

National Air Traffic Services Consultation on Terminal Control North Airspace Changes

Comments from LB Lambeth

Thank you for providing the Council the opportunity to comment on these proposals.

Aircraft noise already adversely affects residents within the borough and the Council has responded to recent consultations regarding expansion at Heathrow and reiterating concern particularly about noise caused by night flights.

From our understanding of the NATS consultation document it appears that this is a missed opportunity to improve the lot of Lambeth residents - particularly over Camberwell, Clapham and Kennington who will it seems, continue to get the combined effects of Heathrow and London City arrivals on some days. The two airports do not always operate in the same mode as was noted for example in the 2007 Bureau Veritas Study for HACAN. Researchers for HACAN found that residents of Kennington and Clapham experience the effects of Heathrow landings (in westerly mode) as well as London City Airport (in easterly mode) simultaneously.

Further the proposals envisage a 9% increase in London City traffic between 2007 and 2009 with no changes to the current easterly arrival route (see Appendix D1 of the NATS consultation document).

London City Aircraft easterly arrivals are routed over the borough at quite low levels (typically 1000 feet). A large swathe of Camberwell, Kennington and Waterloo is regularly overflown and the effect of this traffic has become particularly disturbing (we have received complaints that it spoils the cricket at the Oval during summer months). The consultation document informs us that London City operates on easterlies for 36% of the year (figure i3 of the consultation document), so it is not an insignificant problem. Also Section 9.6 of the consultation document confirms that the NATS proposals for London City will see an increase of 11% in the population affected by the 57 decibel contour around London City by 2009. We should remind NATS that the latest government study into community response to aviation noise (ANASE) found that people are now annoyed by air noise way beyond the 57 decibel contour. We therefore ask that the easterly patterns should at least be reviewed to see if it is possible to reduce the number of Lambeth residents that are overflown.

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