

HACAN East

- Campaign group fighting
 - against the expansion of London City Airport
 - for fair flight paths over E, NE & SE London
- Special focus on aircraft noise over East London comm
- Often in partnership with others to influence Borough Councils, MPs, GLA and others to oppose expansion of airport.

HACAN East hacaneast.org.uk and
[@HACANEast](https://twitter.com/HACANEast) / Twitter

Tim Walker - HACAN East, Forest Hill Society, and Lewisham
twitter: Tim Walker- @ThorNogson_

Steal Away Saturday. LCY's Planning Application to LB Ne

What London City is asking for:

An extra 6 - 7 hours flying on Saturday

At present no flights are permitted between 12.30pm on Saturdays and Sundays. London City proposes for flights on Saturday to end at 7.30pm (winter)

An extra 2.5 million passengers a year using to the airport

London City plans to increase passenger numbers from 6.5m to 9m a year

Extra early morning flights

London City plans 3 extra flights during the first hour of operation, from

It is not proposing to:

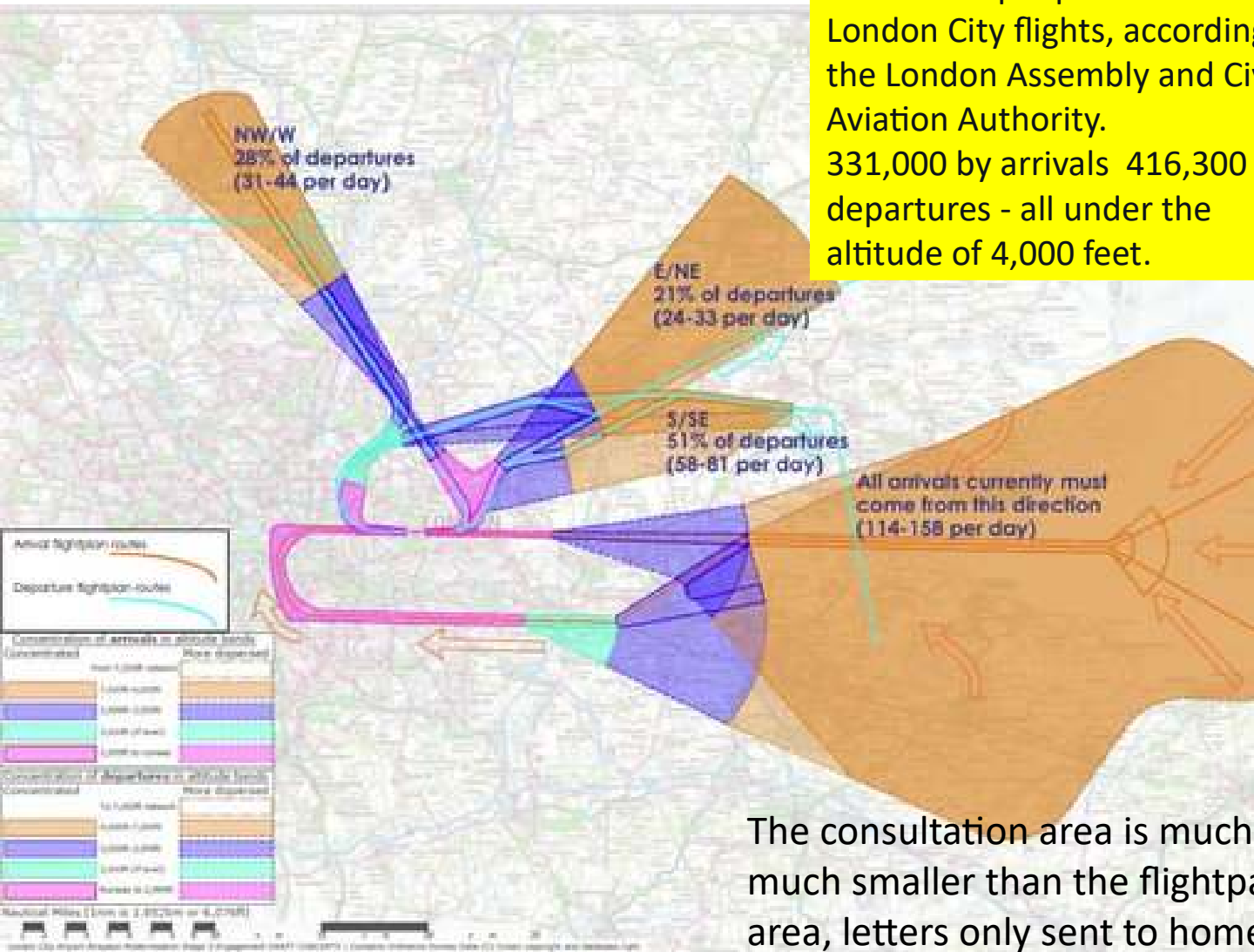
Introduce night flights

Lift the cap of 111,000 allowed to use the airport each year

It will only allow 'quieter', cleaner planes during the extended hours

London City aircraft fly very low over L homes, parks and gardens

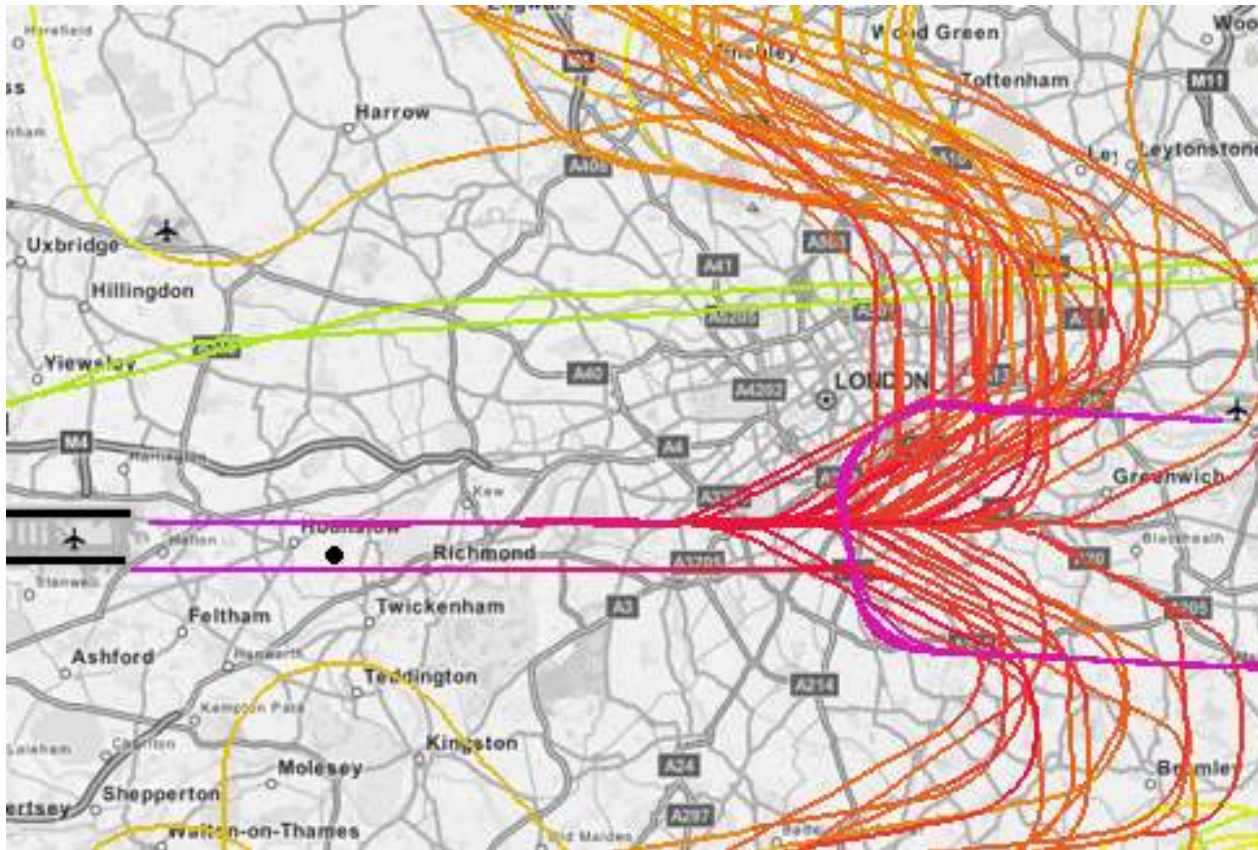
Number of people overflowed
London City flights, according
the London Assembly and Civil
Aviation Authority.
331,000 by arrivals 416,300
departures - all under the
altitude of 4,000 feet.



