9 WASTE

9.1 Introduction

9.1.1 This Chapter provides an assessment of the likely significant environmental effects associated with additional waste generated from the proposed increase in overall aircraft movements and the associated uplift in passenger numbers to 3.9mppa by 2010 at LCY. As part of this assessment, a review of the planning policy context for waste management at the national, regional and local level has been undertaken and an examination made of how LCY currently, and in future years, intend to achieve greater waste minimisation, reuse and recycling in accordance with such policies.

9.1.2 The chapter reports on the findings of a waste audit undertaken by RPS in March 2007 which provided estimations of the wastes currently generated at the Airport, including those from the main terminal, catering and support services, maintenance and other airport operations. Through this audit process, supplemented by additional data provided by LCY, it has been possible to quantify current (2006) waste types, quantities and sources to predict how such arisings might vary in the future.

9.1.3 The predicted changes to LCY's waste generation have been assessed for the 2010 Base case (Without Consent) and the 2010 With Consent (the Scheme) scenarios and the findings are presented together with proposed mitigation measures and the likely residual effects.

9.2 Planning Context

Key Legislative Drivers

9.2.1 Legislation applicable to the management of waste at LCY is detailed below:

EU Legislation

9.2.2 Most UK legislation impacting on waste management is now implemented as a result of European Directives. The EU Directives include the following:

- The Landfill Directive (99/97/EC);

- The Batteries Directive (2006/66/EC; 91/157/EEC);
- The End-of-Life Vehicles Directive (2000/53/EC);
- The Hazardous Waste Directive (91/689/EEC);
- The Waste Incineration Directive (2000/76/EEC);
- The Waste Framework Directive (75/442/EEC);
- The Packaging and Packaging Waste Directive (94/62/EC; 2004/12/EC); and
- The Waste Electrical and Electronic Equipment (WEEE) Directive (2002/96/EC).

UK Legislation

9.2.3 The key UK laws and regulations with regards to waste include:

- Environmental Protection Act 1990 (EPA 1990), dealing with the management of controlled waste;
- Environmental Protection (Duty of Care) regulations 1991;
- Waste Management Licensing Regulations 1994 (as amended);
- Waste Management Licensing Regulations 1994 and 2005 (as amended);
- Environment Act 1995;
- Producer Responsibility Obligations (Packaging Waste) Regulations 2005;
- Waste Electronic and Electrical Equipment (Producer Responsibility) Regulations 2007;
- Hazardous Waste (England and Wales) Regulations 2005; and
- Animal By-Products Regulations (England) 2005.

Waste Strategy 2007

9.2.4 A National Strategy for Waste (Waste Strategy 2007) was published earlier this year and sets out the Government's views on waste management in England. The Government's key objectives are as follows:

- Decoupling waste growth from economic growth and more emphasis on waste prevention and re-use;

- Meeting and exceeding the Landfill Directive diversion targets for biodegradable municipal waste;

- Increasing diversion from landfill and securing better integration of treatment for municipal and non-municipal waste;

- Securing the investment in infrastructure needed to divert waste from landfill and for the management of hazardous waste;

- Getting the most environmental benefit from that investment, through increased recycling of resources and recovery of energy from residential waste using a mix of technologies.

9.2.5 The document commits to setting new national targets for the reduction of commercial / industrial waste going to landfill. On the basis of the policies set out in Waste Strategy for England 2007, levels of commercial and industrial waste landfilled are expected to fall by 20% by 2010 compared to 2004.

9.2.6 Strategies within the document reflect the waste hierarchy of prevention, reuse, recycle, energy recovery and disposal - the former waste management options being preferential to the latter.

National Policy

Planning Policy Statement 10 (PPS10): Planning for Sustainable Waste Management

9.2.7 Planning Policy Statements (PPS) set out the Government's national policies on aspects of land-use planning in England. The overall objective of PPS10 is to protect human health and the environment by producing less waste and by using it as a resource wherever possible.

9.2.8 The document sets out the key planning objectives for the regional planning bodies and all planning authorities. PPS10 requires these organisations to prepare and deliver planning strategies that

- Help deliver sustainable development through driving waste management up the waste hierarchy, addressing waste as a resource and looking to disposal as the last option;

- Provide a framework in which communities take more responsibility for their own waste, and enable sufficient and timely provision of waste management facilities to meet the needs of their communities;

- Help implement the National Waste Strategy, and supporting targets, to ensure that they are consistent with obligations required under European legislation and support and complement other guidance and legal controls;

- Help secure the recovery or disposal of waste without harming the environment, and enable waste to be disposed of in one of the nearest appropriate installations;

- Reflect the concerns and interests of communities, the needs of waste collection authorities, waste disposal authorities and business, and encourage competitiveness;

- Protect green belts but recognise the particular needs of some types of waste management facilities when defining detailed green belt boundaries;

- Ensure the design and layout of new development supports sustainable waste management.

