

DEVELOPMENT OF LONDON CITY AIRPORT TO ACCOMMODATE 9 MILLION PASSENGERS PER ANNUM

Local Planning Authority Reference: 23/00059/REF

Planning Inspectorate Reference: APP/G5750/W/23/3326646

Date of Inquiry: 5 Dec 2023 – 19 January 2024

HACAN East – Proposals for Planning Inspector flight path site visits.

1.0 Summary

To gain a reasonable range of observations of London City aircraft in a variety of London communities and in different wind conditions we propose that the Planning Inspector be invited to visit five sites as follows:

1. Sites at the western end of the runway inside the noise contours (see Appendix 3) and within the area eligible to apply for noise insulation measures from the airport. These visits could easily be combined with the Inspector's tour of the airport.
2. A site under each of the two arrivals flight paths, outside of the noise contour areas.
3. A site under each of the two departures flight paths, outside of the noise contour areas.

We consider that at each of the sites the Inspector would be able to see and hear around ten arriving or departing aircraft in a one hour period at peak operating times.

In the gaps between overflight the Inspector would be able to observe the normal local soundscape when no flights are present, as currently experienced at these sites during the 24 hr curfew. A visit to any of the sites on a Saturday afternoon, while not strictly necessary, would achieve the same effect.

We provide for the Inspector's convenience maps and notes on each site, and guidance on how to identify aircraft either arriving at or departing from London City Airport.

Appendices show the generalised flight path maps for the airport and the contour areas.

Agreement of the three parties

This proposal for the Planning Inspector has been agreed between HACAN East, London Borough of Newham and London City Airport.

1st December 2023

1.1 Itineraries for different wind conditions

1.2 Easterly wind approach over SE London

As requested at the Case Management Conference, we have included an easterly wind approach site, listed as Site 1 at para 2.0. This is the Horniman Gardens in Forest Hill SE23.

1.3 Itinerary for Westerly winds

When the airport is in westerly wind operations, the Inspector's itinerary could include Sites 2, 4 and 5.

1.4 Itinerary for Easterly winds

When the airport is in easterly wind operations, the Inspector's itinerary could include Sites 1, 2 and 5.

1.5 Site 5, Royal Victoria Dock and Site 3 Camel Road

Site 5 is a little to the west of the airport and experiences overflight in all wind conditions. Site 3 is close by the airport and experiences noise from the airport in all wind conditions.

We suggest that a visit to both sites could easily be made before or after the Inspector's proposed tour of the airport campus.

1.6 Timing of visits

Peak operating hours where the Inspector may expect to observe perhaps 10 London City aircraft per hour are early morning (0800 -0900) and early evening (1800-1900). Lunchtimes (1300-1400) are also reasonably busy.

The airport has no Saturday afternoon or Sunday morning operations.

1.7 Distinguishing London City aircraft from other air traffic.

Appendix 1 gives a guide to this

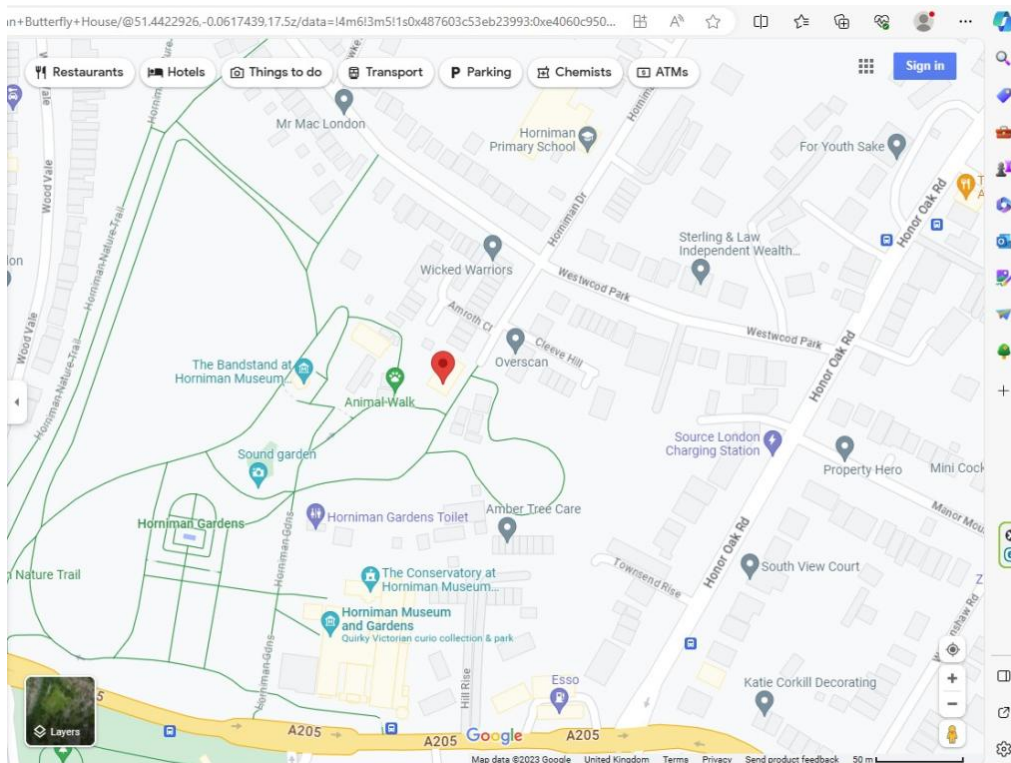
1.8 General traffic flows, contour maps and noise insulation zones

