

APP/L2250/V/10/2131934 & APP/L2250/V/10/2131936

SECTION 77 TOWN & COUNTRY PLANNING ACT 1990 –  
REFERENCE OF APPLICATIONS TO THE SECRETARY  
OF STATE FOR COMMUNITIES AND LOCAL  
GOVERNMENT

TOWN AND COUNTRY PLANNING (INQUIRIES  
PROCEDURE) (ENGLAND) RULES 2000

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**NOTE IN RESPONSE TO POINTS RAISED IN CROSS-  
EXAMINATION 25 MARCH 2011 OF RICHARD PERKINS  
NOISE**

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**PLANNING APPLICATION REFERENCE: Y06/1647/SH  
(New Terminal Building)**

**PLANNING APPLICATION REFERENCE: Y06/1648/SH  
(Runway Extension)**

relating to land at London Ashford Airport, Lydd, Romney  
Marsh, TN29 9QL

## **1 INTRODUCTION**

- 1.1 This Note is submitted to provide supplementary information requested at the inquiry in relation to issues of noise. Other requests for information in relation to airport operations are addressed by Mr Tim Maskens in his note LAA/3/F. A response on noise issues raised in the second rebuttal proof of Dr John Underhill-Day (RSPB/4/F) is also provided.

## **2 BASELINE NOISE SURVEYS**

- 2.1 RSPB asked questions relating to the baseline noise survey reported in CD1.41a, and how the data related to the overall baseline position for the Airport.
- 2.2 PB undertook measurement surveys on three occasions for the purposes of the baseline survey. The first survey was un-manned; the second survey was manned, both to ascertain the typical and lowest noise levels in the vicinity of the airport. The third survey was manned to collect data from the B737 trial flight. All data relating to these surveys are reported in CD1.41a/b.
- 2.3 I can confirm that in reaching my conclusions on the baseline position for the Airport, I combined the measured ambient noise data from the first two surveys with the predicted noise contours for the baseline year.
- 2.4 Individual comments made by PB for the manned survey data related to the “relatively unobtrusive nature of the aircraft movements” at a number of locations. I can confirm that the aircraft observed during the measurement periods were all Group 4 aircraft, that is to say the smallest and lightest aircraft using the airport. It is therefore not surprising that at locations away from the flight paths or direct flyovers that the noise levels were fairly low. This of itself does not indicate that larger and noisier aircraft would not be noticeable at these locations. It only indicates that no larger plane movements were observed during the manned monitoring periods.

## **3 BASELINE YEAR 2005 FLEET MIX**

- 3.1 LAAG requested information as to the number of BAE146 movements in the 2005 baseline year. Appendix 16.4 of CD1.41a titled “2005 Raw Fleet Mix” contains a breakdown of the tower logs for 2005, as allocated to plane types using the ICAO codes for each aircraft. I can

confirm that the reference to 'B46' in the 23<sup>rd</sup> row is a BAE146-100 aircraft, for which there were 2 movements, as reflected in the Baseline fleet mix for that year.

#### 4 FLIGHT PROFILES FOR ARRIVALS

4.1 RSPB asked about the relative heights of aircraft on approach, and the basis of the data presented in Table 16.24 of CD1.41b, reproduced below:

**Table 16.24 Likely SEL of Boeing 737-800 using ILS approach**

| Location      | Distance to Airport, m | Height of Aircraft, Ft | Likely SEL, dB(A) | L <sub>eq, 20secs</sub> of stated SEL, dB(A) | Lowest recorded daytime background level, dB(A) |
|---------------|------------------------|------------------------|-------------------|--|---|
| Dunes Road    | 1250                   | 225                    | 98                | 85   | 38  |
| Littlestone   | 3000                   | 670                    | 90                | 77   | 43  |
| St Mary's Bay | 6000                   | 1350                   | 86                | 73   | 47  |
| Dymchurch     | 7500                   | 1680                   | 83                | 70   | 41  |

4.2 RSPB asked questions about the distances in the first column, and I agreed to confirm the position. The distances in the table above relate to an approximate lateral distance to the end of the active runway (not the starter extension) for the extended runway. The heights (as set out in the 2<sup>nd</sup> column) at these relative positions are the lowest anticipated heights (above ground level relative to the runway height) that an aircraft may be in the “worst case” scenario.

4.3 In terms of the INM noise modelling, the approach route assumes the midpoint of the approach path, which follows a 3.5 degree slope on a Runway 21 arrival irrespective of whether the ILS system is used, and is independent of aircraft type. A touchdown point is assumed to be 245m along the runway relative to the runway threshold. The runway thresholds for runways 21 and 03 are at the end of each runway. The crossing height at these points is 50 feet.

4.4 To illustrate this for both the existing and extended runway, the attached Figure 1 shows an FP07 approach path for a Runway 21 arrival.

4.5 For the sake of completeness, Figure 2 shows the arrival path to Runway 03 using FP15. This differs slightly to runway 21 in that the

glide path is 3 degrees, and the threshold does not change with the proposed runway extension.

