

Our Ref: RH/JLH0682
Your Ref: 07/01510/VAR

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Date: 11 April 2008

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

For the attention of Sunil Sahadevan

Dear Sirs,

LONDON CITY AIRPORT, CITY AVIATION HOUSE, ROYAL DOCKS, LONDON, E16 2PB

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)
TOWN AND COUNTRY PLANNING (GENERAL DEVELOPMENT PROCEDURE ORDER)
1995
TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT
REGULATIONS) 1999

APPLICATION UNDER SECTION 73 OF THE TOWN AND COUNTRY PLANNING ACT
1990 TO VARY CONDITIONS 13 AND 15 OF THE OUTLINE PLANNING PERMISSION
NO.N/82/104 DATED 23 MAY 1985 (AS PREVIOUSLY VARIED), TO ALLOW UP TO
120,000 TOTAL AIRCRAFT MOVEMENTS PER ANNUM (NUMBER OF TOTAL
MOVEMENTS IN 2006 WAS 79,616) WITH RELATED MODIFICATIONS TO THE DAILY
AND OTHER LIMITS INCLUDING NOISE FACTORED MOVEMENTS (REF. NO.
07/01510/VAR)

SUBMISSION OF FURTHER INFORMATION UNDER REGULATIONS 19(1) AND 19(10)
OF THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT
REGULATIONS) 1999

We are writing further to the London City Airport (LCY) 'Interim' Application as described above, which we submitted to the Council on 3 August 2007 on behalf of LCY, and subsequent discussions with officers.

On 7 March 2008 the Council made a request under Regulations 19(1) and 19(10) of the Town and Country Planning (England and Wales) (Environmental Impact Assessment) Regulations 1999 for further information in regard to the Environmental Statement (ES) submitted with the Interim Application in August 2007 and the ES Addendum (hereafter referred to as the First ES Addendum) submitted in January 2008. This letter explains the Applicant's response to this request.

As requested, a total of 10 hard copies and 6 CD copies of the following documents are enclosed with this letter:

- Second Environmental Statement Addendum.
- Environmental Statement Non Technical Summary (updated).

The scope and purpose of this further information is summarised below.

a) **Second Environmental Statement Addendum**

The Second ES Addendum has been prepared by RPS in response to the Council's formal request for further information. Technical input has been provided by York Aviation (socio-economic impacts), Drivers Jonas (residential values/ projected Public Safety Zones (PSZs)) and Bickerdike Allen Partners (noise).

The precise scope of the Second ES Addendum is detailed in Section 1 of the document. In essence, the Second ES Addendum provides 3 supplementary sections relating to socio-economic effects in terms of employment and income that could potentially be foregone on sites that are partially within the projected PSZs, cumulative effects of the proposals, and waste management at LCY. The Second ES Addendum should be read alongside the information contained in the ES submitted with the application and the First ES Addendum submitted in January 2008. Unless otherwise stated in the Second ES Addendum, the content and conclusions of the main ES (Volume 1), technical appendices (Volume 2) and First ES Addendum remain unchanged.

i) **Socio-Economics**

Section 2 of the document provides a detailed response to points 1.1 to 1.3 of the Council's second Regulation 19 letter. The projected PSZs, previously presented in Chapter 1 of the ES and Section 7 of the 'Impact on Regeneration Report' (Appendix F of the ES), are described.

An assessment of the possible effects on the development potential of sites falling partially within the projected PSZs has been undertaken, taking account of the DfT Circular 1/2002 (*Control of Development in Airport Public Safety Zones*). Having assessed this further information alongside that contained in the original ES and First ES Addendum, the Second ES Addendum identifies that the projected PSZs will not compromise existing approved schemes. The projected PSZs could have a material effect on aspirations to develop four sites in the future for residential, business/ industry or mixed use. However, the development aspirations for these sites would be subject to detailed consideration through the planning process whereupon existing environmental, financial or other constraints may lessen or alter their development potential.

This section also assesses the effect of the projected PSZs on local, regional and national economies. Having assessed the additional information alongside that contained in the ES and First ES Addendum, the Second ES Addendum confirms that the proposal has a net substantial beneficial effect. The projected PSZs are not determined to have a significant effect on house prices or associated costs.

ii) **Cumulative Effects**

Section 3 of the Second ES Addendum provides a detailed response to point 2.1 of the Council's second Regulation 19 letter. The predicted effects of the Interim Application on the London Plan Opportunity Areas have been considered in terms of how these areas relate to the 2010 'with consent' air noise contours and associated PPG24 Noise Exposure Categories (NECs). The assessment has identified that the proposed increase in aircraft movements would not, in itself, preclude or inhibit residential development in the Opportunity Areas due to predicted increases in air noise.

In addition, and despite not being requested by the Council, consideration has been given to the Council's Draft Core Strategy – Issues and Options Report. The assessment of these three spatial options has identified that the air noise expected in 2010 'with consent' will not

prevent development in the future proceeding in line with any of the three spatial options as described.

iii) Waste

Section 4 of the Second ES Addendum provides a detailed response to point 3.1 of the Council's second Regulation 19 letter. Information on the existing and proposed waste management measures is presented in the context of the Waste Hierarchy. In addition, this section provides an update on the 2007 waste generation data and initiatives introduced since submission of the ES. Having assessed this further information alongside that contained in the ES and First ES Addendum, the Second ES Addendum confirms the integration of the Waste Hierarchy into current and proposed waste management processes at LCY. The Second ES Addendum does not make modifications to the predictions for waste production at LCY under the Interim Application, nor change the assessment of likely environmental effects.

b) Environmental Statement Non Technical Summary

An updated version of the ES Non Technical Summary has been prepared by RPS and this replaces that submitted with the First ES Addendum in January 2008.

The document provides a complete, up-to-date summary of the ES, summarising the original ES and, where appropriate, the First ES Addendum and Second ES Addendum referred to above.

For ease of reference, the new text included in the updated Non Technical Summary is shown in green (with the First ES Addendum text shown in blue).

c) Summary

It is understood that, following receipt of this further information, the Council will undertake a further formal period of consultation, in accordance with the EIA Regulations (Regulation 19(3)-19(9)) and the Council's statutory obligations.

We trust that the Council now has sufficient information to determine the application. Please do not hesitate to contact me should you require any further information or should you wish to discuss any matters further.

Yours faithfully



RICHARD HESKETH
Planning Associate

c.c.	Charles Buchanan	-	London City Airport
	Janet Goulton	-	London City Airport
	Rob Grafton	-	London City Airport
	Peter Henson	-	Bickerdike Allen Partners
	Richard Kaberry	-	York Aviation
	Andy Lomax	-	Drivers Jonas