These are shown in Appendix 2

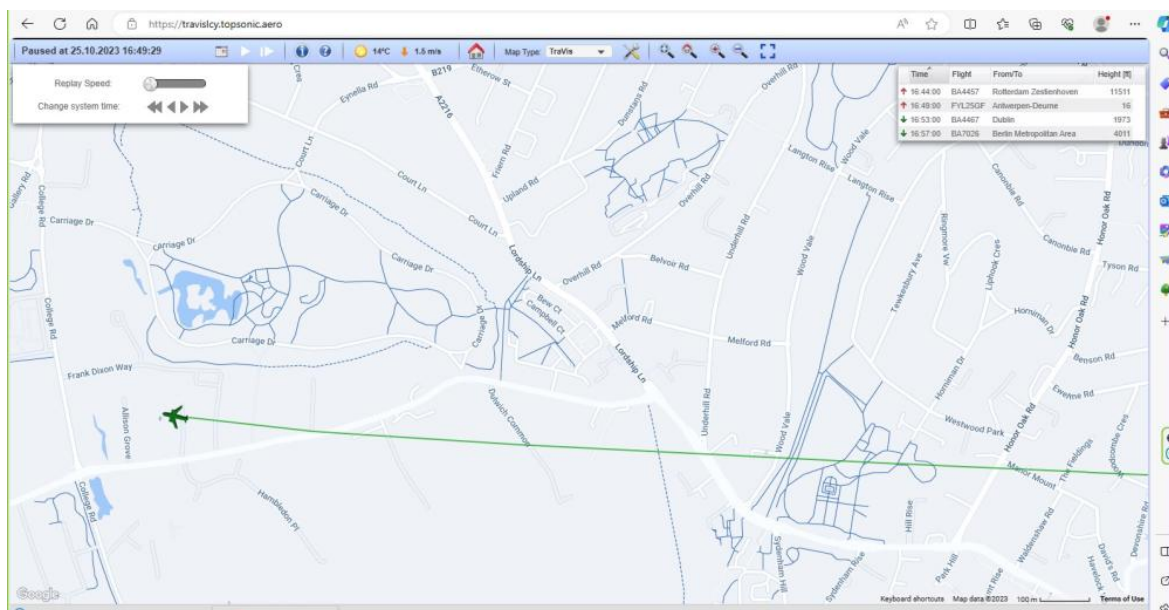
2.0 Site 1. Forest Hill, London SE23. Easterly wind arrivals.

Horniman Museum and gardens, by the Butterfly House. Access by the gate at SE23 3BU in Horniman Drive. Gate usually closed at sunset. London City Aircraft fly east to west over this point at 2000ft above MSL before banking to the north. Best time to visit, **only in easterly winds**, during the peak morning and evening operating hours.

Reason. The Inspector can observe London City aircraft on their level, concentrated single track arrivals path across densely populated SE London. The gardens, boundaried by the South Circular Road and housing are very well used by local people all day on Saturdays. This location was used as a monitoring point for Dr Christian Nold's Citizen Science study comparing new and old generation aircraft noise.



Site 1. Map shows location of the Butterfly House in Horniman Gardens



Site 1. Easterly wind arrival crossing Horniman Gardens, then Dulwich Park.

Source: London City Airport Travis LCY web tracking.

2.1 Site 2. Hawksmoor Park, Thamesmead London SE28. Westerly wind arrivals and easterly wind departures.

This small urban park is set in a low lying area of Thamesmead surrounded by housing and schools. The park is accessed through an entrance by the Gallions Reach Health Centre at Bentham Rd, London SE28 8BE. There is parking on Bentham Road or in the Centre itself.

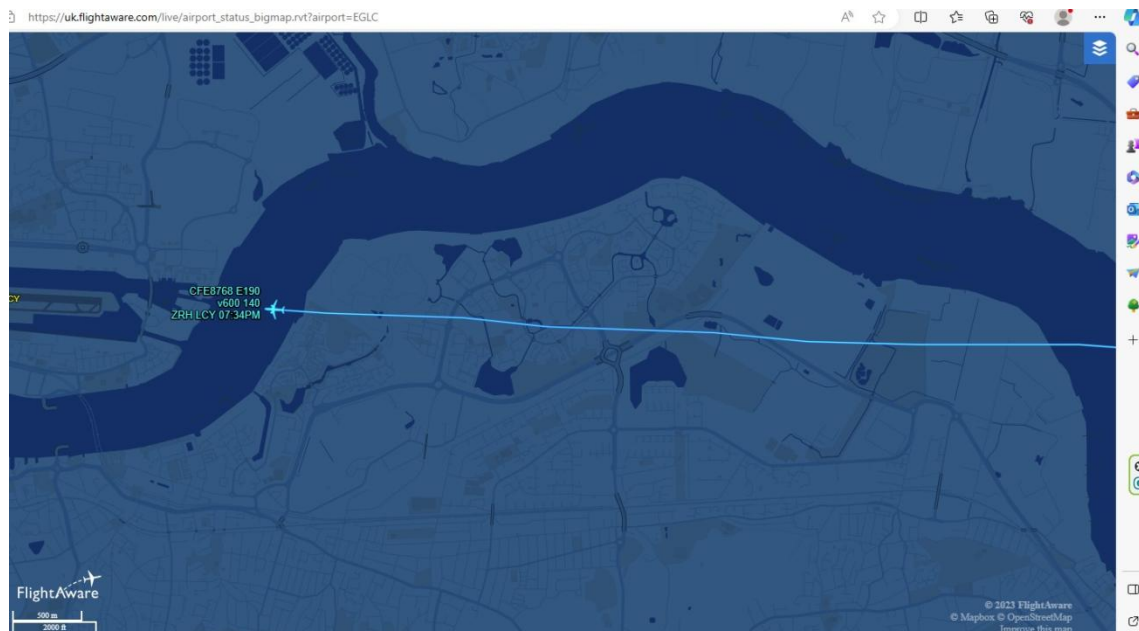
Reason . The Inspector can observe London City aircraft as they arrive and depart over a small park and residential housing in Thamesmead, with outdoor spaces well used on Saturdays and Sundays during the 24 hr weekend flight curfew. The Site is within the 57dB contour.

