

Dear Sir / Madam,

I'm not entirely sure if I'm addressing this to the right person / email address, but searching the internet I came across these email addresses.

The purpose of my email is to draw attention, to express my deep concern and strong objection about the London City Airport planning application which should be considered as part of the UK aviation policy that you are now looking at.

Besides the obvious environmental and health concerns I also would like to point out that there are more far reaching economic and social consequences if this goes ahead.

The long awaited East London regeneration can be put into jeopardy by allowing an infrastructure to accommodate more and bigger planes. It would make East London much less desirable as a business and residential investment due to its increased noise and pollution levels.

Furthermore existing investments could easily be devaluated as people would want to move out from the affected areas as a result of increased pollution and noise. Even the Olympic legacy could be put into danger as Stratford, Bow and Poplar are directly affected.

The issues and public tension that are happening around Heathrow can become very easily a reality in East London too, especially knowing that the area around London City Airport already has a very high and constantly increasing population density, extremely high air pollution and always had very clear public objection to these expansion plans.

It is also extremely important to point out that until the Davis commission hasn't got any results and recommendations about the future of the UK aviation policy I think it is a waste of public and investor's money to go ahead with any airport infrastructure investments for the following reasons:

1. If an Eastern Estuary airport or Stansted expansion would be a preferred route, as per my understanding London City would be very likely affected due to airspace conflicts.

2. By approving this planning application London City would become a major airport. Surely this needs to be considered on a wider London scale and allow proper public consultation and debate.

3. No real public debate or consultation has been carried out to date neither about the flight increase decision few years ago, nor about this planning application.

- As per my best knowledge when the flight increase has been granted none of the neighbouring borough's population has been properly consulted although the expansion of allowing 50% more planes has a direct impact on their quality of life.

- Current planning application hasn't been debated or consulted with the public in a proper way. I would rather call it a 'roadshow' than public consultation. There was no place to express concerns or to understand and debate the real pollution or noise impacts.

4. I'm not aware of any environmental study that looks at the real impact of the airport expansion. No noise monitoring along the flight path, only at the very near proximity of the airport. Current environmental studies have only looked at the impact of London City and Heathrow noise and pollution levels separately. In order to measure the real impact of bigger planes, a combined study needs to be carried out, taking into account the entire London airspace and affected boroughs.

5. With the arrival of Crossrail in just few years, London City Airport and Heathrow could be reached within roughly the same time from Bank or Liverpool Street. London City has never been designed to reach destinations in the Middle East or the US, but with Crossrail Heathrow can be accessed easier and quicker, so additional infrastructure at London City to allow bigger and more planes is simply not necessary.

6. As there is no proven urgency to expand or add bigger planes from London City Airport, I strongly urge to wait for the Davis commission report and suspend any investment / planning application in an area which has the highest local population density (5000 to 7499 people/km²) compared to any other UK airport.

7. I also would like mention that I find it unethical that London City firstly applied for the increase of flights few years ago and now separately for the accommodation of bigger planes and infrastructure. These should have been assessed together and not separately and seek proper joint public consultation.

At the moment the public can easily see the current application as an infrastructure improvement and they are not being made aware of the following:

- New taxi lanes and 7 new parking stands will allow the increase in number of flights drastically. It is not made clear to the public.
- Although the airport argues that it will not seek to add more flights than already approved, it is not made clear to the public that without these 'infrastructure improvements' they wouldn't be able to accommodate the number of approved flights.
- As a result this planning application is about to accommodate the drastic increase in the number of flights.

When London City Airport has received the original approval to increase the number of flights, it must have been very clear already that an infrastructure that was designed for 50 000 flights wouldn't allow to accommodate 120 000 flights. No one has to be expert on this, but it's fairly obvious. I wonder why the additional taxi lanes, parking stands and all other infrastructure changes haven't been discussed at the original proposals.

I'm convinced that by separating various stages of an airport expansion, it is highly confusing for ordinary residents to understand the real impact and allows a misinterpretation of the current planning proposal.

I also consider the current plan as clear demonstration against the airport's own environmental commitment to reduce the environmental impact. More flights and bigger planes would increase the environmental impact, it's that simple.

Kind Regards