

1 INTRODUCTION

1.1 Preamble

- 1.1.1 The Environmental Statement (ES) has been prepared by RPS on behalf of London City Airport Limited (LCY) (the Applicant) to accompany a planning application to increase the number of aircraft movements at the Airport to a maximum of 120,000 by 2010 ('the Proposals').
- 1.1.2 The Application, under Section 73 of the Town and Country Planning Act 1990 (as amended), seeks to vary conditions 13 and 15 of the outline planning permission dated 23rd May 1983, as previously varied by the Secretary of State on 26th September 1991 and by the London Borough of Newham (LBN) on 21st July 1998. This 'interim application', as it has been termed, would permit the replacement of the current limits at LCY that are based on 73,000 Air Transport Movements (ATM) per annum, comprising predominantly scheduled airline flights, together with an unregulated number of General Aviation (GA) movements mostly derived from the operation of the corporate aviation building (known as the 'Jet Centre').
- 1.1.3 The new movement limit of 120,000 per annum will incorporate departures and landings of all types of aircraft from LCY. These movements will be further controlled by modifications to existing daily and other limits in force, including noise-factored movements (NFM) for which a cap of 73,000 NFM applies at the present time. This NFM limit will be raised to 135,000 under the new consent, to accommodate likely changes to the aircraft fleet mix, including a greater proportion of turbo-jet aircraft using the Airport.
- 1.1.4 This proposed variation to the existing planning consent will enable LCY to make better use of its existing single runway and sustain the growth of the Airport in the interim period up to around 2010. The application does not seek planning permission for any additional physical works or facilities that have not already been consented and/or built-out. The new 120,000 movements limit is projected to facilitate the carriage of 3.9 million passengers per annum (mppa) by 2010. This compares to approximately 2.38mppa in 2006, the last full calendar year for which data is available. This phase of growth at the Airport aims to make maximum use of the existing runway and other infrastructure and is thus consistent with national policy as

set out in the Air Transport White Paper (ATWP) – *The Future of Air Transport and Progress Report* (See Chapter 5 and the Planning Statement).

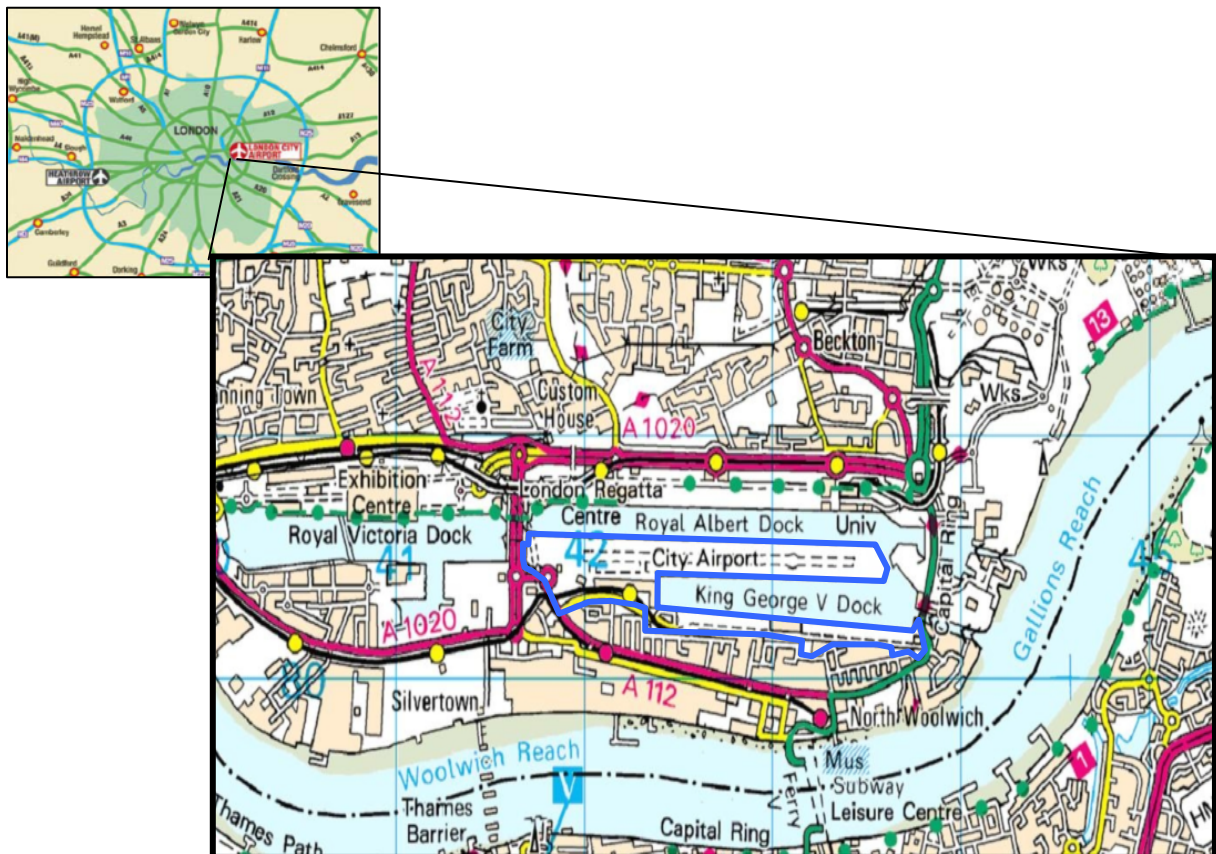
- 1.1.5 This ES has been prepared in accordance with the requirements of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (SI 1999/293) (hereinafter referred to as the EIA Regulations). However, no criteria or thresholds that relate specifically to applications of this kind are given in the EIA Regulations. Therefore, the ES has been prepared voluntarily, for the sake of transparency and in response to the request of LBN, the local planning authority.
- 1.1.6 Because of the nature of the Application, whereby no physical works or built structures at the Airport are being applied for, the scope of the EIA is limited to five main topic areas; namely, surface transport and access, air quality, noise (air, ground and traffic), socio-economics and waste. Other factors commonly addressed through the EIA process are not relevant in this instance. This has been confirmed by LBN through their draft Scoping Opinion received by RPS and the Applicant on 21 June 2007, following the submission of a Scoping Report to them on 25 April 2007. Additional considerations requested by LBN have either been incorporated into this ES or dealt with separately in other supporting documents submitted with the application. Both the initial Scoping Report and the resulting draft Opinion from LBN are reproduced at Appendix A to this ES.
- 1.1.7 The ES reports on the findings of a systematic assessment of any *likely significant environmental effects* of the Proposals. It is presented as a composite document for the purposes of enabling the LBN to make an informed decision on the application in the knowledge of all potential environmental and associated impacts of the Proposals. The ES contains such information referred to in Part 1 and Part 2 of Schedule 4 to the EIA Regulations, as is reasonably required to assess the likely significant environmental effects of the Scheme.

