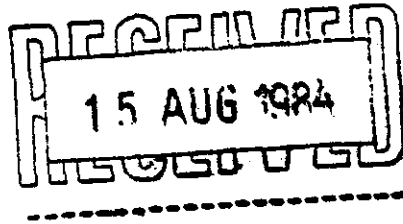




Department of the Environment
Room
2 Marsham Street London SW1P 3EB
Telex 22221 Direct line 01-212
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GTN 212

Our Ref: GLP/5026/220/1
GLP/5026/21/63/1



14 AUG 1984

Dear Sir/Madam

**TOWN AND COUNTRY PLANNING ACT 1971
APPLICATION FOR PLANNING PERMISSION BY JOHN MOWLEM & CO PLC**

We have received the Inspector's report on the local inquiry held between 8 June and 28 October 1983 into an application by John Mowlem and Company PLC for outline planning permission for the layout, construction and use of an Aerodrome, to be known as STOLport, for use by aeroplanes capable of short-take-off and landing on the Centre Road Wharf and land adjacent to the Royal Albert Dock and King George V Dock, Newham.

2. In his report, a copy of which is enclosed, the Inspector has recommended that outline planning permission be granted subject to a number of conditions. The matters which these conditions would cover are set out in paragraph 23.69. One of the central issues at the inquiry was the noise impact of the STOLport and certain of the conditions recommended relate to matters concerned with the control of noise, methods of operating aeroplanes, hours of operation, and restriction of the type of aeroplanes which might be allowed. In particular these are:

- Condition 3 (limiting the length of any runway)
- Condition 4 (requiring noise barriers)
- Condition 5 (limiting hours of operation)
- Condition 6 (restricting ground running of engines)
- Condition 7 (restricting night aircraft maintenance)
- Condition 8 (banning helicopters); and
- Condition 9 (banning club and recreational flying)

3. Although the Secretary of State has not yet taken a decision, he is, at this stage, disposed to follow the Inspector's recommendation and to grant outline planning permission subject to certain conditions, including all those listed above, and the condition suggested in

paragraphs 23.65 and 23.66 that the number of flights should be limited to 120 per day on weekdays and 40 per day on Saturday and Sunday.

4. In addition to the above recommendations, the Inspector has stated in paragraphs 23.63 and 23.64 that he would favour a more direct, simple and easily understood method of controlling noise than the NNI level which is used in the Section 52 agreement. The Inspector has also expressed the view that "the airport should be restricted to DASH-7s or other STOL type aircraft at least as quiet in all modes of operation - landing, taking off or on the ground." He goes on to say that "an exception could be made with regard to the Twin Otter on the basis that one DHC-6 movement equals 3.63 DASH-7 movements."

5. The Secretary of State is disposed also to adopt these suggestions provided that he is satisfied that it is possible to devise a formula for the more direct method of controlling noise which is clear in its terms and enforceable.

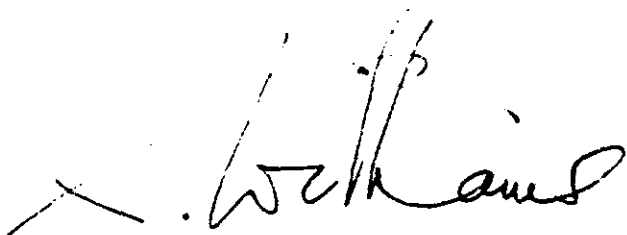
6. As the Inspector has not suggested how any such restrictions or exceptions might be defined, the Secretary of State has sought technical advice from the Department of Transport about the drafting of a condition which could give expression to the Inspector's recommendation. A copy of this Department's letter dated 20 July 1984 and the Department of Transport reply is enclosed.

7. Before making his decision on this matter the Secretary of State feels that he should give you and the other interested parties an opportunity to consider the additional evidence contained in the letter from Department of Transport of 31 July 1984. Will you please let me have any representations you may wish to make on this new evidence within 21 days of the date of this letter. Any such representations should be sent to the Department of the Environment, GLP, Room C8/02, 2 Marsham Street, London SW1.

8. The various documents referred to in the Department of Transport's letter of 31 July are available to be seen by recipients of this letter during the consultation period referred to above. The documents can be seen in the Reception area of the Department's headquarters at 2 Marsham Street. Anyone wishing to view them should approach via the Centre Tower entrance during normal working hours, Monday to Friday and preferably between 10am-12 noon or 2pm-4pm.

9. This letter has been sent to everyone listed in Appendix B to the Inspector's report and to others who have written to the Department about the planning application since the closing of the public local inquiry.