Regional Policy

The London Plan (February 2004)

9.2.9 The London Plan was introduced by the Mayor and the Greater London Authority in 2004 and is a strategic plan setting out an integrated social, economic and

environmental framework for the future development of London. Key waste policies within the Plan are outlined below:

- Strategic waste policy and targets – This policy details the Mayor's commitment to ensuring sufficient capacity to meet the waste arisings.

- Spatial policies for waste management – Details considerations for UDP policies when considering the provision of waste management sites.

- Criteria for the selection of sites for waste management and disposal – Details further criteria for consideration as part of UDP policies.

- The strategic priorities for East London – Details a number of priorities. With regards to waste, there is a priority to plan for waste facilities in line with the principle of self-sufficiency, including a limited provision to meet part of central London's needs.

Draft Business Waste Management Strategy (May 2007)

9.2.10 The Mayor of London has produced a Draft Business Waste Management Strategy (May 2007) aimed at encouraging the reduction of waste and promoting better reuse and recycling. Whilst the Mayor's statutory powers only extend to municipal waste, London's businesses produced 5.6 million tonnes of waste in 2003. Given the significance of this waste stream, and in the context of the London Plan, the Mayor has introduced a strategic framework.

9.2.11 The draft strategy details five key policy areas. These are outlined as follows:

- London's businesses will exceed the reuse, recycling and composting targets in the London Plan;

- The Mayor will work with partners to ensure facilities with sufficient capacity are provided to achieve the London Plan self-sufficiency targets;

- The Mayor will work with partners to coordinate the provision of information and advice;

- The Mayor will work with partners to raise and maintain awareness of resource productivity, sustainable waste transport and sustainable waste management.

- The Mayor will ensure that the GLA group leads by example to encourage London's businesses to take responsibility and take action for their waste.

Local Policy

London Borough of Newham Unitary Development Plan (UDP)

9.2.12 The UDP sets out the London Borough of Newham's agenda for transforming and regenerating Newham. The UDP will eventually be replaced by an emerging Local Development Framework but will continue to inform planning until the LDF is adopted. The document promotes the use of the waste hierarchy when considering disposal options. In addition, the Council also states its preference for local disposal of waste.

Joint Waste Development Planning Document (DPD)

9.2.13 The four East London Authority boroughs of Newham, Barking & Dagenham, Havering and Redbridge are currently preparing a Joint Waste DPD. The purpose of the DPD is to enable the adequate provision of waste management facilities in appropriate locations.

9.2.14 A consultation document was published in April 2007 (entitled: Building the Evidence Base & Identifying Issues & Options), which outlined the total waste arisings for 2004/2005 and the anticipated growth until 2020. According to this document, commercial & industrial waste accounted for 31% of arisings and hazardous waste accounted for 3%. Total waste for the area was estimated at slightly over 2,000,000 tonnes per annum.

9.3 Baseline Conditions

9.3.1 This section describes the methodology used to assess the impacts of the proposed Scheme on waste production and opportunities for re-use and disposal.

Scenarios

9.3.2 The assessment considers the effects of additional waste generation as a result of the proposed increases in aircraft movements and passenger numbers. The assessment considers three scenarios:

- 2006 'Current Situation' – 79,616 total aircraft movements resulting in a passenger throughput of 2.38M
- 2010 Base Case (Without Consent) - existing limits of 80,000 total aircraft movements with a 5% increase in passenger numbers to 2.5mppa and
- 2010 'With Consent' (the Scheme) - total aircraft movements of 120,000 and associated passenger throughput of 3.9mppa by 2010

Current Situation (2006)

9.3.3 The first stage in the study was to undertake a review of available data and consult with various bodies to establish baseline information on the conditions at the site.

The information sources reviewed included:

- Waste transfer note documentation.
- Site plans & procedures detailing waste collection points.
- A waste audit report commissioned by LCY in 2000

9.3.4 A site walkover was undertaken on 21st March 2007 where a waste audit was undertaken on waste streams, recycling facilities and disposal arrangements. Interviews and correspondence with key LCY personnel provided further information on the waste streams from the Airport (including those from the main terminal, catering and support services, maintenance and other airport operations).