1.2 Site Location and Scheme Context

- 1.2.1 LCY lies within the administrative area of LB Newham. Figure 1.1 shows the site in the context of the Royal Docks and wider area.

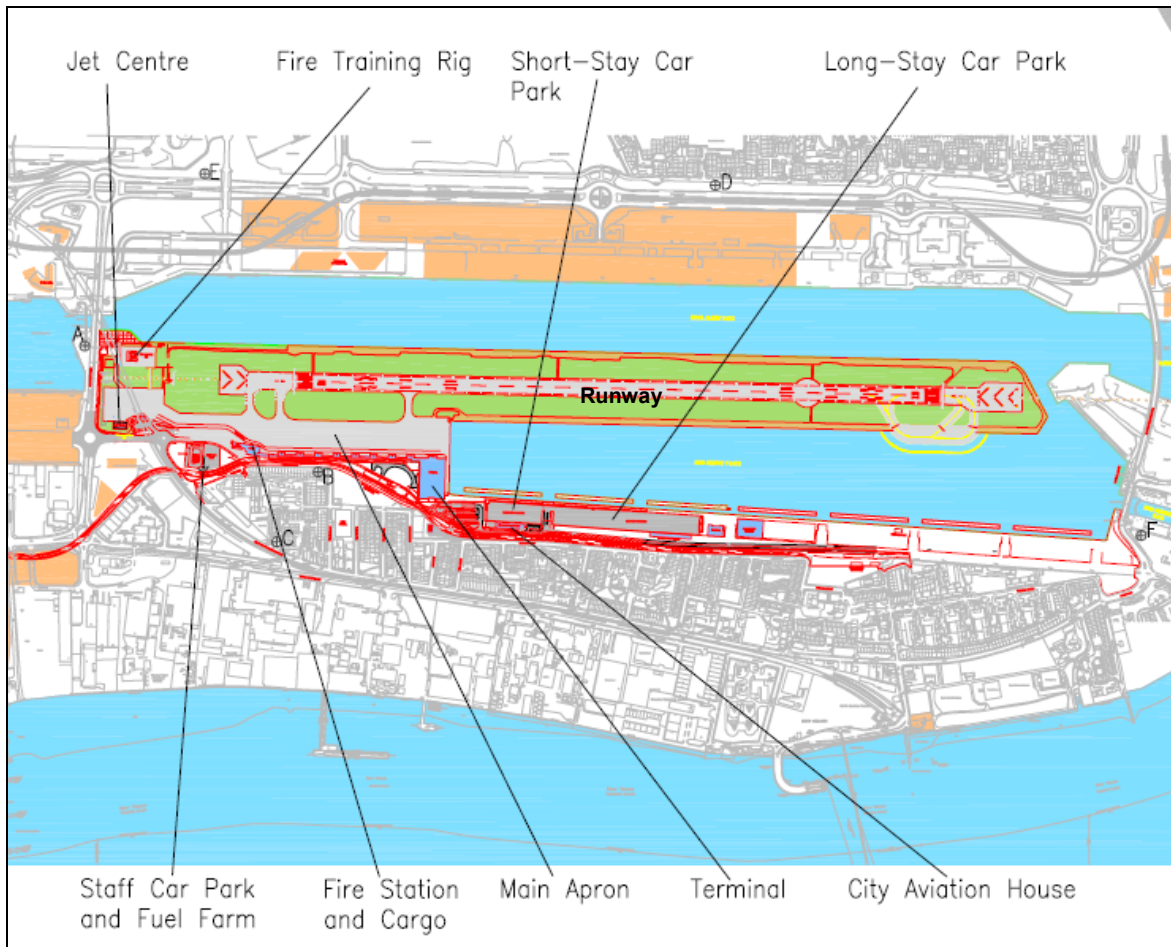
1.2.2 LCY is located in the Royal Docks, between King George V Dock to the south and Royal Albert Dock to the north. The Airport is approximately 15.5km (6 miles) east of the City of London, approximately 5 km (3 miles) east of Canary Wharf and just over 1km (1/2 mile) away for the ExCeL Exhibition and Conference Centre. It began operating in 1987 and has grown progressively since this time. In 2006, 12 airlines operated services from the Airport flying to 31 destinations and catering for approximately 2.38 million passengers per annum (mppa). The Airport continues to serve a primarily business travel market, with flights to domestic and European destinations. The top five destinations in 2006 were Edinburgh, Geneva, Amsterdam, Zurich and Frankfurt.