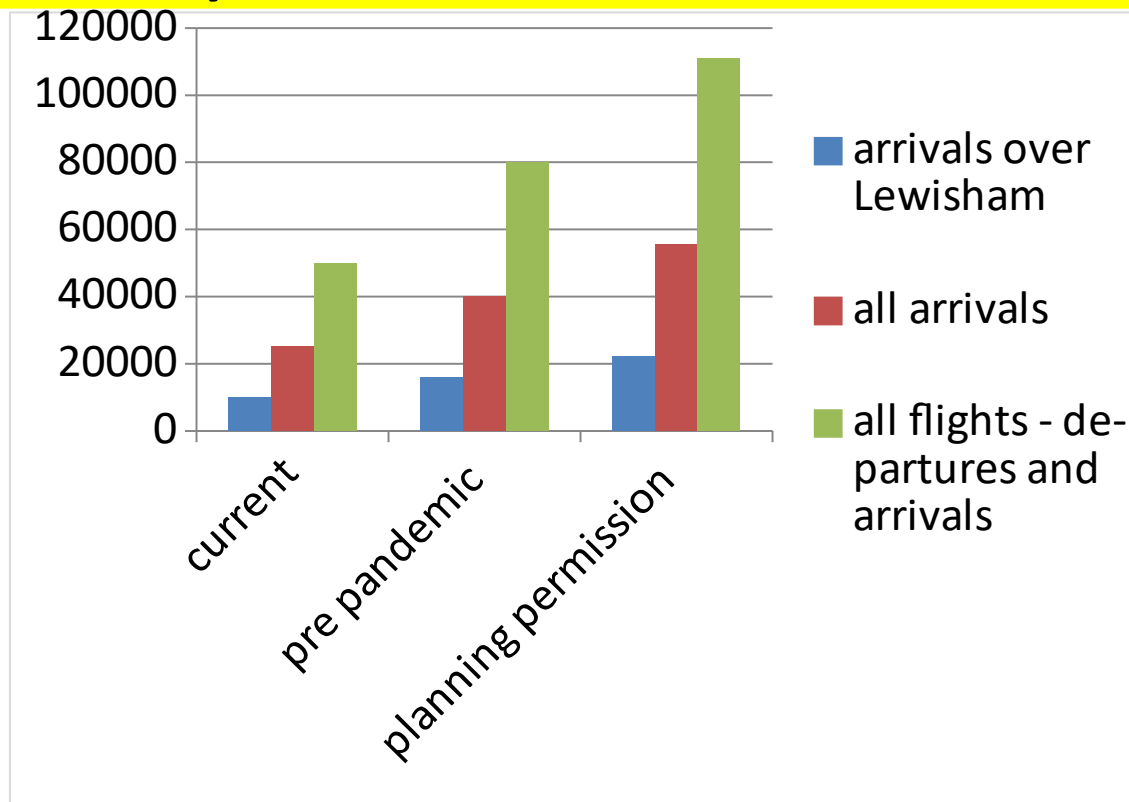
The consultation area is much
much smaller than the flightpa
area, letters only sent to home
close to the airport

Heathrow and London City arrivals combine over London

- **ALL** airport flight paths are being redesigned, but won't be changed until 2025
- Flying higher for longer, alternating routes, ending the clash of routes from both airports
- all Design Principles that would bring some noise improvements to over 100,000 people
- **New flight paths should be completed first**; let Londoners hear these planes for ourselves before even considering additional operational hours



