

## 5 STEPS FOR LIVING WITH COVID-19 SAFELY



**From:** Janet Daby <[janet.daby.mp@parliament.uk](mailto:janet.daby.mp@parliament.uk)>  
**Sent:** 15 March 2023 16:46  
**To:** Mayor of Newham <[Mayor@newham.gov.uk](mailto:Mayor@newham.gov.uk)>  
**Subject:** London City Airport application made to the London Borough of Newham (Case Ref: JD19807)

Dear Rokhsana,

**Re: London City Airport application made to the London Borough of Newham**

I trust you are well.

As you know London City Airport submitted a planning application to the London Borough of Newham seeking to change to the airport's existing planning permission

I am writing to strongly object to London City Airport's application personally and on behalf of my constituents. Flight journeys are not equally distributed across London. There is already a double flight path across Lewisham which is deeply resented by many of my constituents.

The two fundamental objections to the application that my constituents have relayed to me are stated below:

1. The introduction of an extended 6- 7 hours for flights on Saturdays.

- It is entirely unreasonable to expect residents to agree and to be satisfied with being disrupted between 13.00 pm on Saturdays and 12.30 pm on Sundays. London City proposes for flights on Saturday to end at 7.30pm (6.30pm in winter).

- The ban was put in place because the airport was built very close to where people live, work and go to school. Additionally, the airport was built close to the centre of London, with planes flying over a large number of people.
- In general, the disruption to people's lives became worse for many people after 2016 when London City concentrated all its flight paths. This includes across South East London from Sidcup to Vauxhall at a height of no more than 2,000ft.
- All airports in London and the South East are required to reassess and coordinate their flight paths. If London City's flight paths are separated from Heathrow's flight paths, then planes could be higher on landing and departure which could reduce noise disruption. It would also allow for London City flight paths to be alternated and would be very welcome for my constituents.
- However, whilst the process is underway, any new flight paths will not be in place until 2027. Therefore, under the current proposals, if they went ahead as London City want them to in 2024, my constituents would get none of the potential benefits of the new flight paths.

2. London City Airport also plans to introduce for 3 extra flights during the first half hour of operation, from 6.30 - 7.00 am Monday to Saturday.

- Business traffic, which was high at London City Airport pre-Covid, has been slower to return than leisure traffic. There is recognition that London City is aiming to increase its share of the leisure market, but this change will be very disruptive.
- These extra planes will also be operating at one of the most sensitive times of the day. For years my constituents suffer from the noise and disruption from living under loud and noisy flight paths. Their physical and mental health have deteriorated as a result.

Expansions or redesigning of airport planning applications must be measured against people's well-being. The benefit of this planning application does not outweigh the damage it will do to the physical and mental health of my constituents.

Thank you for receiving this letter. I am confident you will consider what I have outlined above and I look forward to hearing the outcome of the application and hopefully it is rejected.

Yours sincerely,

Janet

**Janet Daby Member of Parliament for Lewisham East**

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#### London Borough of Newham

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