In westerly winds aircraft arrivals fly east to west over this point at 1000ft above MSL.

In easterly winds, aircraft departures fly west to east close to this point at around 1800-2500 ft.



Hawksmoor Park, entered by the gate next to the Health Centre entrance

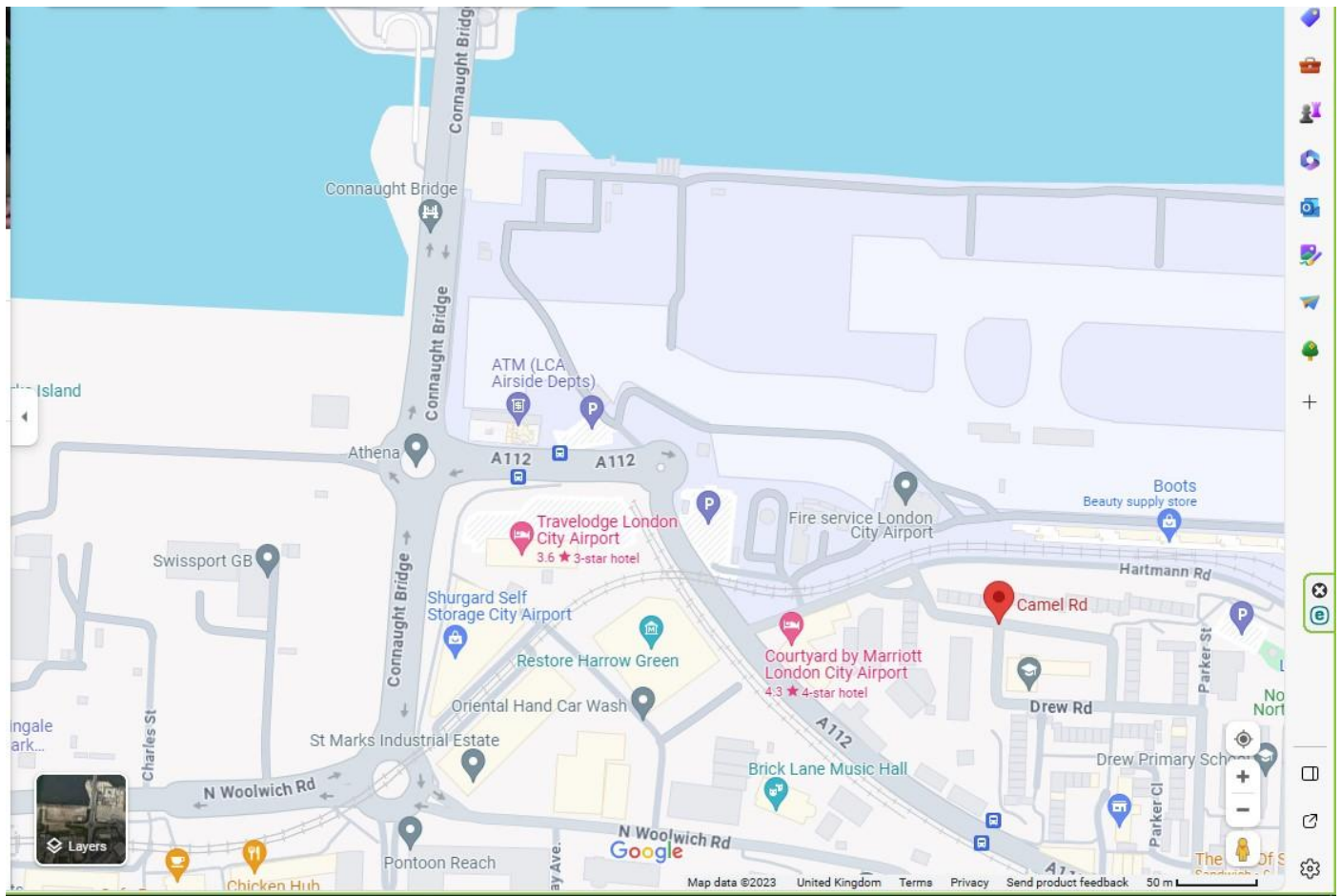


Westerly wind arrival over Thamesmead

2.2 Site 3 Camel Road E16

This road is close and just to the south of the airport and inside the 66 dB summer day contour.

Reason. The Inspector will be able to observe primarily westerly wind departures from this site within this High Tier noise insulation area. A visit to this site can easily be combined with the tour of the airport.