Figure 1.1: Site Location Map of London City Airport



1.2.3 The LCY site extends to an area of 48.5 hectares. The site includes a runway, apron, main passenger terminal, the corporate aviation building (known as the “Jet Centre”) and other operational buildings. Figure 1.2 illustrates the operational configuration of the Airport and existing land uses.

Figure 1.2: Operation Configuration of LCY



1.2.4 The main passenger terminal includes check-in facilities, ticket desks, security processing, a departure lounge, a departure and arrival pier, departure gate areas, domestic and international baggage reclaim, immigration and customs, shops, a business centre and catering outlets. The first floor departure lounge was re-configured and expanded in 1997, and in 2001, the terminal building was extended westwards to increase baggage reclaim capacity, enhance immigration facilities and provide accommodation for control authorities and handling agents. LCY is planning to remodel the interior of the departure lounge in 2008 to improve passenger comfort.

1.2.5 LCY has one runway which has a take off distance of 1,199 metres in length. There is no parallel taxiway and aircraft arriving or departing have to 'back-track' on the runway to take-off / taxi to the apron. The runway is capable of handling aircraft up to the capacity of a BAe 146 Regional Jet. A holding point for up to 3 aircraft (Holding Point 28) exists at the eastern end of the runway. This was built in 2003 and

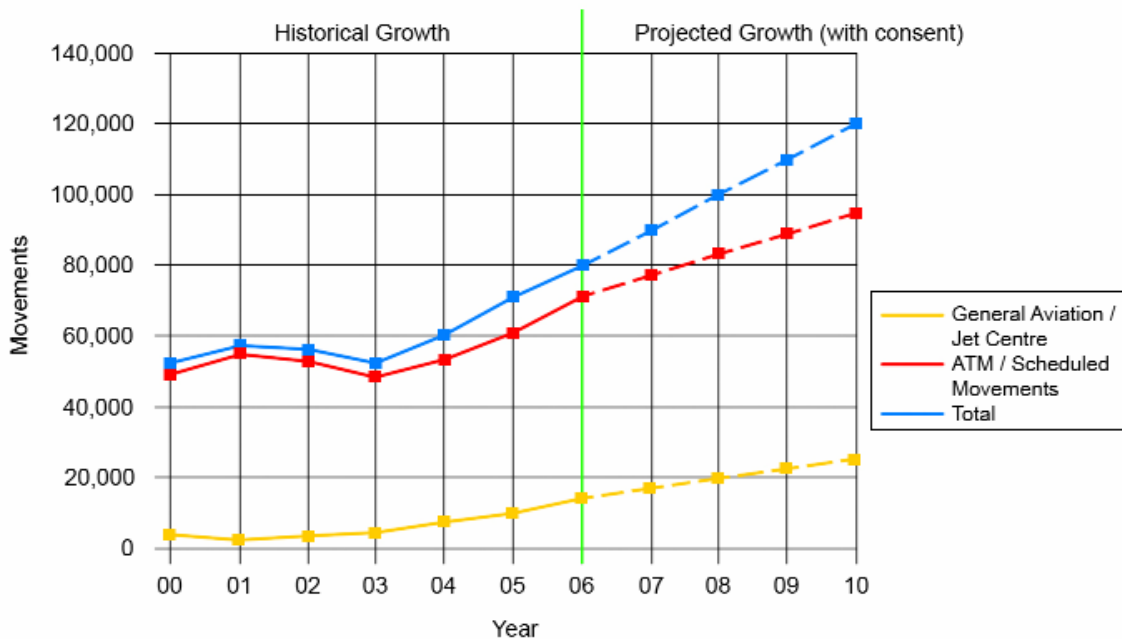
improves the efficiency of the runway, especially during peak hours. The runway in its current configuration has the capacity to handle 38 aircraft movements per hour.

