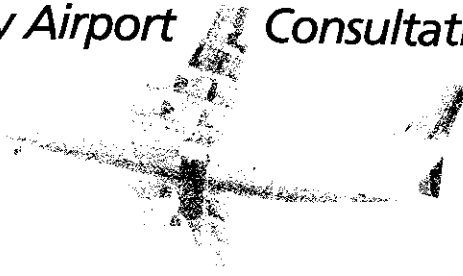


# London City Airport Consultative Committee



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## MINUTES OF THE MEETING HELD ON WEDNESDAY, 7TH JANUARY 1998 AT 7PM IN THE BOARD ROOM AT LONDON CITY AIRPORT

### PRESENT:

John Adshead	Chair
Stuart Innes	Hon. Secretary
Maurice Boyle	London City Airport
Gary Hodgetts	London City Airport
Anne Crane	LDDC
Cllr. Bill Chapman	London Borough of Newham
Gerald Noskeau	ABTA
David Senior	LCCI
Sid Keys	Thameside Tenants & Residents Association
Peter Mendham	Beckton Area Team
Martin Jones	Canning Town and Custom House Forum
Gertie Duffy	North Woolwich & Silvertown Area Team

### APOLOGIES:

Andrew Shepley	Servisair
Arthur Cattell	Drew Road Tenants & Residents Association
Colin Brain	West Silvertown Area Team
Sara Mendosa	Docklands Business Club
Malcolm Smith	London Borough of Newham

### IN ATTENDANCE:

Rose Geaney	Drew Road Tenants and Residents Association
Polly Larnar	London City Airport
Kevin Whyberd	Beckton Area Team (Deputy)
Janet Goulton	London City Airport
J.B. Smith	London City Airport

### 1. COMMITTEE MEMBERSHIP

The Committee noted that Martin Jones would now be representing the Canning Town and Custom House Forum with David Bain as his deputy.

Maurice Boyle explained that in common with other Airports, LCY now had an Airline Operators Committee (AOC). The Chairman was Mr. Jaz Singh of Air UK. The Airport felt it might benefit the Committee if he were to participate in its work. The Committee agreed. The Airport would now review the arrangements for the representation of the Airlines (to whom two seats are allocated) and make proposals for discussion with the Committee.

2. The **MINUTES** of the meeting held on Wednesday, 1st October 1997 were approved as a correct record of the discussions at that meeting.

### 3. **MATTERS ARISING**

#### (a) **Item 5(b) - Low Flying Aircraft Signs**

It was confirmed that the signs have now been installed both in Woolwich Manor Way and on each side of the Connaught Crossing.

#### (b) **Item 13(a) - Barrier at Parker Street Exit**

Gary Hodgetts said there was a continuing need for the barrier to prevent baggage trolleys from being removed from the Airport. Its design had been reviewed and it was not felt it was a serious obstacle for ordinary passengers.

Bill Dunlop said that trolleys still appeared in the streets surrounding the Airport. In the hands of children they were a nuisance and sometimes a hazard. Gertie Duffy wondered whether the trolleys were being removed from the Airport by the children but Bill Dunlop said that passengers had been observed lifting trolleys over the barrier. Gary Hodgetts said that if trolleys were being removed by children it could not be entirely prevented since they might be removed via the main entrance to the Airport. Sid Keys said that the needs of passengers should not be overlooked - it was unsatisfactory from their point of view that they could not use the trolleys beyond the Parker Street exit from which point they were obliged themselves to carry their luggage.

The Airport agreed to look again at the design of the barrier including its height.

#### (c) **Item 13(c) - Planning Application - Raising the Limit on Air Traffic Movements**

Anne Crane (LDDC) said that the LDDC's Planning Committee would be considering the application at its meeting in the Corporation's Visitor Centre at Limeharbour on the Isle of Dogs at 3.00pm on 20th January 1998. Details of the meeting, which would be open to the public, had been published in the *Newham Recorder* and in the Greenwich and Bexley Editions of *The Mercury*.