2.3 Site 4. Sidmouth Park E10 5RA & Francis Road Pedestrian Area E10 6QA

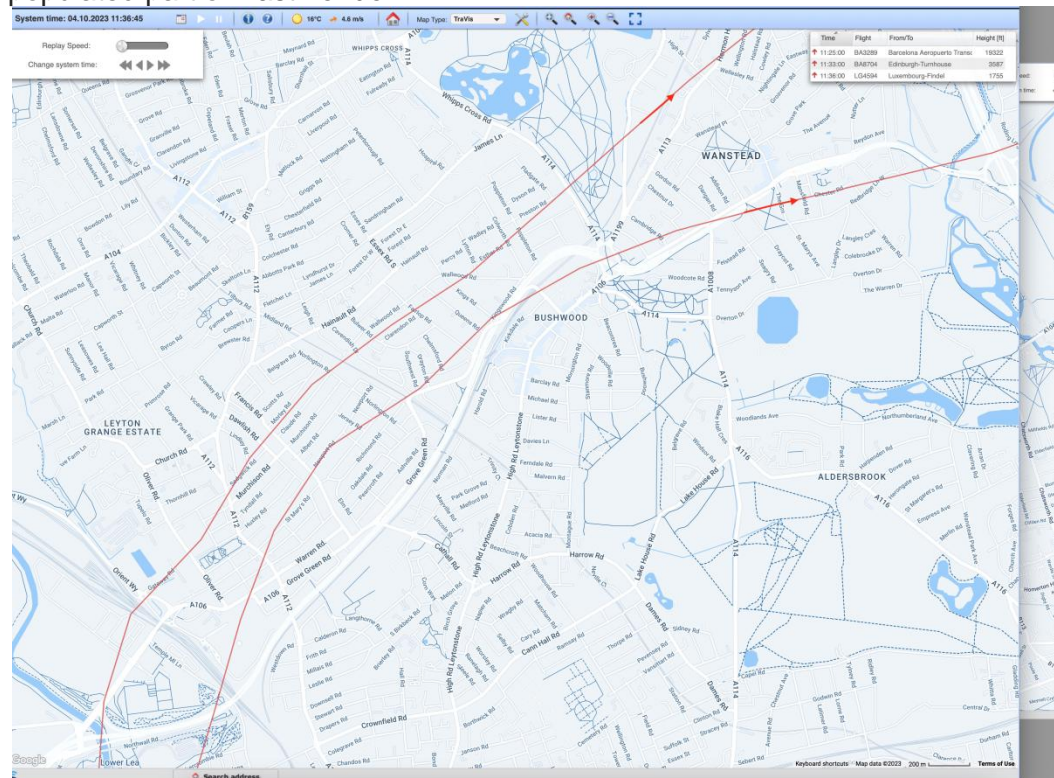
Westerly wind departures.

Sidmouth Park is a small green space set back from the busy A112 Leyton High Road and between the back gardens of the houses on either side. It is a popular place for parents to relax while their young children play and is well used at weekends. Sidmouth Park opens at 9a.m.

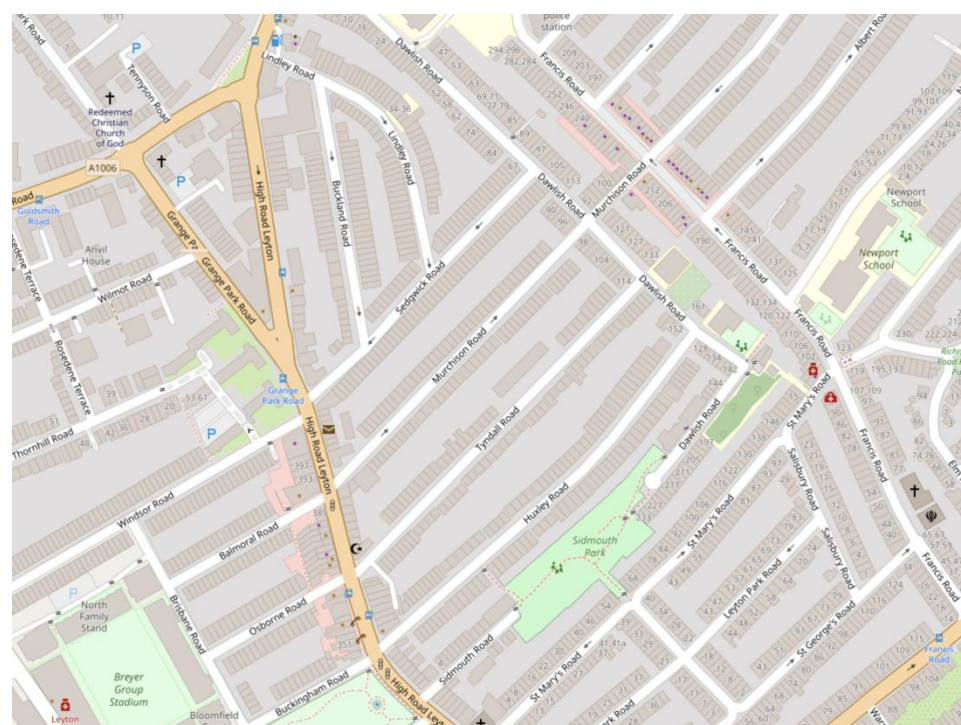
It is extremely close to Francis Road pedestrianised area where local cafes set out their tables during the warmer months. It too is a well used public space and often used for outdoor community events.

Best time to visit, **only in westerly winds** during peak morning or evening operating hours.

Reason: The Inspector can observe departing London City aircraft as they climb across a densely populated part of East London.