9.3.5 Once the waste practices were identified, the waste was quantified in order to establish a current (2006) inventory of all main arisings.

Significance

9.3.9 The significance of the environmental impacts associated with the scenarios has been assessed in the context of the magnitude of the impact and the sensitivity/ value of the identified receptor.

The matrix in Table 9.1 summarises the risk assessment evaluation process:

Table 9.1: Evaluation of significance

	Magnitude of Impact			
Sensitivity/value of receptor	High	Medium	Low	Negligible
High	Substantial	Substantial	Moderate	Minor
Medium	Substantial	Moderate	Minor	Negligible
Low	Moderate	Minor	Negligible	Negligible
Negligible	Minor	Negligible	Negligible	Negligible

Limitations & Assumptions

9.3.10 Full waste transfer note documentation for the full 2006 calendar year was not available at the time of the audit and it is therefore difficult to verify all of the data provided for this assessment. However, sufficient information is available to determine the waste generation over the past twelve months. A new waste contractor (SITA) was appointed in April 2006 to manage waste associated with LCY's activities. In terms of establishing the baseline position for 2006, it is assumed that data held for the 12 month period (April 2006 – March 2007) is consistent with the 2006 calendar year.

9.3.11 'Season ticket' documents (detailing regular waste transfers over periods of time) have been scaled and applied across the period. Where there are gaps in primary sources of information, data gained during a waste audit conducted in 2000 has been used (Waste Management Audit by Wastebusters, June 2000).

9.3.12 The following waste streams have been assumed to scale proportionally with increases in passenger numbers: general, paper & cardboard, sanitary, medical, cooking oil and waste oil from interceptors. Waste streams relating to projects, site

maintenance and replacement of office equipment have been assumed to remain unchanged.

9.3.13 Liquid wastes make up a relatively small percentage of the waste produced. However, for weight comparison reasons, densities of the liquids have been assumed to be consistent with water.

9.4 Current Situation (2006)

9.4.1 The following section of this report provides a review of the current conditions at the Site determined through the data collection stage for the 12 month period between April 2006 and March 2007:

General Waste

9.4.2 General waste is the most significant waste stream produced at the airport (in terms of weight) and comprises a mix of non-hazardous waste streams including litter, catering waste and paper & cardboard. Permanent on-site contractors, aircraft cleaning staff and employees responsible for site housekeeping use general waste 1100 litre wheelie bins. Wheelie bins are located both airside and landside.

9.4.3 Across the site there are 41 wheelie bins dedicated to general waste, 38 of which are collected by SITA on a daily basis and 3 are collected on a weekly basis. Wheelie bins are assumed to have an average weight of 65kg (as detailed on the transfer note). General waste is considered a non-hazardous material and volumes associated with this waste stream are considered to be closely associated with passenger numbers.

Sanitary Waste

9.4.4 Sanitary bins are located in the toilet facilities across the site. Sanitary waste is considered a hazardous material. The cleaning contractor is responsible for the disposal of sanitary waste and arranges for the collection of 50 bins on a fortnightly basis and 6 on a monthly basis. On the assumption that each sanitary unit can hold 2kg of waste, an annual estimate of 2,544kg has been calculated. Volumes associated with this waste stream are considered to closely correlate to passenger numbers.

Medical Waste

9.4.5 A small medical facility is located on-site to provide first aid to passengers, employees and contractors (as required). To date, there has been little requirement for on-site first aid and, as a consequence, associated volumes of medical waste are almost negligible.

Interceptor Oil / Water

9.4.6 Drainage in the parking areas is managed and passes through oil interception prior to discharge. The interceptor has a volume of ~3,000 gallons (11,350L) and is emptied on an annual basis by a specialist contractor. Given that the majority of passengers access the LCY site via taxi or public transport, it is unlikely that drainage from parking area will increase as a result of increased passenger numbers (see Chapter 6: Transport). The volume of this waste stream is more closely linked to the managed drainage area. Due to the oil content, waste collected from the interceptor is generally considered to be hazardous.

Fluorescent Lighting

9.4.7 Fluorescent lighting is used across the site for illumination. As a matter of course, the lighting will require replacement on a periodic basis. A dedicated skip (1.2m x 1.2m x 2.4m) is used for the collection of this material and is emptied on an annual basis. This waste stream is not linked to passenger numbers but is more closely related to the terminal and office areas requiring illumination. As no built works are included within the Scheme the amount of waste from fluorescent lighting is not considered likely to increase. The stream is considered hazardous due to its component materials (including mercury).