## **5 RESPONSE TO SECOND REBUTTAL PROOF RSPB4/F**

5.1 In paragraph 3.9, Dr Underhill-Day states that aircraft noise levels at the pond sites referenced by Dr Roy Armstrong would be attenuated by buildings. This statement is essentially incorrect, as the aircraft will be airborne in these examples. Any screening effects from buildings would be very localised to the facades for a small proportion of the aircraft movement, and therefore provide negligible screening overall from airborne aircraft to the affected areas.

5.2 In paragraph 3.14, Dr Underhill-Day states that Dungeness is a very quiet rural area where additional noise is likely to be far more intrusive in relation to impact on birds. I do not agree. If, an adverse response from birds is observed from an instantaneous peak noise as denoted by the  $L_{Amax}$  parameter, this would be independent of the ambient environment, and therefore no more intrusive than at other sites.

Figure 1: Track Distance vs Altitude  
Runway 21 Arrival (Using FP7)

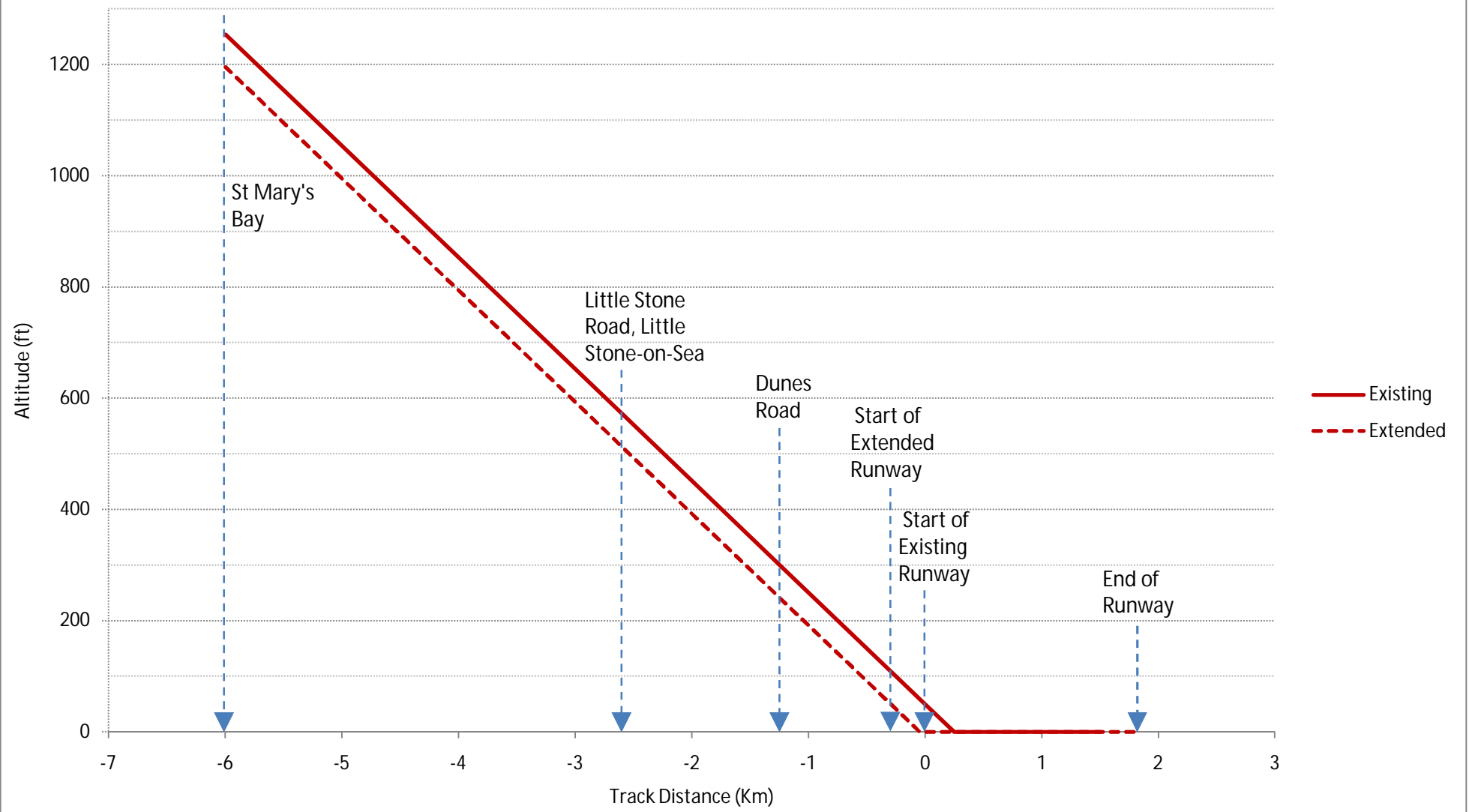


Figure 2: Track Distance vs Altitude  
Runway 03 Arrival (Using FP15)