- 1.2.6 The airfield is surrounded by grass on which are located the navigational and landing aids. The Airport has 14 scheduled aircraft stands, 10 of which are served by a dedicated pier with the remaining stands served by buses. The site also accommodates a fire station, fuel storage, ground handling, freight handling, flight catering and facilities maintenance, and offices that, collectively, are essential for the operation of the Airport.
- 1.2.7 The Jet Centre is situated at the western end of the airfield. This is a stand-alone corporate aviation facility consisting of VIP lounges, parking for up to 25 aircraft, immigration and crew facilities.
- 1.2.8 In December 2005, LCY was connected to London's public transport rail system via its on site Docklands Light Railway (DLR) station, which links directly into the Airport terminal building. The extension of the DLR from King George V under the Thames to Woolwich (under construction) is scheduled for completion in 2009. The Airport is also readily accessible by road, being located a mile from the A13, three miles from the North Circular (A406) and 15 miles from the M25. The Docklands Highway network links the Airport to Canary Wharf, Tower Hill and the centre of London.
- 1.2.9 Planning permission was granted in February 2003 for operational improvements to the Airport, known as the Operational Improvements Programme (OIP). These improvements included the construction of the 'Runway 28 Hold' which has since been built-out; an eastern apron extension over the KGV Dock to provide for up to five additional aircraft parking spaces, connected to the runway by a new 'Runway Link'; and, an 8,750 sq m floor area eastern pier extension to the terminal building to service the new apron area. The apron extension is currently under construction and will be completed in the next 12 months, with the terminal building extension to follow. An Environmental Statement was prepared by Gibb Ltd in November 2000 to accompany the OIP application (Gibb Ltd, 2000).

1.3 Current and Future Planning Consent

- 1.3.1 In July 2007 LBN granted planning permission, subject to a Section 106 agreement, to vary the previous 1998 condition governing the weekly spread of flights at the Airport, whilst retaining the overall limit of 73,000 ATMs and 73,000 NFMs. This variation of condition increases the number of aircraft movements during weekdays to a maximum of 360 ATMs per day, whilst decreasing the allowance for flights at weekends and public holidays. The consent is valid for three years, expiring on 11 July 2010. The 'interim application' to which this ES relates will, if granted, supersede this temporary consent.
- 1.3.2 The current ATM limit, with recent variations described above, should enable the Airport to operate effectively and without undue commercial constraint until the end of 2007. However, during the past two years there has been a 17% and 19% growth respectively in passenger numbers and an equivalent rise in both scheduled and GA movements, as illustrated in Figure 1.3. In light of this, there is an evident requirement to extend the capacity of the Airport beyond the ATM cap adopted through the July 1998 permission. This change to the current movement limits will be necessary in order to avoid commercially disadvantaging LCY and the wider economy it supports and to ensure that the continued growth of the Airport is properly regulated.
- 1.3.3 This 'interim application' precedes a further, more comprehensive application (or applications) to develop the Airport in phases up to 2030, in accordance with the LCY Master Plan published for consultation in March 2006 and finalised in November 2006. The future, long term physical growth of LCY will be the subject of separate planning applications accompanied by environmental and other assessments, so that the planning authorities can judge those proposals on their own merits.
- 1.3.4 The Airport expansion to 2010 can be carried out using existing or consented built infrastructure and, in particular, works recently or shortly to be implemented pursuant to planning consent P/00/1323 for various operational improvements, including the runway hold, eastern apron extension and an extension to the airport terminal building, described in the preceding section.

Figure 1.3 Growth Trends of London City Airport 2006-2010



1.3.5 Through the interim application, LCY wish to increase the total number of movements to 120,000 per annum. This compares to approximately 80,000 total movements in last full calendar year (2006) of which 71,000 were designated as ATMs, comprising 65,860 scheduled airline movements and 5,156 Jet Centre ATMs (from a total of 13,756). In order to preserve some commercial flexibility in the growth of different aircraft sources and reassure local communities that all movements are counted, it is proposed to remove the ATM cap and bring all movements under a single numerical cap. The proposed total movement limit of 120,000 is based on the projected demand by airlines and private aviation companies operating at LCY, which, by 2010, is likely to generate in the order of 95,000 scheduled airline and 25,000 jet centre movements. This mix of flights is adopted as the 'primary case' for the EIA, although sensitivity testing on different ratios has been undertaken where appropriate. (See Chapter 2:Methodology)

1.3.6 The change to a total movement limit is considered by LCY to be a pragmatic way of controlling the number of all types of aircraft using the Airport in the period to around 2010, whilst retaining some flexibility in the mix of scheduled and general aviation flights in order to accommodate fluctuations in fleet mix and the patterns of commercial demand. However, an over-arching limit of 135,000 Noise Factored

Movements (NFM) would also apply (see below). This moves the Airport towards a more transparent means of planning regulation, which is principally governed by 'environmental controls'. Existing controls including the prohibition of night-time flights, weekday and weekend movement limits (including a 24 hour closure period), preferred noise departure routes and the 5.5 degree approach glide rule would be maintained under the proposals.