Westerly wind departures turn north east over Leytonstone.
Source London City Airport web tracking. TravisLCY



Sidmouth Park, Leyton E10 5RA & Francis Road pedestrianised area

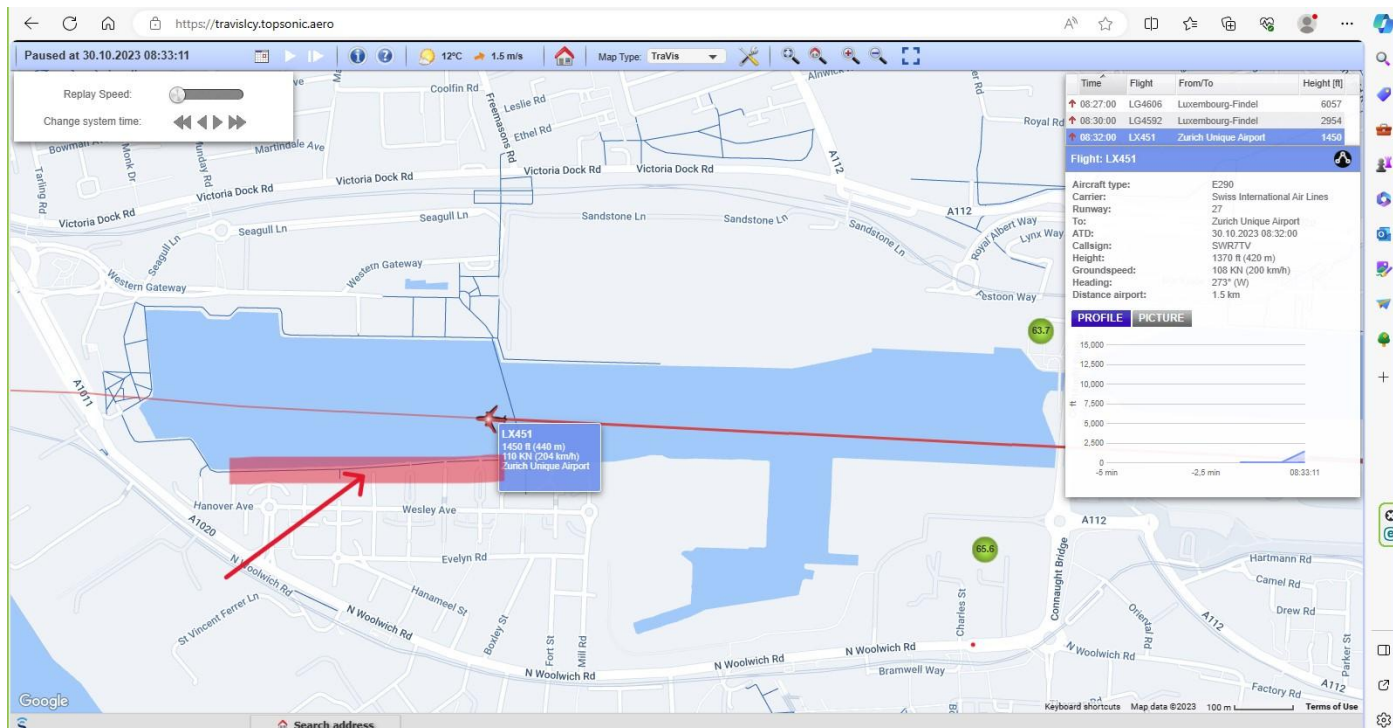
Enter from the High Road via Sidmouth Road gate, E10 5RA. Exit via the Dawlish Road gate and follow Dawlish road to the left, then turn right into Murchison road which leads into the Francis Road pedestrianised area.

The park is open from 9am - until a half hour before sunset.

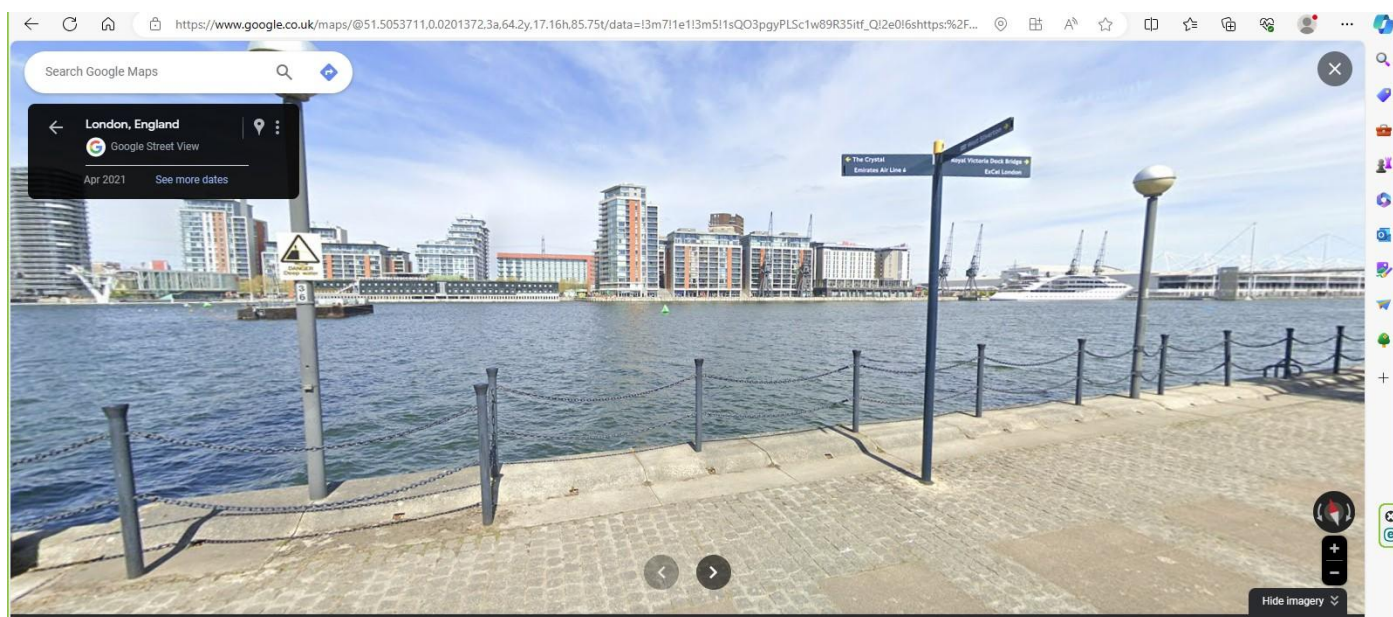
2.4 Site 5. West of the runway, Royal Victoria Dock, London E161BW

