecourt Planting Plan – Sheet 2	A400-LDA-L-14-L00-DR-DE-734-003	Rev E

8. Proposed Phase 2 Terminal Extension		
8.3 Proposed Eastern Terminal Extension Ground Level 00 – Sheet 1	A400-PAW-A-14-L00-DR-GA-200-005	Rev D
8.4 Proposed Eastern Terminal Extension Ground Level 00 – Sheet 2	A400-PAW-A-14-L00-DR-GA-200-006	Rev C
8.5 Proposed Phase 2 Western Terminal Extension Ground Level 00	A400-PAW-A-14-L00-DR-GA-200-007	Rev F
8.6 Proposed Eastern Terminal Extension First Level 10 – Sheet 1	A400-PAW-A-14-L10-DR-GA-200-002	Rev C
8.7 Proposed Eastern Terminal Extension First Level 10 – Sheet 2	A400-PAW-A-14-L10-DR-GA-200-003	Rev C
8.8 Proposed Phase 2 Western Terminal Extension First Level 10	A400-PAW-A-14-L10-DR-GA-200-004	Rev F
8.9 Proposed Eastern Terminal Extension Second Level 20 – Sheet 1	A400-PAW-A-14-L20-DR-GA-200-002	Rev C
8.10 Proposed Eastern Terminal Extension Second Level 20 – Sheet 2	A400-PAW-A-14-L20-DR-GA-200-003	Rev C
8.11 Proposed Phase 2 Western Terminal Extension Second Level 20	A400-PAW-A-14-L20-DR-GA-200-004	Rev G
8.12 Proposed Eastern Terminal Extension Roof Plant Level 30 – Sheet 1	A400-PAW-A-14-R30-DR-GA-200-002	Rev D
8.13 Proposed Eastern Terminal Extension Roof Plant Level 30 – Sheet 2	A400-PAW-A-14-R30-DR-GA-200-003	Rev C
8.14 Proposed Phase 2 Western Terminal Extension Roof Plant Level 30	A400-PAW-A-14-R30-DR-GA-200-004	Rev F
8.15 Proposed Eastern Terminal Extension Roof Level 40 – Sheet 1	A400-PAW-A-14-R40-DR-GA-200-002	Rev C
8.16 Proposed Eastern Terminal Extension Roof Level 40 – Sheet 2	A400-PAW-A-14-R40-DR-GA-200-003	Rev C
8.17 Proposed Phase 2 Western Terminal Extension Roof Level 40	A400-PAW-A-14-R40-DR-GA-200-004	Rev F
8.19 Proposed Phase 2 Eastern Terminal Extension Elevations	A400-PAW-A-14-XXX-DR-EL-200-008	Rev D
8.20 Proposed Phase 2 Western Terminal Extension Elevations – Sheet 1	A400-PAW-A-14-XXX-DR-EL-200-009	Rev E
8.21 Proposed Phase 2 Western Terminal Extension Elevations – Sheet 2	A400-PAW-A-14-XXX-DR-EL-200-010	Rev F
8.22 Proposed Phase 2 Site Elevations	A400-PAW-A-14-XXX-DR-EL-200-011	Rev G
8.23 Proposed Eastern Terminal Extension Sections – Sheet 1	A400-PAW-A-14-XXX-DR-SE-200-005	Rev C
8.24 Proposed Eastern Terminal Extension Sections – Sheet 2	A400-PAW-A-14-XXX-DR-SE-200-006	Rev C
8.25 Proposed Eastern Terminal Extension Sections – Sheet 3	A400-PAW-A-14-XXX-DR-SE-200-007	Rev B
8.26 Proposed Eastern Terminal Extension Sections – Sheet 4	A400-PAW-A-14-XXX-DR-SE-200-008	Rev B
8.27 Proposed Eastern Terminal Extension Sections – Sheet 5	A400-PAW-A-14-XXX-DR-SE-200-009	Rev C
8.28 Proposed Phase 2 Western Terminal Extension Sections	A400-PAW-A-14-XXX-DR-SE-200-010	Rev E
8.29 South Context Elevations	A400-PAW-A-14-XXX-DR-EL-200-012	Rev B
9. Proposed Dockside Facilities		
9.1 Dockside Keyplan	LCY-CADP-ATK-H-0001	
9.2 Proposed Hartmann Road Works – Sheet 1 of 9	LCY-CADP-ATK-H-0002	
9.3 Proposed Hartmann Road Works – Sheet 2 of 9	LCY-CADP-ATK-H-0003	
9.4 Proposed Hartmann Road Works – Sheet 3 of 9	LCY-CADP-ATK-H-0004	
9.5 Proposed Hartmann Road Works – Sheet 4 of 9	LCY-CADP-ATK-H-0005	
9.6 Proposed Hartmann Road Works – Sheet 5 of 9	LCY-CADP-ATK-H-0006	
9.7 Proposed Hartmann Road Works – Sheet 6 of 9	LCY-CADP-ATK-H-0007	
9.8 Proposed Hartmann Road Works – Sheet 7 of 9	LCY-CADP-ATK-H-0008	
9.9 Proposed Hartmann Road Works – Sheet 8 of 9	LCY-CADP-ATK-H-0009	
9.10 Proposed Hartmann Road Works – Sheet 9 of 9	LCY-CADP-ATK-H-0010	
9.11 Proposed Taxi Feeder Park	LCY-CADP-ATK-H-0011	
9.12 Passenger Parking Deck	LCY-CADP-ATK-S-0001	