Low London City planes over SE Lo are already set to more than doub



- City arrivals over Lewisham are set to rise from 10,000 per annum
- They already have planning permission for this
- Without flight path changes (due 2029ish) they will all follow the I path across Lewisham and other parts of London
- And now they want to end the 24 quiet period and fly all day Saturday

New generation aircraft

What? Embraer E190-E2 and Airbus A220-100, and later, Embraer E175 and noisier than the E190-E2)

A bit more efficient burning jet fuel (17%) - but double the number

- quieter close to the airport runway, takeoffs particularly
- Claimed as perhaps 2 decibels quieter in level flight over London, but
- Our own noise measurements find this claim very questionable
- We observe the disturbance over Lewisham of a new gen plane and the same as the older ones**

The Civil Aviation Authority says *"a change of 3dB is just noticeable to the ear"*

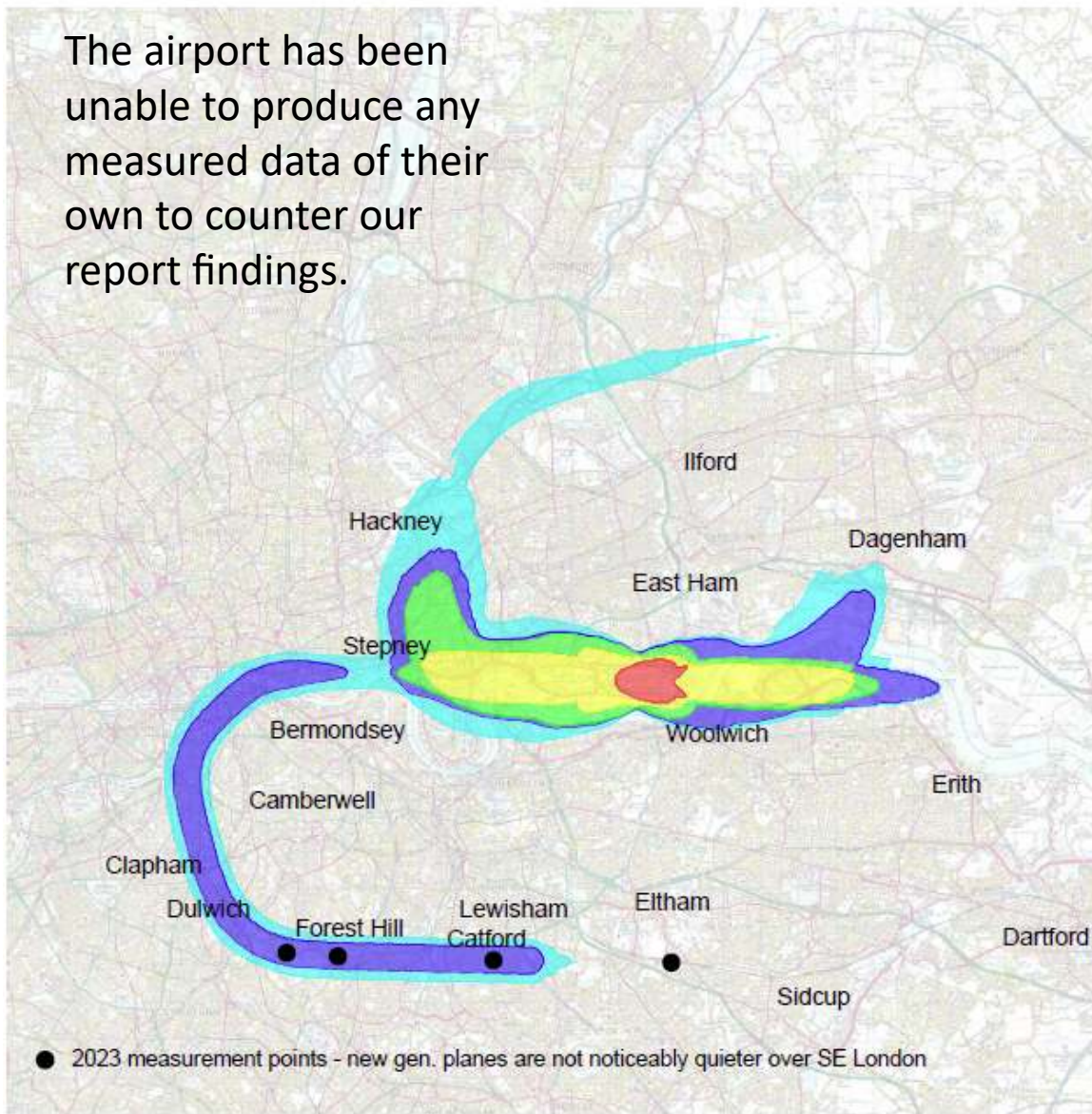
So, double the number of planes gives double the disturbance