Waste Electrical and Electronic Equipment (WEEE)

9.4.8 Electrical and electronic equipment is used across the site for a variety of purposes such as word processing, printing etc. This equipment requires upgrading/ replacing on a regular basis as elements become obsolete or require repair. The disposal of WEEE is therefore undertaken on an ad-hoc basis. This waste stream is again not linked to passenger numbers and therefore it is not considered to increase in volume

as a result of the 'With Consent' scenario. The majority of WEEE waste is classified as hazardous due to the component parts of the equipment.

Maintenance / Project Waste

9.4.9 Maintenance and project waste is generally managed and disposed of by individual contractors. Primary information relevant to this source is not readily available butit is assumed that volumes are consistent with the volumes identified during a previous audit report undertaken in 2000. This report assumed the use of 2 x 16yd skips, 48 collections per year and an average collection weight of 4,000kg. The waste is varied and associated with the specific activity being undertaken. However, given that much of this work relates to maintenance of the physical facilities of the site (building and site infrastructure), the waste stream is assumed to be inert and primarily consisting of concrete/brick. This stream is not likely to increase in volume with an increase in passenger numbers. However, the previously consented apron extension for five new stands and the future terminal extension contract will inevitably create construction waste which will be managed by the appointed contractors under an agreed Site Waste Management Plan (as detailed in OIP environmental statement in 2000).

Foam

9.4.10 A fire training area is located to the northwest of the runway and is used by the fire staff on a regular basis. Drainage in this area is managed and all liquids are directed to a 10,000L underground tank. A specialist contractor empties the tank on an annual basis. Given the nature of the fire retardant chemicals, this waste stream is considered hazardous, However, it is not expected that the frequency of fire drills will increase with the Scheme and therefore there is unlikely to be any increase in the quantities of this waste stream.

Fridges / Freezers

9.4.11 Fridges and freezers are generally used across the site for the welfare of staff. As with other WEEE, fridges & freezers are considered hazardous however, for the purposes of this assessment, are considered separately due to the potentially different associated environmental impacts (i.e. ozone depleting gasses).

9.4.12 This waste stream is unlikely to increase to any significant degree under the proposed scheme, as this is not influenced by the increase in passenger numbers. Such wastes are disposed of on an ad-hoc basis

Batteries

9.4.13 Small-scale vehicle maintenance activities are undertaken in the southeastern part of the site, including the replacement of batteries and other components. Redundant batteries associated with this maintenance activity are disposed of on an annual basis. The waste stream is considered hazardous and unrelated to passenger numbers.

Waste Oil

9.4.14 Approximately 500 litres of waste oil is reported to be disposed of on an annual basis in relation to vehicle maintenance activities. This waste stream is considered hazardous and again unrelated to passenger numbers.

Other Hazardous Materials

9.4.15 A variety of other hazardous wastes have been identified (including pigeon excrement, oily rags etc) and disposed of by LCY. This waste stream is unrelated to passenger numbers.

9.4.16 The following table summarises the baseline waste generation conditions:

Table 9.2: Baseline waste generation (2006)

Waste Type	Waste Classification	2006 Total
General Waste	Non- Hazardous	911,688kg
Sanitary	Hazardous	2,544kg
Medical	Hazardous	2kg
Interceptor Oil / Water Mix	Hazardous	11,350L
Fluorescent Lighting	Hazardous	400kg
WEEE	Hazardous	425kg
Maintenance / Project Waste	Inert	192,000kg
Foam	Hazardous	10,000L
Fridges / Freezers	Hazardous	220kg
Batteries	Hazardous	1,000kg

Waste Oil	Hazardous	500L
Other Hazardous	Hazardous	345kg
Total Weight		**1,130,474kg**
Per Passenger		**0.470Kg**

9.5 Assessment of effects

2010 Base Case (Without Consent)

9.5.1 In the case that consent is not granted to increase the total aircraft movements at LCY, it is assumed that passenger numbers will increase slightly from 2.4mppa to 2.5mppa by 2010.

9.5.2 On the basis that a number of waste streams are primarily impacted by passenger throughput the following changes to the quantum of waste produced by the Airport has been calculated and the results are displayed in Table 9.3.