This site is on the walkway of the Royal Victoria Dock, in the Britannia Village area of Silvertown.

Reason. The Inspector can observe arriving aircraft from the west or departing aircraft from the east as they fly over the Royal Docks, and get a sense of the noise impacts in the immediate vicinity of the airport in residential areas inside the noise contours, such as North Greenwich, Silvertown the Leamouth Peninsula and Blackwall.



Aircraft departs the airport flying east to west in westerly winds. Suggested observation points, walkway marked with arrow. Source London City Airport TravisLCY



View from Site 5 walkway, looking north across Royal Victoria Dock, with airport to the east.

2.5 Sites 6 and 7 – Two further sites for consideration

We include here for consideration two further sites proposed by the airport.

Site 6 Bow

Grove Hall Park, Bow, Baldock St, London E3 2TP. This small park is within the 51 dB contour (LOAEL) and directly overflowed by westerly departures.

Site 7 Brixton

Max Roach Park, Brixton, entrance opposite ESSO garage, 330 Brixton Rd, London SW9 7AA.

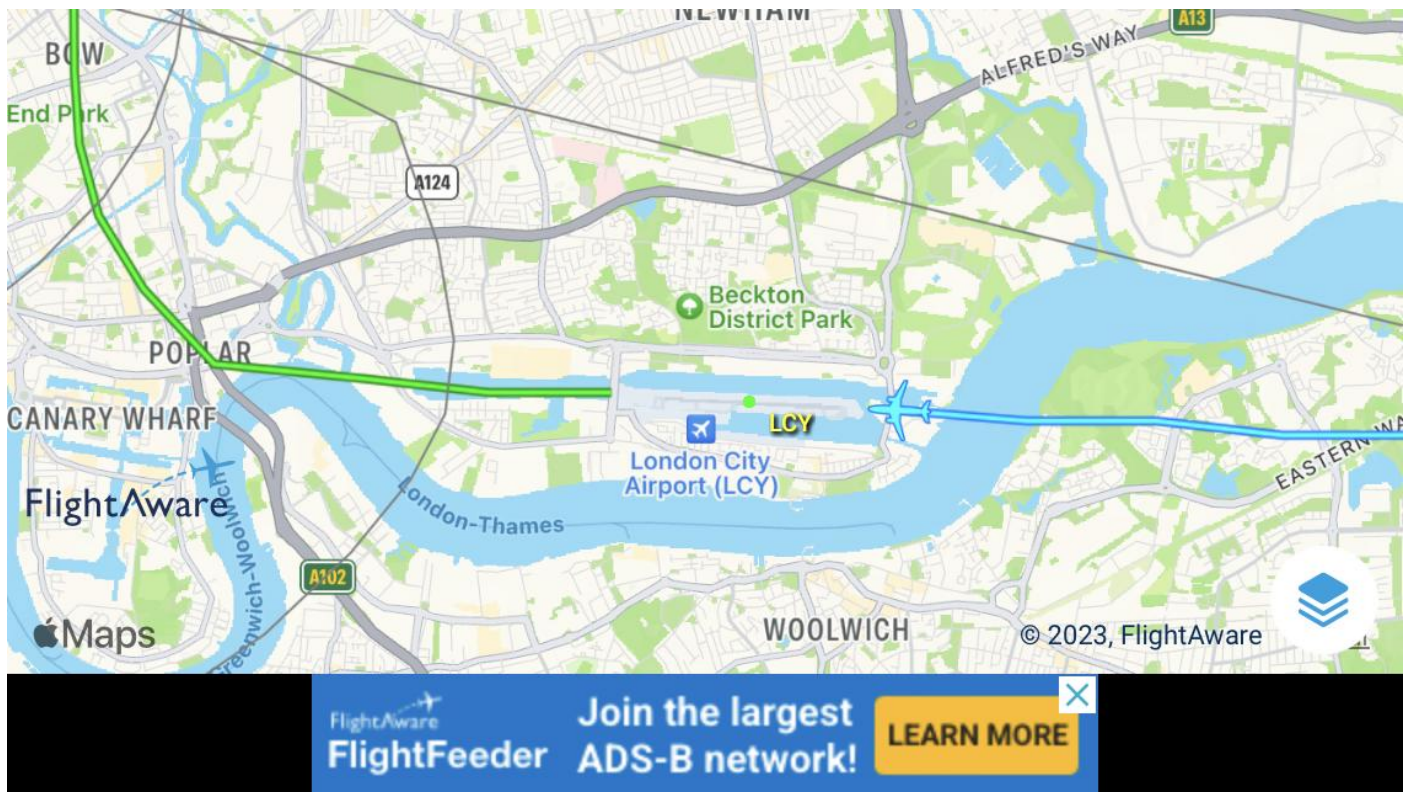
A linear park outside of the contours (below the LOAEL), easterly arrivals level section – directly overflowed by easterly arrivals. It is also within the additional metric contours for easterly operations and N65 as presented in the airport's Environmental Statement.