- 1.3.7 It is proposed that the NFM limit of 73,000, set out in condition 13 (4), is extended to 135,000 to allow for changes in the aircraft mix. It is proposed that the current arrangements for categorising aircraft under this noise factoring system, in accordance with Condition 12 of the July 1998 permission; (S106 First Schedule) and Condition 13; (S106 Clause 4.3) shall be retained. Chapter 6: Noise provides more detail on the current controls in condition 13 (as modified by the July 2007 planning consent).

Definition of Section 73 Application

- 1.3.8 The assessment is based on the Proposals outlined in the Planning Statement that accompanies this ES. Accordingly, the planning application seeks permission for:

“Application under section 73 of the Town and Country Planning Act 1990 to vary conditions 13 and 15 of the outline planning permission dated 23rd May 1985, as previously varied by the Secretary of State on 26th September 1991 and by the London Borough of Newham on 21st July 1998 and 11 July 2007 to allow up to 120,000 total movements per annum with related modifications to the daily and other limits including noise factored movements.”

- 1.3.9 This application seeks to amend the wording of condition 13 as follows:

“(13.) (1) The number of ~~air transport~~ aircraft movements at the Airport shall not exceed:

(a) ~~50~~ 100 per day on Saturdays and ~~400~~ 200 per day on Sundays but not exceeding ~~140~~ 280 on any consecutive Saturday and Sunday

(b) ~~360~~ 592 per day on weekdays except 1 January, Good Friday, Easter Monday, the May Day holiday, the late May bank holiday, the late August bank holiday, 25 December and 26 December

(c) ~~80~~ 132 on 1 January

(d) ~~100~~ 164 on Good Friday

(e) ~~120~~ 198 on Easter Monday

(f) ~~150~~ 248 on the May Day Holiday

(g) ~~140~~ 230 on the late May Bank Holiday

(h) ~~140~~ 230 on the late August Bank Holiday

- (i) ~~60~~ 100 on 26 December
- (j) ~~73,000~~ 120,000 per calendar year.

(2) 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 or dates not referred to in subparagraph (c) to (i) (inclusive) of condition 13 (1) then the number of ~~air transport aircraft~~ movements permissible on that date shall not exceed ~~200~~ 330 unless the local planning authority otherwise agrees in writing but in any event the limit for any particular date or dates shall not exceed ~~240~~ 396 per day.

(3) For the purposes of conditions 13 (1), 13 (2), and 13 (4) the expression 'aircraft movements' shall mean the take-off or landing of an aircraft at the Airport, other than those engaged in training or aircraft testing. ~~'air transport movements' shall mean air transport movements by civil aircraft in the transport of passengers, cargo, or mail on commercial terms and shall include movements by aircraft engaged in sightseeing tours.~~

(4) The number of factored movements shall not exceed:

- (a) In any one week the number of permitted ~~air transport~~ aircraft movements for that week by more than ~~15%~~ 25%
- (b) ~~73,000~~ 135,000 per calendar year.

(5) For the purpose of condition 13(4) the number of factored movements shall be calculated by multiplying the number of take-offs and landings by each aircraft by the relevant noise factor for an aircraft of this type under condition 12 and adding together the totals for each aircraft type using the Airport."

1.3.10 This application also seeks to amend the wording of condition 15 as follows:

"Unless otherwise agreed in writing by the Local Planning Authority, between 0630 and 0659 hours on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the airport will be closed between these times) the number of ~~air transport~~ aircraft movements shall not exceed ~~6~~ 12 on any day."

1.3.11 The proposed allowance of 12 aircraft movements between 0630 and 0659 hours on Monday to Saturdays provides for a related increase in the number of aircraft movements during this period.

1.3.12 The term 'aircraft movements' (rather than 'air transport movements' as previously) is inserted throughout the proposed amendment for consistency.

1.3.13 It shall remain the case that the Airport shall only allow the take off and landing of aircraft between 0630 and 2200 hours Monday to Friday, between 0630 and 1230 hours on Saturdays, and between 1230 and 2200 hours on Sundays, subject to the provisions of Condition 11. This sets out circumstances where unavoidable operational delays may require the taking off or landing of aircraft after these times.

1.3.14 No new infrastructure or built works are proposed through the application. The expansion of the Airport to 2010 to accommodate up to 120,000 total movements is expected to be carried out using existing or consented built infrastructure, as described in paragraph 1.2.9.