Table 9.3: 2010 Without Consent Conditions

Waste Type	2010 Without Consent Total	Increase (kg)	Significance
General Waste	949,675kg	37,987kg	Minor
Sanitary	2,650kg	106kg	Negligible
Medical	2kg	0kg	Negligible
Interceptor Oil / Water Mix	11,350L	0kg	Negligible
Fluorescent Lighting	400kg	0kg	Negligible
WEEE	425kg	0kg	Negligible
Maintenance / Project Waste	192,000kg	0kg	Negligible
Foam	10,000L	0kg	Negligible
Fridges / Freezers	220kg	0kg	Negligible
Batteries	1,000kg	0kg	Negligible
Waste Oil	500L	0kg	Negligible
Other Hazardous	345kg	0kg	Negligible
Total Weight	**1,168,567kg**	**38,093kg**	
Per Passenger	**0.467Kg**	**-0.003**	

9.5.3 As all of the identified waste streams go to appropriately licensed waste disposal facilities which are managed and regulated, the ';off-site' consequence of these small increases in waste generation from LCY are considered to be negligible.

9.5.4 General waste, sanitary and medical wasteare considered to scale proportionally with increased passenger numbers. However, as no changes are anticipated in the majority of these particular waste streams the significance of the associated impacts are considered to be negligible.

9.5.5 Modest increases are predicted with the general waste stream and sanitary waste streams. The significance associated with the general stream is considered negligible to minor adverse on the basis that the material is non-hazardous and the quantities only equate to an additional two lorry loads per annum. The impacts associated with the sanitary waste stream is considered negligible, despite its slightly more hazardous nature, on the basis of the small amount of Additional volumes likely to be produced at the Airport.

9.5.6 Overall the net waste produced per passenger is likely to decrease from 0.467kg per approximately 0.467kg, as the majority of the identified streams are not effected by increased throughput of passengers. This quantum represents an improvement, albeit slight.

9.5.7 On the basis of the above projections the significance of waste generation impacts associated with the 2010 'Without Consent' scenario are considered to be negligible.

2010 'With Consent' (the Scheme)

9.5.8 As no built works are included within the Interim Planning Application proposal, there will be no associated Construction Waste impacts (i.e. beyond the consented OIP works which were previously assessed at the time of that application).

9.5.9 Should consent be granted to increase the total number of aircraft movements at LCY to 120,000 by 2010 then passenger numbers are expected to increase from 2.4 mppa to 3.9 mppa. The changes to the quantum of waste produced by the Airport under the 'With Consent' scenario have been calculated and the results are presented in Table 9.4.

Table 9.4: 2010 Consent Granted Conditions

Waste Type	2010 Total	Increase	Significance
General Waste	1,481,493kg	569,806kg	Minor
Sanitary [Hazardous]	4,134kg	1,590kg	Minor
Medical	3kg	1kg	Negligible
Interceptor Oil / Water Mix	11,350L	0kg	Negligible
Fluorescent Lighting	400kg	0kg	Negligible
WEEE	425kg	0kg	Negligible
Maintenance / Project Waste	192,000kg	0kg	Negligible
Foam	10,000L	0kg	Negligible
Fridges / Freezers	220kg	0kg	Negligible
Batteries	1,000kg	0kg	Negligible
Waste Oil	500L	0kg	Negligible
Other Hazardous	345kg	0kg	Negligible
Total Weight	**1,701,870kg**	**571,397kg**	
Per Passenger	**0.436Kg**	**-0.034Kg**	

Summary

9.5.10 All of the identified waste streams from LCY are currently managed by appropriately qualified waste contractors and go to licensed waste disposal facilities. No new waste types are likely to be generated by the proposed interim expansion of the Airport, as no new infrastructure, equipment or processes will be introduced. Given that off-site disposal arrangements include only facilities that are managed and regulated (to adhere with UK legislation), the sensitivity of these receptors is considered to be low and the impact of the minor increases in waste from LCY on them will be negligible, particularly in comparison to much greater waste producing industries and other sources in the Newham area.

9.5.11 Modest increases are predicted in general, sanitary and medical waste streams, related to the proportional increases in passengers passing through the terminal building. However, It is predicted that the total amount of waste produced per passenger will decrease by 0.034Kg to 0.436kg/passenger in the with consent scenario. This is because certain operational waste arisings at LCY will not increase by 2010, as there is no correlation to passenger numbers.