Saturday afternoon and evenings new gen planes will be just as disruptive in the large parts of London as the older ones would be. We go from no disturbance to a lot of disturbance.

Nothing to stop up to 45 plane movements per hour- Saturday may become the busiest and noisiest day of the week

'New generation' planes are not quiet. And they are already proving noticeably quieter than older ones over a large area of London

The airport has been unable to produce any measured data of their own to counter our report findings.



The London many are frequency summer r

Our Citizens measured generation City Airport than their

Their planes on next to no Boroughs will notice from each be many, today.

Consultations – London City is determined to expand its operations into the 24 hour ban period at the weekend despite the consultations repeatedly showing that Londoners have had one in 2020.

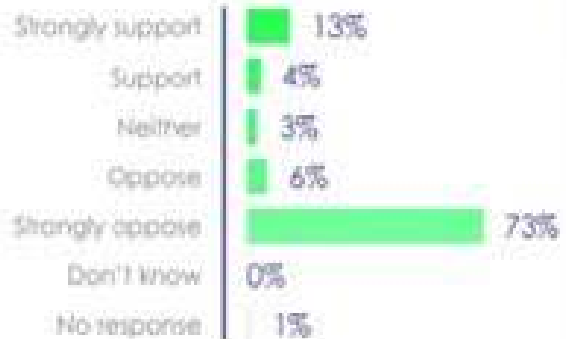
More flexible flight times at the weekend

Subject to addressing environmental issues, would you support the principle of flexible flight times at the weekend if it was important to meet passenger demand, improve connections and help accelerate investment in more quieter, cleaner generation aircraft?

Do you have any suggestions on how we could improve these plans?

Free text response

Public Responses



17% of **public** respondents either supported or strongly supported the principle outlined in the question. 79% either opposed or strongly opposed, with 3% answering they neither supported nor opposed, or did not know.

Consultation – who can res

Deadline:- Newham has published several different deadlines for different audiences. 17th March is, we understand, the true deadline.

Actions:-

Statutory consultees – most but not all overflown Councils have been consulted by Newham with an earlier deadline date of 9 March and should respond by then. Contact your local Councillor, Borough Mayor if you have one, or the Council with responsibility for the Environment and/or Planning. Let them know your concerns, and push hard to make sure they respond for your area.

Contact your Borough's **London Assembly representative**. Ask them to lobby the Mayor can to influence the London Mayor, Assembly Members and the Mayor's Plan.

Local resident groups, societies – make a response on behalf of the group members.

Individuals – make a response direct to Newham.

Newham expect this to go to Committee for discussion and a decision.

Consultation – how to res

LB Newham's planning case officer says

- We would strongly encourage people to object using online system in the first instance:

- [Simple Search \(newham.gov.uk\)](https://newham.gov.uk/simple-search) searching the reference 22/03045/VAR

- This automatically tracks the comments and puts them online for us.