Safeguarding

1.3.15 To operate an airport safely it is necessary to protect or 'safeguard' the airspace around the runway. LCY is an officially safeguarded civil aerodrome in accordance with The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002 (Issued as Annex 1 to ODPM Circular 01/2003). Official safeguarding applies only to certain civil aerodromes, selected on the basis of their importance to the national air transport system and the need to ensure their continuing operation and development.

1.3.16 The ATWP states that at airports where development may occur, early arrangements should be made to update current Civil Aviation Authority (CAA) safeguarding maps to reflect the relevant proposals. This will ensure that the airport operator is consulted by the local planning authority over any planning applications which might conflict with the safe operation of the airport (paragraph 12.4).

1.3.17 On 10 February 2003, the CAA transferred the administration of the process of safeguarding aerodromes to aerodrome operators, as set out in the 2002 Direction. Safeguarding maps have therefore been produced by LCY and certified by the CAA.

1.3.18 LBN and other local planning authorities have been issued with safeguarding maps for LCY which identify those areas for planning applications which there must be further consultation with the Airport in the event that a planning application is received.

1.3.19 When the Airport is consulted on a planning application it considers aerodrome safeguarding, principally from three perspectives:

- **Physical Safeguarding:** This relates to the assessment of the physical obstacle or presence presented by a development due to the height of buildings and structures, including temporary construction equipment such as cranes, mobile cranes and piling rigs;

- Technical Safeguarding: Refers to the assessment of the potential implications of the development on the variety of essential navigational aids, radio aids and telecommunication systems relating to air traffic control and aircraft movements;
- Instrument Flight Procedure (IFP) safeguarding: Refers to a series of pre-determined aircraft manoeuvres by reference to the aircraft's flight instruments which will ensure appropriate protection from known obstacles; and,
- Other important related issues, including lighting, as it is essential that the intensity and alignment of lighting does not distract pilots by causing glare in the direction of an approaching aircraft and does not confuse the approach or runway lighting pattern. Bird strikes are also a major hazard to aircraft and it is vital that any development proposal within the safeguarded areas include measures to minimise the attraction to birds.

1.3.20 The Airport has worked closely with LBN to produce the Safeguarding Supplementary Planning Guidance (SPG), which was published in April 2005. The SPG informs both those who are considering applying for planning permission, and LBN planning officers, of the potential implications if a proposed development is located within the safeguarded area around LCY.

1.3.21 Given the unique nature of LCY as a city centre airport surrounded by an expanding built environment, and given the scale of proposed developments within the City of London and the Thames Gateway, this close working relationship between LCY, LBN and the CAA is of paramount importance in order to ensure that the future physical development of London continues without conflicting with the continued and future safe operation of the Airport.

1.3.22 Given the effectiveness of the existing system for safeguarding, it is not proposed to make any changes to this system in light of the proposed increase in the total number of flights to 120,000.

Public Safety Zones (PSZs)

1.3.23 PSZs are areas at either end of an airport's runway where the risk of an aircraft accident, whilst extremely low, warrants restrictions on the development and use of the land. The Government has undertaken studies of the risk of death or injury to

people on the ground in the event of an aircraft accident on take-off or landing, and has defined parcels of land (triangular in shape) where there should be no material increase in the number of people living, working or congregating.

1.3.24 Department for Transport Circular 1/2002 “Control of Development in Airport Public Safety Zones” provides national guidance for local planning authorities with regard to the consideration of planning applications and road proposals affecting land within PSZs.

1.3.25 Paragraph 3 of the Circular states:

1.1.1 “The Public Safety Zones should be of sufficient size to allow for possible future growth in the number of aircraft movements, without affecting unnecessarily large areas of land. Third party individual risk contours around airports will be remodelled at intervals of about seven years, based on forecasts about the numbers and types of aircraft movements fifteen years ahead. It is likely that this will lead to the redefinition of the Public Safety Zones, though the changes will not necessarily be significant. In the meantime the contours will be remodelled in the event that a significant expansion of an airport is approved which has not already been assumed in the modelled risk contours.”

1.3.26 Although the boundaries of PSZs correspond essentially to the 1 in 100,000 individual risk contours, the level of risk in some areas within the zones may be much higher. The Secretary of State (SoS) regards the maximum tolerable level of individual third party risk of being killed as a result of an aircraft accident as being 1 in 10,000 per year. The SoS wishes to see the vacation of all occupied properties and of all commercial and industrial properties occupied as normal all-day workplaces, within the 1 in 10,000 individual risk contour. When PSZs are redefined, airport operators are required, within 12 months, to offer to purchase properties which are in residential or all-day workplace use (paragraph 6).

1.3.27 Paragraph 11 of the Department for Transport 1/2002 Circular states:

1.3.28 “There should be a general presumption against new or replacement development, or change of use of existing buildings, within Public Safety Zones. In particular no new or replacement dwellinghouses, mobile homes, caravan sites or other residential

buildings should be permitted. Nor should new or replacement non-residential development be permitted.”