Appendix 1

Distinguishing London City Aircraft from those of Heathrow or other airports

Most of the Sites may also have Heathrow flights overhead, somewhat higher than those from London City. In case of any need to identify an aircraft being observed we suggest use of a free, aircraft live-tracking App such as Flightaware.

From the opening Flightaware screen simply search 'London City', and the app will only show on screen London City Airport arriving aircraft (in blue) and departing aircraft (in green). The App allows you to zoom down to street level to identify exactly which areas the aircraft are flying over.

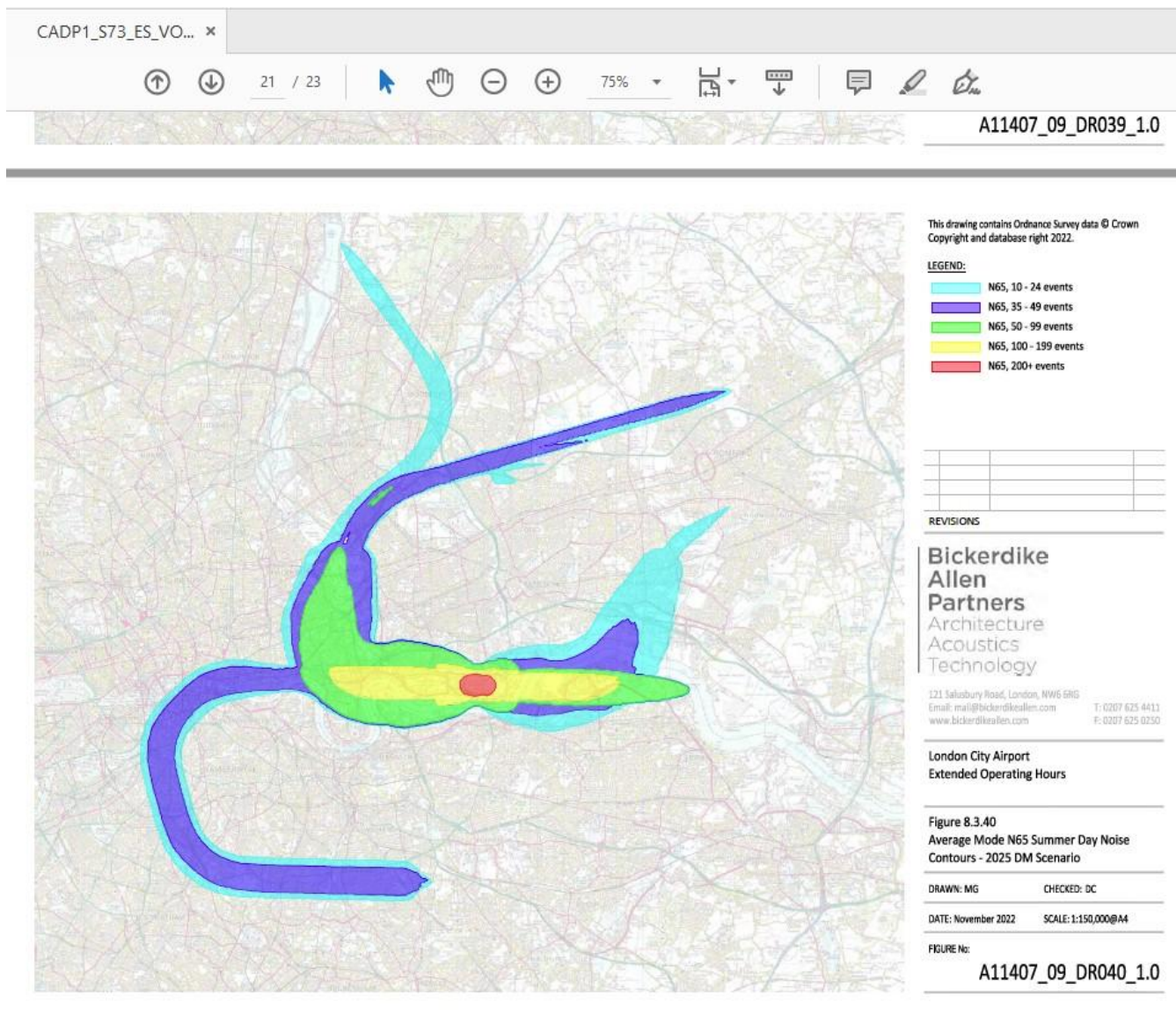


Flightaware image shows a departure (green) flying west towards Poplar then turning north towards Leytonstone , and an arrival (blue) flying in over Thamesmead.

