

London City Airport Consultative Committee

From: *Stuart Innes*
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MINUTES OF THE MEETING HELD ON WEDNESDAY, 1ST APRIL 1998 AT 7PM IN THE BOARD ROOM AT LONDON CITY AIRPORT

PRESENT:

John Adshead	Chair
Stuart Innes	Secretary
Richard Gooding	London City Airport
Gary Hodgetts	London City Airport
Bill Dunlop	Andrew Street Tenants & Residents Association
Sid Keys	Thameside Tenants & Residents Association
Arthur Cattell	Drew Road Tenants & Residents Association
Gertie Duffy	North Woolwich & Silvertown Area Team

APOLOGIES:

David Senior	LCCI
Colin Brain	West Silvertown Area Team
Martin Jones	Canning Town and Customer House Forum
Sara Mendosa	Docklands Business Club
David Kent	ABTA

IN ATTENDANCE:

Rose Geaney	Drew Road Tenants & Residents Association
Polly Lerner	London City Airport
Janet Goulton	London City Airport
Chris Orphanou	London City Airport
Graeme Gamble	London City Airport
Mary Enifer	Resident
Henry Enifer	Resident
Maureen Stewart	Resident
M. Edwards	Resident
A.T. Edwards	Resident

DLR BRIEFING

Mr Ian Brown, Chief Executive of the Docklands Light Railway, briefed the Committee on the Railway and, in particular, the options for its future development. These included a new spur to the Airport running from Prince Regent Station, across the Royal Victoria Dock in the vicinity of the Connaught Crossing and into the airport along the line of Hartman Road. There was also the possibility that this spur could be extended in a tunnel under the River Thames to Woolwich. Another possible development involved the extension of the Railway to Thamesmead sharing the suggested new Thames bridge at Galleons Reach. It was the intention to engage in wide consultation about the options. None of them would be pursued if they did not find favour. The overheads used in the briefing are attached to these minutes.

In discussion:

- Mr Cattell said that any plan to run the railway along the line of Hartman Road to the south of the Airport's present pier would not find favour with residents in the immediate vicinity.
- Bill Dunlop said that an extension of the DLR to the Airport, serving also local residents, was essential to the regeneration of the area. He drew attention to the spur suggested some time ago running from Cyprus Station around the eastern end of the docks and back to the Airport along the south side of the King George V Dock. This would provide a much needed service for the residents of North Woolwich. The difficulty of integrating such an extension with the Royal Albert Dock rowing course now under construction had been noted but this ought not to be an insurmountable obstacle. Mr Brown said that DLR were anxious to consider all the options.
- Mr Brown said that through services to Bank from Beckton, and trains with more capacity, would be introduced as soon as the number of passengers using the route justified it.
- Mr Brown said there should be fewer problems with the lifts at stations in future because the franchisee (Docklands Light Railway Management Ltd) suffered financial penalties if these were out of order for any length of time.

2. AIRCRAFT NOISE IN CANNING TOWN

The Chair had agreed that Mrs Maureen Stewart, on behalf of a group of concerned residents in South Canning Town, could address the Committee about the problem of aircraft noise. Mrs Stewart said that the nuisance caused by aircraft flying over the area had got steadily worse over the past 18 months and was now getting severe. It was impossible to hear the television even when doors and windows were closed. The noise from aircraft was much less severe when they were landing/taking off towards the east but because of the prevailing winds most of the traffic was in the opposite direction. The problem was worse in the summer because aircraft seemed to need more power for take-off. The aircraft used in the original noise tests seemed to have been much quieter and residents suspected that they had not been laden in the same way that aircraft flying passenger services were. The people of Canning Town had been forgotten. No provision had been made to insulate homes in the area against noise. It was suspected that the departure routes of aircraft had been changed to reduce the noise in Britannia Village.

Richard Gooding said Gary Hodgetts, the Airport's Head of Operations, would be happy to meet the group to discuss their concerns in more detail. It was important to deal in facts and if these were not known steps would be taken to establish them. Meanwhile, he pointed out that the regulation of noise and other environmental conditions at the Airport, and the circumstances in which noise insulation for dwellings was required, were governed by planning consents and agreements made with the planning authority which had to be strictly observed. He denied categorically that departure routes had been changed but he acknowledged that there had been a marked increase in traffic over the past year or two and this had increased the number of noise events. He confirmed that the aircraft used in the original noise tests had been dead loaded to simulate a typical passenger load. The trigger point for secondary glazing and mechanical ventilation was currently the 35NNI contour. This measured not only the amount of noise but also the frequency with which it is experienced. As traffic has increased the contour has moved out from the airport and more homes had qualified for insulation.