1.3.29 Given that the proposed increase in aircraft movements is likely to be accompanied by an extension of the PSZs, there may be a small reduction in development potential of the surrounding area. However, given that the extension to the PSZs is anticipated to be relatively limited, this will only affect (parts of) a small number of sites.

1.3.30 The implications of the ‘interim application’ on the Airport safeguarding and PSZs and how this could affect the regeneration potential of the Royal Docks and surrounding area is described in the Regeneration Statement, provided as Appendix F.

1.4 Purpose and Legal Basis of the Environmental Statement

1.4.1 The Environmental Statement sets out the findings of the Environmental Impact Assessment (EIA), drawing together an assessment of the likely significant environmental effects of the development in a systematic way that ensures that these effects and the scope for avoiding, reducing or offsetting (compensating for) them is properly understood by the local planning authority, the public and consultation bodies when considering the application.

1.4.2 The ES has been prepared in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (the EIA Regulations), which implement the Directive No. 85/337/EEC as amended by Directive no. 97/11/EC. Reference has also been made to currently available good practice guidance in EIA including:

- Aarhus convention requirements (2005)
- Guidelines for Environmental Impact Assessment: Institute of Environmental Management and Assessment (IEMA); September, 2004;
- Office of the Deputy Prime Minister (ODPM): Note on EIA Directive for Local Planning Authorities (1999 EIA Regulations) July 2002;

- Department of the Environment, Transport and Regions (DETR) 2002. Environmental Impact Assessment: A Guide to Procedures; Thomas Telford;
- DETR (1999) Circular 02/99: Environmental Impact Assessment;
- Preparation of Environmental Statement for Planning Projects that require Environmental Statement: A Good Practice Guide, Department of the Environment 1995.

1.4.3 There are no set requirements for the compilation and structure of an ES. However, Regulation 2(1) of the EIA Regulations defines an ES as a statement that includes (a) such information referred to in Part 1 of Schedule 4 as is “reasonably required to assess the environmental effects of the development and which the applicant can, having regard to current knowledge and methods of assessment, reasonably be required to compile”, and (b) that includes “at least the information referred to in Part II of Schedule 4”. The location of this information within the ES is presented in Table 1.1.

Table 1.1: Location of Specified Information within the ES

Specified Information		Location Within ES
	Part I and Part II	
1.	Description of the development, including in particular:	
(a)	A description of the physical characteristics of the whole development and the land use requirements during the construction and operational phases; (Part II – 1)	Chapter 1: Introduction
(b)	A description of the main characteristics of the production processes, for instance, nature and quantity of materials used; (Part II – 3)	Chapter 1: Introduction and Chapters 5-9.
(c)	An estimate, by type and quantity, of expected residues and emissions, (Water, air and soil pollution, noise, vibration, light, heat, radiation, etc) resulting from the operation of the proposed development. (Part II – 3)	Chapter 6: Noise Chapter 7: Air Quality Chapter 9: Waste
2.	An outline of the main alternatives Studied by the applicant or appellant and an indication of the main reasons for his choice, taking into account the environmental effects. (Part II – 4)	Chapter 2: Scoping and EIA Methodology
3.	A description of the aspects of the environment likely to be significantly affected by the development, including In particular, population, flora, fauna, soil, water, air, climatic factors, material assets, including the architectural and archaeological heritage, landscapes and inter-relationship between the above factors.	Chapter 5: Surface Transport and Access Chapter 6: Noise Chapter 7: Air Quality Chapter 8: Socio-Economics Chapter 9: Waste Chapter 10: Summary of Residual Impacts Chapter 11: Cumulative Effects

4.	A description of the likely significant effects of the development on the environment, which should cover the direct and any indirect, secondary, cumulative, short, medium and long term, permanent and temporary, positive and negative effects of the development, resulting from:	Chapter 5: Surface Transport and Access Chapter 6: Noise Chapter 7: Air Quality Chapter 8: Socio-Economics Chapter 9: Waste.
(a)	The existence of the development.	Chapter 10: Summary of Residual Impacts
(b)	The use of natural resources;	
(c)	The emission of pollutants, the creation of nuisances and the elimination of waste; and the description by the applicant of the forecasting methods used to assess the effects on the environment.	Chapter 2: Scoping and EIA Methodology Chapter 5: Surface Transport and Access Chapter 6: Noise Chapter 7: Air Quality Chapter 9: Waste
5.	A description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment. (Part II – 2)	All technical chapters plus Chapter 10: Summary of Mitigation and Residual Impacts
6.	A non-technical summary of the information provided under paragraphs 1-5 of this Part.	Non-Technical Summary
7.	An indication of any difficulties (technical deficiencies or lack of know-how) encountered by the Applicant in compiling the required information.	Chapter 2: Scoping and EIA Methodology, and each Chapter of the ES where relevant.