9.13 Construction Noise Barrier	LCY-CADP-ATK-S-0002	
9.14 Dockside GA – Sheet 1	LCY-CADP-ATK-L-0001	
9.15 Dockside GA – Sheet 2	LCY-CADP-ATK-L-0002	
9.16 Dockside GA – Sheet 3	LCY-CADP-ATK-L-0003	
9.17 Dockside GA – Sheet 4	LCY-CADP-ATK-L-0004	
9.18 Dockside GA – Sheet 5	LCY-CADP-ATK-L-0005	
9.19 Dockside GA – Sheet 6	LCY-CADP-ATK-L-0006	
9.20 Dockside GA – Sheet 7	LCY-CADP-ATK-L-0007	
9.21 Dockside GA – Sheet 8	LCY-CADP-ATK-L-0008	
9.22 Dockside GA – Sheet 9	LCY-CADP-ATK-L-0009	
9.23 Dockside Soft Landscape Details	LCY-CADP-ATK-L-0010	
9.24 Dockside Hard Landscape Details	LCY-CADP-ATK-L-0011	
9.25 Dockside Indicative Sections	LCY-CADP-ATK-L-0012	
9.26 Dockside Path Indicative Details	LCY-CADP-ATK-L-0013	
9.27 Proposed Eastern Ancillary Buildings - Location Plan	LCY-CADP-ATK-A-0001	
9.28 Proposed Eastern Ancillary Buildings – Car Rental & Taxi Feeder Building Site Plan	LCY-CADP-ATK-A-0002	
9.29 Proposed Eastern Ancillary Buildings – Taxi and Car Rental Facility Ground Floor GA Plan	LCY-CADP-ATK-A-0003	
9.30 Proposed Eastern Ancillary Buildings – Taxi and Car Rental Facility Roof Plan	LCY-CADP-ATK-A-0004	
9.31 Proposed Eastern Ancillary Buildings – Taxi and Car Rental Facility Elevations	LCY-CADP-ATK-A-0005	
9.32 Proposed Eastern Ancillary Buildings – Taxi and Car Rental Facility Section A-A & B-B	LCY-CADP-ATK-A-0006	
9.33 Proposed Eastern Ancillary Buildings – Proposed Eastern Energy Centre Site Plan	LCY-CADP-ATK-A-0007	
9.34 Proposed Eastern Ancillary Buildings – Proposed Eastern Energy Centre Ground Floor Plan	A400-PAW-A-14-L00-DR-GA-200-	
9.35 Proposed Eastern Ancillary Buildings – Energy Centre Roof Plan	A400-PAW-A-14-R10-DR-GA-200-	
9.36 Proposed Eastern Ancillary Buildings – Proposed Eastern Energy Centre Elevations	A400-PAW-A-14-R10-DR-EL-200-	
9.37 Proposed Eastern Ancillary Buildings – Proposed Eastern Energy Centre Sections C-C & D-D	A400-PAW-A-14-R10-DR-SE-200-	
9.38 Proposed Dock Source Heat Exchange System	A400-ATK-E-14-XXX-DR-GA-200-001	
10. Proposed Hotel Parameters		
10.1 Site Location Plan	859 07 100	
10.1a Blue Line Plan	859 07 100a	
10.2 Existing Site Plan	859 07 101	
10.3 Building Plot Parameter Plan	859 07 102	
10.4 Proposed Maximum Heights Parameter Plan	859 07 103	
10.5 Proposed Minimum Heights Parameter Plan	859 07 104	
10.6 Proposed Access and Circulation Parameter Plan	859 07 105	
Condition 4 – Construction Phasing Plan		
Construction Phasing Plan - Year 1	A400 PAW A 14 XXX XX DR GA 900-001	Rev G
Construction Phasing Plan - Year 2	A400 PAW A 14 XXX XX DR GA 900-002	Rev G
Construction Phasing Plan - Year 3	A400 PAW A 14 XXX XX DR GA 900-003	Rev H
Construction Phasing Plan - Year 4	A400 PAW A 14 XXX XX DR GA 900-004	Rev H
Construction Phasing Plan - Year 5	A400 PAW A 14 XXX XX DR GA 900-005	Rev F
Construction Phasing Plan - Year 6	A400 PAW A 14 XXX XX DR GA 900-006	Rev B