The application had attracted a large amount of correspondence which would be considered by the Committee including letters in support of the proposals and others objecting to them. There was still time for written representations to be submitted but these should reach the Corporation by not later than 15th January if they were to be considered in the report to be submitted to the Committee. Any representations received subsequently would be shown to the Committee provided they were received before the commencement of the meeting.

Martin Jones raised a number of detailed questions, some of which referred to correspondence with the Airport and with the Civil Aviation Authority. The Airport agreed to consider the questions raised and to respond directly to Mr. Jones who was asked to make available copies of the correspondence to which he was referring.

Anne Crane confirmed that the application, if approved, would provide for an absolute limit on the number of air transport movements to and from the Airport but this would be subject to the present factoring arrangements whereby the movements are counted accordingly to the type of the aircraft and the noise it generates. Some take-offs counted as more than one movement, some less. In any event there would in no circumstances be more than 73,000 actual movements..

Peter Mendham asked whether the application could be approved subject to an annual review of the limit on the total number of movements. Cllr.Chapman said such an arrangement would provide flexibility for the London Borough of Newham to whom the development control powers presently exercised by the LDDC would shortly be restored. Anne Crane said she would ensure this was considered in preparing the report for the LDDC's Planning Committee. She emphasised that the LDDC were very conscious that the LBN would shortly be taking over as the authority responsible for development control and accordingly the Council's officers had been fully involved at all stages in the

Corporation's consideration of the application and the Council's views would be taken fully into account in making a decision.

In response to another question, Anne Crane indicated that the decision whether the application should be called in for determination by the Secretary of State was entirely a matter for him to decide. The Government Office for London are being kept in the picture. She also confirmed that the present temporary approval increasing the permitted number of air traffic movements at weekends would be superseded if the present application was approved. If not, the present temporary approval would remain in force until the date of its expiry.

#### 4. **AIRPORT PASSENGER FIGURES**

The charts were noted. Maurice Boyle said that the total number of passengers using the Airport in 1997 had been 1,165,318, an increase of 60% over the total for 1996. There had been 32,094 air traffic movements during the year, an increase of 26% over 1996. The Committee noted these figures implied a significant increase in load factors and asked if information could be provided for the past year or two demonstrating the size of the increase. The Airport undertook to consider what information could be provided for circulation with the Minutes of the meeting.

#### 5. **AIRPORT DIRECTOR'S REPORT**

Maurice Boyle reflected on developments at the Airport over the past year in the following areas:

##### (a) **Safety and Security**

There had been a huge increase in activity but this had not compromised the safety or security of passengers. Everyone had arrived safely! The new arrester beds at each end of the runway had been completed in August 1997 and the new hold baggage screening system, introduced in 1996, had operated throughout the year. This had been a very significant investment costing more than £1million. The UK now led the world in baggage screening and the facilities at LCY were second to none. To provide yet more focus on security issues, a new *General Manager (Security)* had been appointed and Sharon Preston, previously Airport Operations Manager, had taken up this post with effect from 1st January 1998. She had been recruited in the local community and had worked now at the Airport for more than ten years.

##### (b) **Commercial Operations**

During the year new services to *Strasbourg* and *Manchester* had been launched but those to *Cologne* and *Eindhoven* had been lost. Otherwise 1997 had been a very stable year in terms of the route structure. The Airport were hoping for new routes to Germany, Scandinavia and Northern Spain. Air UK's plans for a new service to *Glasgow* had been deferred for the time being since competition on the Glasgow-London route was now particularly fierce and it was appropriate at this stage to watch and wait.

The Airport were particularly gratified that Sabena kept an aircraft at the Airport overnight in order to provide an early flight each morning to *Brussels*. The Airport hoped other airlines would provide early flights on a similar basis.

##### (c) **Projects**

A number of projects were in the pipeline:-

- **Departure Lounge:** The work to enlarge and refurbish the departure lounge was now nearly complete and the Committee was invited to see the new facility after the meeting.
- **Car Parks:** A project to upgrade the car parking facilities at the Airport would begin early in March. The work would be carried out during the daytime and

steps would be taken to avoid disruption or nuisance for local residents.