1.5 ES Structure and Content

Environmental Statement (Volume I)

1.5.1 This ES (Volume I) is divided into a series of Chapters, as follows:

- Chapter 2: Scoping and EIA Methodology sets out the overarching methodology applied to the scoping and subsequent EIA process, including consideration of ‘alternatives’, baseline assumptions, cumulative effects and sensitivity testing. It sets out the process of identifying the potential for environmental effects to arise (both adverse and beneficial) and the criteria for assessing the significance of the resulting effects, determining any additional mitigation that is required.
- Chapter 3: Planning Policy and Regulatory Context provides a description of the national, regional and local planning context of the application, focusing on aviation policy and other statutory controls.
- Chapter 4: Non-significant Issues provides an overview of those topics that have been deemed through the scoping process (and subsequent draft Scoping Opinion from LBN) to be unaffected by the interim application and/or are unlikely

to give rise to significant environmental effects. These topics include energy, ecology, townscape and visual effects, archaeology and cultural heritage, ecology and nature conservation, flood risk, water quality and ground conditions, and energy.

- Chapter 5: Surface Transport and Access summarises the Transport Assessment (TA), which provides a comprehensive review and analysis of all the potential transport and movement effects resulting from the proposed Scheme. The full TA report is presented as Appendix B to this ES;
- Chapter 6: Noise considers the potential impacts of the Proposals on the local and wider noise environment. This chapter is sub-divided in Air, Ground and Traffic noise sections for which different standards and assessment methodologies apply.
- Chapter 7: Air Quality considers the potential of impacts of the Proposals upon local air quality, including nitrogen dioxide, PM₁₀ and odours. Each principal source of these pollutants is considered, focussing on emissions associated with road traffic on the local network, and that generated by Airport operations.
- Chapter 8: Socio-Economics considers the potential implications of the Proposals on the local and wider London economy and population. The chapter assesses the potential effects of the proposed increase in aircraft movements and associated growth in passenger numbers on income and employment in Newham and elsewhere, together with its effect on the local community;
- Chapter 9: Waste assesses the likely significant effects of the Proposals in terms of the potential waste to be generated resulting from the increased passenger numbers and sets a strategy for managing the waste generation;
- Chapter 10: Summary of Mitigation and Residual Effects sets out a summary of the residual effects after taking account of the proposed mitigation measures identified in the various Chapters;
- Chapter 11: Summary of cumulative effects of the Proposals. This chapter considers the effects from permitted developments, which individually might be insignificant, but when considered together could amount to significant cumulative effect.

- Glossary;
- Site Location Plan ('Red Line' Plan).

1.6 Technical Appendices (Volume 2)

1.6.1 The ES Technical Appendices comprise the following documents that provide the full text, data and other information that has informed the EIA.

A. Scoping Report (RPS, April 2007), consultee responses and draft Scoping Opinion from LBN.

B. Transport Assessment and Travel Plan

C. Noise Model Assumptions and Indicative Noise Contours

D. Air Quality Methodology

E. Socio-Economic Impact Assessment Report (York Aviation, 2005)

F. Regeneration Report

G. Ecology Report

1.7 Environmental Statement – Non-Technical Summary (NTS)

1.7.1 The NTS presents a summary of the ES in “non-technical language”, and provides a concise summary of the LCY interim application proposals, likely significant environmental effects, mitigation measures and residual effects.

1.8 Project Team

1.8.1 The Applicant has appointed a specialist project team for this interim application. The consultants involved in the EIA process are listed below:

Table 1.2: Project Team

ORGANISATION	CONSULTANT ROLE
RPS	EIA Coordination Planning Consultants Waste, Sustainability, Carbon Analysis Health Impact Assessment. Ecology
Savell Bird and Axon	Surface Transport and Access chapter and TA report
York Aviation	Socio-Economics
Air Quality Consultants (AQC)	Air Quality Consultants
Bickerdike Allen Partners (BAP)	Noise Consultants
David Shillito Associates	Strategic Air Quality and Environmental Consultant
Patricia Thomas, OBE (Farrer & Co LLP)	Planning Law Advisor

1.9 ES Availability

- 1.9.1 The ES and all Application documentation are available for review at the Planning Offices of the London Borough of Newham. Additional copies of the ES and Technical Appendices can be provided at a cost of £150 for each volume (excluding postage and packing). Alternatively a CD Rom version in Acrobat pdf file format is available for an administration charge of £20 (including postage and packing).

1.9.2 The Non-Technical Summary is provided free of charge and will be distributed to all key stakeholders, with additional copies available upon request. All ES documents are available from: -

RPS
First Floor (West)
Cottons Centre
Cottons Lane
London
SE1 2QG

1.9.3 Comments on the planning application should be forwarded to the London Borough of Newham in writing at the address below.

Development Control Service
Regeneration and Development
London Borough of Newham
Town Hall Annexe
330-354 Barking Road
East Ham, London
E6 2RT

1.10 References

- 1 ODPM (1999) The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (SI 293). The Stationery Office
- 2 DETR (2002) Environmental Impact Assessment: A Guide to Procedures. Thomas Telford.
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