‘Artificial Fish Refugia Details’ means the details set out in paragraphs 13.4.10-13 and 13.4.15 and Table 13.3 of Chapter 13 of the Environmental Statement^[TH12].

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

‘Business aviation movement’ means a non-commercial movement operated on an aircraft of 2730kgs Maximum Take Off Mass or greater conducting business operations with a capacity of 30 or fewer seats.

‘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.

‘Implementation’ means the earlier of the following: (a) the date on which notice is given by the operator of the Airport to the local planning authority to the effect that the Airport is operating in accordance with this permission (b) the date on which passenger throughput at the Airport exceeds 6.5 million in any twelve month period (c) more than six Aircraft Movements occur on any day between the hours of 0630 and 0659 or (d) the first occurrence of an Aircraft Movement by any aircraft which is scheduled to take off or land at the Airport after 1230 on a Saturday.

‘Private movement’ means a movement by an aircraft with 30 or fewer seats for purely non-commercial purposes by a private owners or other private aircraft operator.

‘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.

‘Development’ means application ref 22/03045/VAR 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)**.

‘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 A400-PAW-A-14-XXX-DR-GA-901-001.

‘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 LCY P+W 4486 B EX00002 Rev A
- 7.2 Forecourt Keyplan A400-PAW-A-14-L00-DR-GA-200-004 Rev D
- 7.3 Existing Forecourt Demolition Layout A400-PAW-A-14-XXX-DR-GA-922-004 Rev B
- 7.4 Proposed Forecourt Ground Level 00 A400-PAW-A-14-L00-DR-GA-200-004 Rev E
- 7.5 Proposed Forecourt Sections A400-PAW-A-14-XXX-DR-SE-200-004 Rev B
- 7.6 Levels Plan A400-ATK-C-14-L00-DR-GA-735-002 Rev B
- 7.8 Proposed Forecourt Details – Sheet 1 A400-PAW-A-14-XXX-DR-DE-735-00 Rev A
- 7.9 Proposed Forecourt Details – Sheet 2 A400-PAW-A-14-XXX-DR-DE-735-002 Rev B
- 7.10 Proposed Forecourt Details – Sheet 3 A400-PAW-A-14-XXX-DR-DE-735-003 Rev E
- 7.11 Forecourt Planting Plan – Sheet 1 A400-LDA-L-14-L00-DR-DE-734-002 Rev F
- 7.12 Forecourt Planting Plan – Sheet 2 A400-LDA-L-14-L00-DR-DE-734-003 Rev E
- 9.23 Dockside Soft Landscape Details LCY-CADP-ATK-L-0010
- 9.24 Dockside Hard Landscape Details LCY-CADP-ATK-L-0011

‘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 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

'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).

'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 Extension Elevations – Sheet 2 LCY P+W 4486 B GA1XX06 A

5.35 Facilitating Works Site Elevations LCY P+W 4486 B GA1XX07 A

5.36 Facilitating Works Coaching Facility & OBB Extension Sections LCY P+W 4486 B GA1XX08 A

‘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).

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