- **Noise and Track Keeping - Monitoring system.** It had been decided, subject to approval of the Airport's present planning application to raise the limit on movements, to acquire within the next two years the equipment necessary to link the present noise monitoring system with the Airport's radar so that the tracks followed by aircraft using the Airport, or overflying, could be monitored and, if necessary, depicted on an Ordnance Survey map. The various systems available were now being evaluated. The Airport would arrange a demonstration of such a system for the Committee in due course.
- **Airline Seminars:** It was planned to run a series of meetings involving Chief Pilots and Training Captains to discuss issues concerned with track keeping, the ground running of engines, the use of auxiliary power units, etc. The meeting for the operators of jet aircraft would be held next week. A similar meeting for turboprop operators would be held later.

The Committee welcomed these developments. There was a discussion about car parking. With the present increase in the number of passengers using the Airport, there was bound to be an increase in the number of passengers coming by car and it was important there was sufficient capacity at the Airport to accommodate the extra vehicles so that they were not left in the surrounding streets. Maurice Boyle said the present scheme aimed to reorder and make better use of the space currently allocated for the parking of vehicles together with a small extension. Bearing in mind expected improvements to public transport, the Airport were confident there would be sufficient space for the foreseeable future.

Gerald Noskeau referred to the benefits to be gained through the parking of vehicles in the chevron layout. He felt more vehicles could be squeezed into a narrower space and he wondered why in the UK the system seemed to be less popular than elsewhere. The Airport said the planned project would include spaces in the chevron layout but it was not everywhere appropriate or possible to use that system.

Bill Chapman drew attention to the need to ensure that the various hotel projects planned for the area included adequate provision for the parking of cars within the hotel sites. Anne Crane said that the LDDC was well aware of the need for this and, no doubt, the LBN would continue to ensure that adequate parking space is provided within all such developments.

## 6. **STANDING ITEM ON ENVIRONMENTAL ISSUES**

The Committee noted the complaints listed in the Agenda and the action taken to deal with them.

Referring to a complaint submitted by a resident of Parker Street concerning local air quality the Committee noted the findings of a consultants report. It was agreed that a copy of this report, suitably anonymised, should be circulated with the minutes of the meeting.

## 7. **NOISE INSULATION PROGRAMME - PHASE 2**

The Airport's noise consultant, Jeff Charles, described the Airport's proposals for a new noise insulation programme to be implemented if the proposal to increase the permitted number of flights was approved. The Committee noted:

- that irrespective of the present planning application the growth in the number of flights within the present limit would soon trigger the next phase of the present noise insulation programme;
- that the proposed new programme would deal with some of the more serious criticisms of the original programme, for example, the insulation of some homes

but not others within a single terrace; and

- that the proposed new programme was subject to the approval of the LDDC/LBN and, accordingly it was subject to any changes which might be agreed with them.

Jeff Charles agreed to provide a summary of his presentation for circulation with the Minutes of the meeting. This would outline the principles on which the proposed new programme is based and deal with a number of detailed questions raised by Martin Jones.

#### **8. DETR CONSULTATION - PUBLIC SAFETY ZONES (PSZs)**

At this stage there was no plan showing precisely the impact of the suggested new arrangements at the Airport although it would appear the effect would be to release from the Public Safety Zone a certain amount of land where, at present, development is for all practical purposes prohibited but to increase the impact of the Zone on water areas which would in any circumstance remain in use for watersports only. The overall effect was likely to be to reduce the impact of the Airport on its surrounding area and this was to be welcomed.

The Committee felt the suggested new arrangements represented a more satisfactory balance between the need to secure the safety of the public with the need to minimise the impact of the Airport on its surroundings and, accordingly, it was agreed to inform the DETR that the Committee is in broad agreement with the proposals which have emerged.

In response to the specific question concerning the Airport (para 10.2.(i)), the Committee agreed to inform the Department that the types of aircraft using the Airport, coupled with the fact that its approaches are substantially over water, made it safe to continue with a shorter PSZ than is usual elsewhere.