Yours faithfully



R WILLIAMS
GREATER LONDON PLANNING DIVISION



Department of the Environment
Room C8/10
2 Marsham Street London SW1P 3EB
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Mr A T Baker
Civil Aviation Policy Division
Department of Transport
Room S7/06
2 Marsham Street

20 July 1984

Dear Mr Baker

STOLPORT IN DOCKLANDS

We have received the Inspector's report on the public local inquiry into the application by Mowlems Limited to develop a STOLport in Docklands. I attach a copy.

2. You will see that one of the major issues discussed at the inquiry was the question of the impact of noise from the proposed airport on the surrounding areas, and the methods by which it might be controlled. I should welcome your technical advice on how we might frame certain conditions if we were to follow particular options suggested by the Inspector, which I outline below.

3. The applicants proposed that noise control should be based on the calculated 35 NNI contour. The parties have signed a Section 52 agreement incorporating covenants to this effect. I enclose a copy of that agreement.

4. The Inspector considers this in two particular paragraphs in his conclusions:

"23.63 The applicants, the LDDC and the PLA have signed a Section 52 agreement which provides a reasonable degree of protection to the local community against most of the unpleasant side effects which an airport development can cause. However, I do share some of the qualms of the objectors with regard to certain aspects of the Agreement.

23.64 As a means of controlling the noise impact, I favour a more direct, simple and easily understood method such as that put forward by the GLC and LBN. The applicants whole 'noise' case is based on the use of the airport by relatively quiet DASH-7 aircraft and, in my view, the airport should be restricted to DASH-7s or other STOL aircraft at least as quiet in all modes of operation - landing, taking-off or on the ground. An exception could be made with regard to the Twin Otter on the basis that one DHC-6 movement equals 3.63 DASH-7 movements. The fact that no other UK airport licensed for public use restricts operations to certain types of aircraft must be weighed against the fact that this would be a unique type of airport operating from near to the heart of a city".

5. In giving his view that "... the airport should be restricted to DASH-7s or other STOL aircraft at least as quiet in all modes of operation...", the Inspector has not suggested how such a constraint might be framed nor the methods by which levels of noise of aircraft should be determined or compared. I should therefore be grateful if you could tell me:

(i) What is the appropriate method by which the noise level of individual aircraft is, or can be, measured; and

(ii) How we might express a condition restricting the use of the airport to aircraft at least as quiet as the DASH-7?

6. The Inspector, as you will have seen, comments that "An exception could be made with regard to the Twin Otter on the basis that one DHC-6 movement equals 3.63 DASH-7 movements". The Secretary of State has not yet given consideration to this suggestion. However, if he were, in the event, to conclude that it would be appropriate to grant planning permission subject to restrictions which would allow an exception to be made for the DHC-6, how might we identify aircraft of an equivalent noise configuration to the DHC-6, and how might we express that part of a condition?

7. I intend to send copies of this letter and your reply to all parties who appeared at the inquiry - giving them an opportunity to comment before we proceed to a decision.


R WILLIAMS
GREATER LONDON PLANNING DIVISION





Department of Transport

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31 July 1984

Mr R Williams
GLP Division
Department of the Environment
Room C8/10
2 Marsham Street
London SW1

Dear Mr Williams,

STOLPORT IN DOCKLANDS

Thank you for your letter of 20 July asking for advice on the appropriate method of measuring the noise of the De Havilland

Dash 7 and De Havilland Dash 6 aeroplanes and how any conditions might be framed restricting the use of any Stolport to aeroplanes at least as quiet as these.

We believe that the most appropriate method of measuring the noise level of aircraft is laid down in the tests and procedures of the Air Navigation (Noise Certification) Order 1984. This gives effect in the UK to the International Civil Aviation Organisation (ICAO) noise standards (which are, of course, internationally recognised). Test conditions and measurement units differ according to the category and weight of aircraft and, whilst the resulting measurements of aircraft noise in the same category may be directly compared, those in different categories may not be directly comparable.

The Dash 7 and Dash 6 aeroplanes are a case in point. Although both propeller driven they have different total authorised weight and the ICAO noise standards for the categories they fall into are expressed in different units - EPNdB and dB(A) which cannot be directly compared - and call for different test procedures. In devising a condition restricting the use of the airport to aeroplanes at least as quiet as the Dash 7 and Dash 6 we have therefore based our proposals on the separate noise certification procedures appropriate to the two aeroplanes, but for the ICAO noise limits we have substituted lower limits based on the noise levels for the DHC-7-103 and DHC-6-300 as reported in FAA Advisory Circular No.36-1c dated 6/6/83. They are accordingly more stringent than those laid down in the Air Navigation (Noise Certification) Order for the two categories of aeroplane.