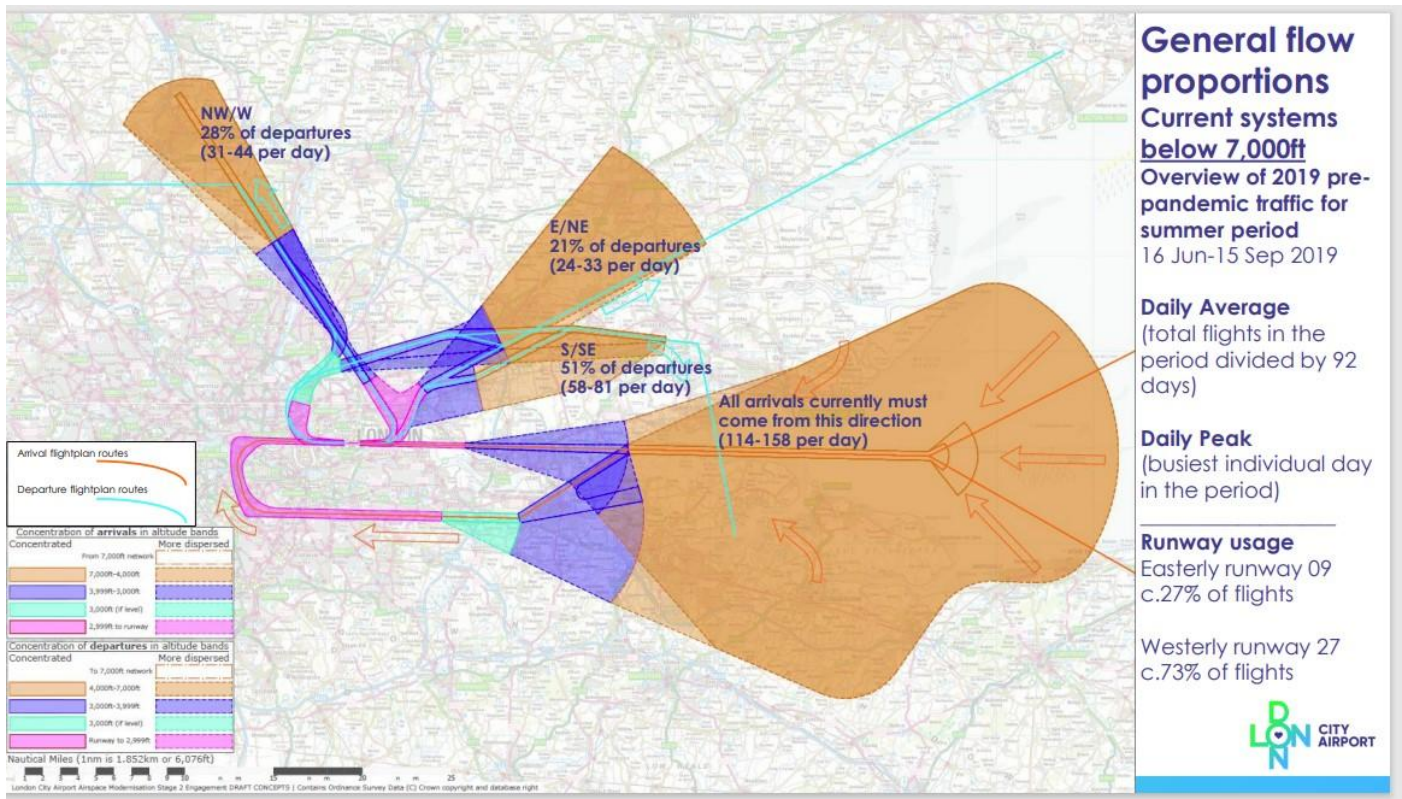
Appendix 2

Noise and flight path maps

The noise map below from the airport/Bickerdike Allen Partners gives a generalised view of areas of London most highly impacted by London City arrivals and departures flight paths as modelled for 2025 and using the N65 metric.



Source: London City Airport



The above map shows an overview of flight paths and London City traffic flows over London.

Source London City Airport

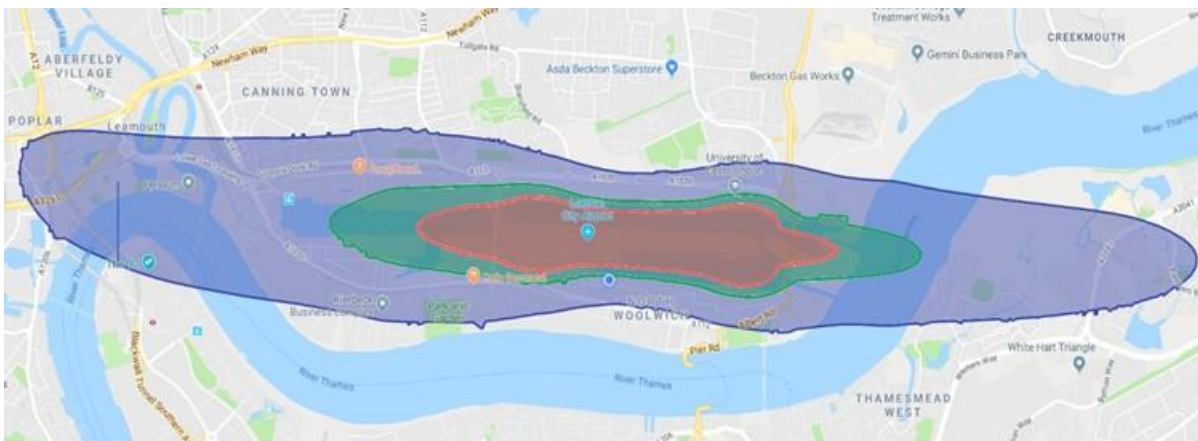
Appendix 3

Three tiers of dB LAeq,16h noise contours

The Airport operates a three tier Sound Insulation Scheme offering sound insulation treatment to eligible residential properties which fall within a specific range of noise.

The list of properties which are eligible to be treated is split into three categories:

- Tier 1 – Properties exposed to 57dB LAeq,16h (coloured blue in the map below)
- Intermediate Tier - Properties exposed to 63dB LAeq,16h (introduced in July 2017, coloured green below)
- Tier 2 - Properties exposed to 66dB LAeq,16h (coloured red below)



Source: London City Airport