9.5.12 An additional 1kg of medical waste is anticipated per annum as a result of the increased passenger numbers, which is of negligible significance in the context of the Airport's operations. Sanitary waste is anticipated to increase by approximately 1,590kg/annum. Given the volume and hazardous nature of this additional material, the significance associated with this increase is considered to be negligible to minor. General waste is predicted to increase by approximately 569,806kg/annum; roughly equating to an additional 30 lorry loads of material per annum. The significance of the impact associated with this increase in general waste is again considered to be minor.

9.5.13 By applying the generic Significance Matrix (detailed in Table 9.1 above), the overall environmental impact associated with the production of waste for the 2010 'With Consent' scenario, without mitigation, is considered to be **minor**.

9.6 Mitigation and Enhancement

9.6.1 The waste hierarchy encourages the following order or priority with regards to waste management. prevention,

- reuse,
- recycle,
- energy recovery, and
- disposal

9.6.2 The assessment of the predicted waste streams associated with 2010 Base case (Without Consent) and the 2010 'With Consent' (the Scheme) scenarios present significant opportunities for re-use, recycling and recovery.

9.6.3 The appointment of the waste management company SITA in 2006 is part of the Airport's longer- term waste management strategy. SITA has an Industrial & Commercial Waste Treatment Plant located 3.31 miles from LCY and a transfer station located at the same facility. Office paper and material recycling can be dealt with at this transfer station together with office security shredding.

9.6.4 LCY has set the following waste targets for the period 2006 – 2008, set out in the recent 'Community and Environment Report 2007':

- Introduce all staff on site at LCY to paper and cardboard recycling before the end of 2007;

- Recycling 10% of LCY's waste by the end of 2007 and increase recycling by a further 10% by the end of 2008.

9.6.5 On the basis that LCY recycles 20% of its waste material, the waste per passenger would reduce to approximately 3.5kg by 2009. This compares favourably with other airports.

9.6.6 These targets are considered ambitious but achievable and their successful implementation will be accompanied with the provision of adequate waste recycling and segregation facilities in the terminal building, offices and elsewhere on the Airport site. Specific training and awareness raising will also be implemented.

9.7 Residual effects

9.7.1 Based on the above assessment, the only waste streams predicted to increase to any significant extent) relate to general waste and sanitary waste in the 2010 'With Consent' (the Scheme) scenario.

9.7.2 On the basis that the mitigation measures (outlined above) are applied by LCY, changes to the predicted quantum of particular wastes both with and without consent are outlined in Table 9.5 and 9.6 below.

Table 9.5: Waste increases in 2010 'Without Consent' and mitigation

Waste Type	Current Situation (2006)	2010 'Without Consent' Scenario	2010 'Without including mitigation	2010 'With Consent' increase	2010 increase including mitigation
General Waste	911,688kg	949,675kg	759,740kg	37,987kg	-151,948kg

9.7.3 Implementing a 20% increase in recycling by 2008 will have a beneficial effect on the amount of waste produced by LCY under the 'Without Consent' scenario, as there will be a 151,948kg reduction in waste produced compared with the existing (2006) situation.

Table 9.6: Waste increases in 2010 'With Consent' and mitigation

Waste Type	Current Situation (2006)	2010 'With Consent' Scenario	2010 including mitigation	2010 'With Consent' increase	2010 increase including mitigation
General Waste	911,688kg	1,481,493kg	1,185,194kg	569,806kg	273,506kg
Sanitary	2,544kg	4,134kg	3,305kg	1,590kg	761kg

9.7.4 The residual impact of the increased general and sanitary waste with consent remains minor despite a 20% recycling rate. However it is considered that this could be further reduced to a negligible effect, should progress be made with the recycling and other waste minimisation initiatives at LCY beyond 2008. Refer to Table 9.7 below.

Table 9.7: Residual Significance Summary

Environmental topic	Significance	Mitigation measure	Residual significance
Waste	Minor	Increased recycling	Minor

9.8 Sensitivity Testing

9.8.1 The assessment for the 2010 'With Consent' (the Scheme) has been undertaken on the basis that passenger numbers associated with an increase in ATMs to 120,000 will increase from 2.4mppa to 3.9mppa. It is anticipated that the most probable mix in aircraft would consist of 95,000 Scheduled Airline traffic movements and 25,000 Jet Centre movements. However, it is possible that there will be a degree of variance to these assumptions; under an 85,000scheduled flights and 35,000 Jet Centre scenario, likely passenger numbers would be 3.5mppa and with a 105,000 scheduled flight and 15,000 Jet Centre scenario, passenger numbers are estimated to be 4.3mppa.