Subject to approval of the Airport's planning application it was proposed to instal noise and track-keeping equipment which linked noise monitors to the Airport's radar. This would allow the Airport to deal objectively with complaints of poor track-keeping.

There was discussion of the extent to which the Airport gave rise to air pollution. Mr Gooding said there was still a problem of aroma in certain weather conditions. Apart from this independent tests showed the Airport was not a significant source of pollution - this had been demonstrated for example by the report tabled at the last meeting following complaints by residents in Parker Street. New air quality monitoring tests would be undertaken following approval of the present planning application.

3. COMMITTEE MEMBERSHIP

The Committee noted that David Kent had been appointed to represent ABTA and that Maurice Boyle had recently left the Airport to take up a new appointment with an airline. Pending his replacement Richard Gooding would fill the vacancy on the Consultative Committee.

4. The **MINUTES** of the meeting held on Wednesday, 7th January 1998 were approved as a correct record of the discussions at that meeting.

5. MATTERS ARISING

(a) Item 1 - Committee Membership - Airlines

It was agreed that the Chair of the Airline Operators Committee, Jaz Singh of KLM/uk, should be coopted to the Consultative Committee. For the time being he would serve in addition to the representatives of the handling agents, Business Air and Servisair.

(b) Item 3(b) - Barrier at Parker Street Exit

Richard Gooding said that LBN wanted landscaping improvements in the vicinity of this exit as a requirement of the new s.106 Agreement being discussed in connection with the present application for consent to raise the limit on the number of air transport movements. He acknowledged the present exit and the barrier were unsatisfactory but the Airport had been asked by the Council to hold over improvements until the proposed landscaping requirements had been clarified.

(c) Item 3(c) - Planning Application - Raising the Limit on Air Transport Movements

The Secretary said that on 20th January the LDDC had indicated its intention to approve the application. In the meantime, however, the application had been the subject of an Article 14 Direction by the Secretary of State which prohibited the granting of permission until he had considered whether to call in the application and arrange a public inquiry. On 24th March the Secretary of State had announced his decision not to call in the application. This had left only a few a hours for the LDDC to complete the processing of the application before the Corporation's residual planning powers were finally transferred to the LBN. This had proved to be insufficient and the application would, therefore, be decided by the LBN. They were likely to consider the application at a meeting immediately following the local government elections in May.

Colin Brain had asked the Secretary to convey to the Committee his view that the Committee ought to be consulted about the proposed s.106 Agreement. Richard Gooding said it was his opinion that the Agreement would need to remain a matter between the parties to it although he saw no objection to its contents being shared with the Committee once it had been concluded. Negotiations were still in progress but it seemed likely that the Agreement would cover improvements to the noise insulation scheme, improvements to roads and public transport, landscaping schemes and improved provision for the regulation and monitoring of the environmental impact of the Airport on its surroundings. The Airport would be closed to flights between 12.30p.m. on Saturdays and 12.30 p.m. on Sundays. The role of the Consultative Committee in monitoring the environmental regime, and in dealing with complaints, would be reaffirmed and its constitution and membership would be brought up to date and harmonised with the Guidelines for consultative Committee issued by the DETR pursuant to s.35 of the Civil Aviation Act 1982.

(d) Item 12(a) - Integrated Transport Policy

The reply received from the DETR was noted.

6. AIRPORT PASSENGER FIGURES

The charts were noted. Richard Gooding said that a record number of 116,000 passengers had used the Airport during March 1998, an increase of more than 41% on the same month last year. The Airport was now routinely handling more than 100,000 per month. The growth in passenger numbers could be expected to level off in the summer period.

7. AIRPORT DIRECTOR'S REPORT

(a) New Routes

Malmo Aviation had this week opened a new route to Gothenburg in Sweden and there would shortly be direct flights to Stockholm. These new routes took up the remaining number of movements within the limit permitted by the present planning consent. There could be no further expansion unless and until the present application for an increase in the number of flights is approved.

(b) Departure Lounge

The Minister, Nick Raynsford, had opened the newly enlarged and refurbished departure lounge on 31st March. The terminal was now 11 years old and was showing signs of wear and tear in places. These areas would be refurbished over the coming months. Some of the concrete areas outside the terminal were also to be tidied up.