- or email the case officer directly at Liam.mcfadden@Newham.Gov.uk

- or post an objection to:

- Planning Department

- Newham Dockside

- 1000 Dockside Road

- London E16 2QU

Consultation – what are consultees objecting about? (around 94% of published responses are objections)

it is true that some supporters of the airport expansion believe that it will increase jobs in the local area, I do not believe that this justifies the negative impact that it will have on the health and wellbeing of local residents. Any potential economic benefits should not come at the expense of the environment and the community SE28	The new planes will also be larger - wingspan. Flying low over large swamps is extremely noticeable and intrusive. It has been seen from the airport since its opening. It is a business-oriented airport E14
The rationale for the proposed benefits are tenuous at best, the prospect of an extra circa 2000 extra jobs is misleading and doesn't compensate for the added noise and disturbance that those that live here have to endure daily. (resident, E16)	Saturday is the only day residents can sleep without risk of very low flying planes E16
With the Elizabeth line providing much better access to Heathrow from the area (and from London in general) I would question the logic of expansion at City Airport. (E16)	If operating hours are extended, our quality of life will be ruined as these loud noises penetrate the area E16
It goes contrary to the stated objectives of the London Mayor's initiative to reduce pollution in the capital (E14)	Quieter planes won't do much as the noise is still there when the planes are so close E16
The quality of the lives of residents will be materially affected by the resultant noise pollution if this application is granted. (E14)	Surely the harmful output from the airport will outweigh the Mayor's plan for a cleaner London E16
The additional levels of traffic from A13 to the Airport will cause additional congestion (E16)	The current 24 hour weekend flight ban is a necessary respite that helps my mental health (E16)
The airport already brings excessive amounts of noise throughout the workweek and Saturday mornings I don't want that disturbance extended. (E16)	it will have a serious detrimental effect on the local community's wellbeing due to the noise and CO2 emissions E16
In recent years, there has been a significant increase in the number of jets using the airport, resulting in unbearable noise levels for residents. (E14)	This is an aberration of a proposal. The noise will outweigh the benefits of this application E14

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It also conflicts with Newham's Climate Emergency Plan, particularly Section 10, which promises continued investment in sustainable transport, and Section 12, which promises to improve air quality in the borough and to support the health of Newham residents. This plan also hurts people outside of Newham, as climate change affects all of us. Newham should stop the expansion of London City Airport, for the sake of its residents and for all of us. CM2	the one respite that we get is Saturday mornings and now it is proposed that this be reduced significantly and reduce the quality of life during these challenging times. I find the timing strange too given the current levels of pollution in the capital and the challenges posed by the extension of the ULEZ. Having made my comments I don't think I should stop the proposal as I have lived here since the airport when it was promised that it would be a no airport E16
It is simply not fair to put the greed of the airport providers over the health and well-being of the community.E3	The interests of the local community should be given greater priority over the commercial interests of the airport.E16
The proposed plans to reduce the current weekend respite is unacceptable given the densely populated area the airport operates in. E16	The area over which the planes land is a densely populated area with more and more flats being built in the area, close to homes of thousands of people. The airport expansion.SE28
the noise generated by the airport is already a significant issue for residents, and the proposed extension of operating hours will only make the situation worse, particularly for those living in the flight path. E16	The airport's focus on short-haul traffic is a significant issue for the environment, contributing to climate change.E16
In past planning applications, changes have been justified on the basis of respite on Saturday afternoons and flight number limits. To erode these protections would be highly impactful to those under the flight paths and particularly so in light of the utterly unfair decision to concentrate all flights over the same houses. E12	If the airport wishes to expand its operations it should be accommodated within the already existing infrastructure. For other reasons to commence flights over the flight paths is a profit motivated decision.E16

Consultation resource

These organisations have or are developing information resources on airport expansion, climate change, or aircraft noise, some of it focussed on airport expansion plans.

HACAN East website <http://www.hacaneast.org.uk>
We will update with new information and guidance

Waltham Forest Deputy leader letter to London City CEO explaining why the airport should drop this application
<https://twitter.com/Labourstone/status/1625539253093515276>

Aviation Environment Federation [UK airport expansions - Aviation Environment Federation \(aef.org.uk\)](https://www.aef.org.uk)

POSSIBLE – climate action campaign group [Possible \(wearepossible.org.uk\)](https://www.possible.org.uk)

London Greens [No Expansion for City Airport - London Green Party](https://www.londongreens.org.uk)