#### **9. COMMITTEE MEMBERSHIP - ROYAL DOCKS CONSULTATIVE GROUP (RDCG) - AREA TEAMS**

The Hon. Secretary said the Committee's focus in this matter was that the Area Teams provide credible machinery within which the local communities can elect representatives to serve on the Consultative Committee. The standing of those members is unquestioned and it was difficult to imagine how such members could legitimately be chosen except in the context of arrangements of much the same kind. The same machinery was used for nominations to the Board of the Royal Docks Trust (London) and to the Board of the SRB Project for the Docklands University.

There was a discussion in which Members drew attention to the importance of communication, consultation and participation in avoiding confrontation and in maximising the benefit derived from the regeneration and redevelopment of an area. The present consultation arrangements for the Royal Docks had emerged from a very difficult early period of conflict. It was important now not to lose the greater sense of collaboration and participation which had grown up over the years.

There was concern that the idea may have gained ground within the Council that there is little left now in the Royals requiring consultation machinery of this sophistication and, accordingly, that it could now be downgraded or even dismantled. It was the feeling, however, that there is still some long way to go in securing the regeneration of the Royal Docks and that there was an ongoing need to maintain intact the present consultation arrangements or to establish something similar. Members referred to the arrangements made for consultation elsewhere in the Borough which are supported financially by the Council and it was felt to be important at this stage that the communities in the Royal Docks should continue to enjoy similar support.

The Committee's Secretary was asked to inform the Council of its view that the LBN should continue to support the present arrangements. It was noted there might be funding for this from the unexpended balances of the grants already paid to the LBN by the

LDDC for the support of the Area Teams.

10. **LOCAL EMPLOYMENT**

The Committee noted the press releases issued by the Airport. Maurice Boyle said there were now more than 1,200 jobs at the Airport, or in Airport related activity. About two-thirds of those employed lived within a radius of five miles of the Airport.

11. **LONDON DOCKLANDS DEVELOPMENT CORPORATION (LDDC)**

It was noted that this was the last meeting to be attended by representatives of the LDDC which would cease to operate on 31st March 1998 in preparation of its winding-up on 30th June 1998.

The Committee noted that the Corporation's development control powers would be restored to the LBN on 28th January, although the Corporation would have eight weeks, until 25th March 1998 to determine any applications already submitted before that date.

Any applications still outstanding after the eight week period would then be transferred to the Council for them to determine.

As previously noted the Airport had made arrangements with Stuart Innes to continue in his role as the Committee's Secretary after the winding-up of the Corporation.

A number of Members paid tribute to the diligence and hard work of the Corporation's officers in liaison with the Committee and to the good sense and good humour with which they approached their work. The LDDC would be a hard act for the LBN to follow!

The representatives of the Area Teams paid particular tribute to the work of Anne Crane and John Johnson in supporting the work of the Area Teams. This had been very much appreciated and much had been achieved. They would be missed.

12. **ANY OTHER BUSINESS**

(a) **Integrated Transport Policy**

Other consultative committees in the London area had been consulted by the DETR on proposals for developing an integrated transport policy. No such invitation had been received by this committee. It was agreed the Hon Secretary should pursue the matter and, if it was not too late, to submit comments on behalf of the Committee outlining its various concerns on transport issues many of which seemed to flow from a lack of integration and coordination.

(b) **Customer Service**

Gertie Duffy acknowledged the work of a young commissionaire at the Airport that afternoon in helping a passenger with a child and heavy baggage to board a 473 bus, even ensuring that the driver would know where the passenger should alight. This had been a very good example of customer service and the Committee hoped the commissionaire concerned would be complimented for his good work.

(c) **Meeting on 1st July 1998**

Maurice Boyle proposed that this meeting should be held at Schipol Airport (Amsterdam) to be followed by a presentation by the Airport authority there of the machinery they have dealing with local issues. Members would be free in the afternoon to visit the city centre. This was agreed, and Maurice Boyle said he would make the necessary arrangements.

13. **DATE OF NEXT MEETING**

Wednesday, 1st April 1998 at 7.00pm in the Board Room at London City Airport.