(c) Car Park

Residents would be circulated shortly concerning the scheme about to get under way to enlarge and refurbish the passenger car park. There would be no work at night and special measures were to be taken to keep dust under control. The contract would include the demolition of an old building on the Airport boundary.

8. STANDING ITEM ON ENVIRONMENTAL ISSUES

The information was noted.

9. COMMITTEE MEMBERSHIP - ROYAL DOCKS CONSULTATIVE GROUP (RDCG)

The Secretary reminded Members that Committee's main concern with this issue lay in the fact 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.

The Secretary confirmed that the LDDC had agreed on 31st March to allow the Council to retain funds underspent in the Docklands Joint Funding Programme and that some of these had been earmarked for the funding of the Area Teams for a further period. He also indicated that a DETR consultant study of the impact of LDDC would indicate that the Royal Docks consultation arrangements should be treated as a model for use elsewhere in similar circumstances.

Bill Dunlop said that the Government's new proposals for Community Governance were bound to influence the outcome of the review which the LBN were now proposing. There was still much to be done to secure the regeneration of the Royal Docks and, in common with Stratford and other areas of the Borough where regeneration was in progress, there remained a need to maintain formal arrangements for consultation of the kind offered by the present system. He recognised that the servicing of the system would involve more use of the time of the Council's officers now that the support offered by LDDC had come to an end. This was expensive.

Richard Gooding said the Airport was under an obligation in the existing planning consent to procure for the Committee suitable representatives of the local community and accordingly he was keen to see credible arrangements through which such people could be chosen.

It was agreed that the Area Teams would need to arrange for a discussion of the issues and it was agreed therefore to defer consideration of the Committee's response until the next meeting. The Secretary would produce a draft response for the Committee to consider at that meeting.

10. LRPC CONSULTATION ON MAJOR RAIL SCHEMES IN LONDON

The letter and report from LRPC were received. The Committee noted that the proposed Woolwich rail tunnel had attracted support from well beyond its immediate area of impact.

11. RECENT LCY PRESS RELEASES

It was noted that copies of the Airport's press releases were routinely distributed to members of the Consultative Committee and it was unnecessary therefore to include them with the Agenda papers. The Secretary would send to Polly Lerner copies of the Committee's latest mailing lists so that she could ensure that the mailing list for the Airport's press releases covered everyone with a direct interest.

12. SECRETARY - CONTACT ADDRESS

Although the Secretary would continue to be available at the LDDC's offices until the end of May 1998 his contact address would now be:

9 Palace Green,
Addington
Croydon
CR0 9AJ
Telephone: 01689 843434
Fax: 0181 251 9858
E-Mail: Stuart_Innes@compuserve.com

13. **ANY OTHER BUSINESS**

(a) Fuel Farm Security

Arthur Cattell drew attention to a recent incident where local children had pushed a car up to the fence of the fuel farm and set it on fire. The dangers were obvious and he asked what arrangements were made for the security of this area. Richard Gooding said that there were security arrangements although the area was not specifically manned. He would now have the arrangements reviewed. Arthur Cattell mentioned also that there was a lot of rubbish outside this area which had been there for some time and ought to be cleared.

(b) Airport Access Road

There was a discussion of the problems of visibility for road users at the roundabout at the entrance to the Airport Access road and of vehicles (including taxis) using it at speeds in excess of the 20 m.p.h. limit.

It was noted that the Airport's responsibility ended where the Airport Access Road entered the roundabout. Since 31st March the roads beyond this point were now fully the responsibility of the LBN.

Consideration had been given to the installation of speed humps on the Airport Access Road but these could not be used where there was bus traffic. It was pointed out that there is now a type of hump designed for use on bus routes; these allowed the wheels of buses pass on each side of the hump.

Richard Gooding asked that instances of poor driving by taxi divers should be brought to the Airport's attention and action would be taken.

(c) Summer Party

Polly Lerner said that this event would take place on the Airport Apron on 22 August 1998. If any local organisation had a display or other attraction which might be incorporated into the event she would welcome a phone call.

14. **DATE OF THE NEXT MEETING**

Wednesday 1st July 1998 at Schipol Airport, Amsterdam. The meeting would include a presentation by the Schipol Airport authorities on environmental issues and a tour of the airport. There should be free time in the afternoon. Members attending would need to be at the Airport at 0830 hours for a 0910 departure. The return flight arrives at LCY at 1730 hours. The Secretary would write to members with the details.