I attach at the Annex a draft of a condition which would restrict the use of the airport to aeroplanes at least as quiet as the Dash 7 and the Dash 6.

Please let me know if you need further explanations or help on the above or on the Annex.

Your sincerely

A handwritten signature in black ink, appearing to read 'D. Anderson', with a long horizontal stroke extending to the right.

D ANDERSON

STOLPORT: AIRCRAFT NOISE REGULATIONS (Draft proposals)

The type of aeroplane that may use Stolport shall be governed by reference to the noise levels of the aeroplane as determined in accordance with the British Civil Airworthiness Requirements Section N - Noise Issue 2 dated 10th November 1978, with any amendments then existing. As tests and procedures vary for different types of aircraft, two criteria are employed as follows:

(A) The noise standards which shall apply to all aeroplanes using the airport, except in respect of aeroplanes specified in paragraph (B) are:

1. (1) Subject to the provisions of paragraph 3 an aeroplane shall not, at the points referred to at (a), (b) and (c) of paragraph 2, exceed in the noise certification reference conditions, the following noise limits as shown by flying trials.

At point (a)	Noise level in EPNdB At point (b)	At point (c)
84	81	92

(2) The necessary corrections shall be made where flying trials are carried out in conditions other than the noise certification reference conditions.

2. The noise limits required by paragraph 1 shall be measured at the following points:-

- (a) on take-off, at a point on a line parallel to and 450 metres from the centre-line or extended centre-line of the runway where it appears that the noise during take-off is greatest ;
- (b) on take-off, at a point on the extended centre-line of the runway, 6,500 metres from the start of the take-off run; and
- (c) on the approach to landing, at a point on the extended centre-line of the runway, 120 metres vertically below the 3° descent path.

3. The noise limits specified in paragraph 1 may be exceeded at one or two of the measuring points specified in paragraph 2 if -

- (a) the sum of the excesses does not exceed 3 EPNdB;
- (b) at no measuring point is the excess greater than 2 EPNdB; and
- (c) any excesses are completely offset by reductions at the other measuring point or points.

4. "The noise certification reference conditions" in paragraph 1 means conditions in which -

- (i) atmospheric pressure at sea level is 1013.25 millibars;
- (ii) ambient air temperature is 25°C;
- (iii) relative humidity is 70%;
- (iv) there is zero wind; and
- (v) the maximum take-off and landing weights of the aeroplane are those at which operation from Stolport is requested.

(B) The noise standards which shall apply to a propeller driven aeroplane having a maximum take-off weight authorised of 5,700kg or less, and to a propeller driven aeroplane having a maximum take-off weight authorised of 6,500kg or less being recognised by the Civil Aviation Authority as a modification of a propeller aeroplane having a maximum take-off weight authorised of 5,700kg or less, are:

1. (1) An aeroplane having the maximum take-off weight authorised specified in the 1st column of the following Table shall not, at the point referred to in paragraph 2 exceed in the noise certification reference conditions, the noise limit specified in the 2nd column of that Table, as shown by flying trials.

TABLE

Maximum take-off weight authorised of aeroplane	Peak noise level in dB(A) at measurement point
1355kg or more	78
600kg or less	68

- (2) Where the maximum take-off weight authorised of the aeroplane is between the weights specified in the above Table, the noise limit which is not to be exceeded shall

vary linearly from 68 dB(A) to 78 dB(A) according to the maximum take-off weight authorised of the aeroplane.

(3) The necessary corrections shall be made where flying trials are carried out in conditions other than the noise certification reference conditions.

2. The noise limit required by paragraph 3 shall be measured in a level fly-over, at a point 300 metres vertically below the aeroplane.

3. "The noise certification reference conditions" means conditions in which -

- (i) atmospheric pressure at sea level is 1013.25 millibars;
- (ii) ambient air temperature is 25°C; and
- (iii) the maximum take-off weight authorised of the aeroplane is that at which operation from Stolport is requested.

Note: Should the International Civil Aviation Organisation restructure the noise certification procedures in such a way that data could not be provided to establish whether an aeroplane met the noise standards given in the Table in paragraph (B)1(1), then the new ICAO procedure should be substituted for that prescribed in paragraph (B)2, and new peak noise levels calculated to give, as far as possible, equivalent stringency to those in the Table in paragraph (B)1(1).