

London City Airport Consultative Committee



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c/o London Docklands Dev Corporation
Great Eastern Enterprise
Millharbour
London E14 6TJ

MINUTE of meeting held on Wednesday 5th July 1989 at 7 p.m. in the Domestic Departure Lounge at London City Airport.

PRESENT

John Adshead
Stuart Innes
Cllr J Garfield
Cllr S Timms
Kate Wallace
Bill Lindsell
Bruce Unsted
Jonathan Wilson
Tony Auld
David Simpson
Jeff Mendham
Bill Dunlop

Chair
Honorary Secretary
London Borough of Newham
" " "
" " "
London City Airport
London City Airport
London City Airways
Brymon Airways
LDDC
PLA
Andrew Street Tenants &
Residents Assoc.
Thameside Residents &
Tenants Assoc.
Docklands Business Club

Dave Cooper

Alan Turner

IN ATTENDANCE

Cllr B Chapman
Michael Pabbs
John Chapman
Russell Moul

London Borough of Newham
British Rail
Hodge Associates
H M Immigration Service

APOLOGIES

Roy Featherstone
Noel Edwards
Graham Hall
Lewis Moss
Dru Vesty
Peter Mitchell

ABTA
Beckton Residents Assoc
PLA
LDDC
LDDC
London City Airways

1. PRESENTATION

Russell Moul spoke about the work of the H M Immigration Service and, in particular, about the work of the local unit based at London City Airport which also has responsibility for any immigration work arising at Battersea Heliport and from shipping using the Thames within the London area. Following the talk there was a period for questions by members.

2. SILVERTOWN STATION - RECONSTRUCTION

John Chapman of Hodge Associates and Michael Pabbs of British Rail explained BR's plans for the reconstruction of Silvertown Station. The Committee were shown plans for this new, more presentable, facility which it was hoped would be more secure and efficient than the present station. It had been designed to offer an airport style environment. It would have a flat roof with a flying canopy. High quality materials would be used and the building had been designed to make it easy to keep clean. The entrance to the new station would be at its eastern end making it more accessible for airport passengers approaching from the Airport via Parker Street and an additional pedestrian crossing in Albert Road which would be provided. The upgrading of this station formed part of a programme to improve the quality of the services on the North London Line. There would be improvements to other stations including North Woolwich.

The contract for the construction of the new station had been awarded to Maybey Construction Ltd who plan to start work on Sunday 22nd July with the demolition of the existing station. This would involve the closure of half the width of the carriageway of Albert Road for a day or so. The construction of the station would also involve the suspension of rail services for three weeks. Trains would terminate at Custom House and a shuttle bus service, integrated into the railway timetable, would be provided. It was the intention to complete the works by 6th October at which time it was planned to introduce the new coaching stock for the line. Information about the proposed works would be distributed to nearby homes.

There was general agreement that the new station offered a better facility both for local people and passengers using the Airport. Councillor Garfield, however, expressed her anger that the project had reached its implementation stage without any kind of consultation with, or information for, local residents or, apparently, with the local authority until very recently. She felt that notice of the presentation should have been given on the Agenda so that local people could attend the meeting and hear what was proposed. This particular length of Albert Road is subject to very heavy traffic and there are parking problems. The arrangements for the proposed works would make matters worse. No doubt the implementation of the project would give rise to additional noise, dust and extra traffic including heavy lorries conveying materials to and from the site. Measures for traffic management during this period should have been discussed with the council.

Mr Pabbs indicated that he was under instructions to complete the project quickly, taking advantage of funds which had become available but which had to be used within the present year. He had been in touch with both the LBN and the LDDC and, in good faith, had complied with the requirements of those bodies. In relation to the management of traffic he had been referred to the police with whom the arrangements had been discussed. The rubble from the demolition of the present station would be stored within the site and be removed by lorries which would not need to use the congested length of Albert Road. It was planned to demolish the building at a weekend in order to minimise any disruption to traffic in Albert Road arising from the restriction of the width of the carriageway.

It was AGREED that steps should be taken the following day to organise discussions concerning the arrangements for these works and to this end Mr Pabbs would make contact with Kate Wallace after the meeting. Bill Lindsell indicated that the Airport would be happy to make available facilities at the Airport for this meeting or any others which might be required.

[ACTION MP/KW/BL]

David Simpson said that although the development appeared to be exempt from the requirement for planning permission he believed there were requirements as to notices to be served on the LDDC as the development control authority. He would check the position and advise Mr Pabbs who said it was the intention in any case to deposit documents with the Corporation.

Jonathan Wilson asked whether consideration could now be given to the opening of a new, shorter, pedestrian route to the station via Drew Road. Bill Lindsell said he would consider whether it would be appropriate again to raise this possibility with the LDDC.

[ACTION BL]

It was noted that access to the station would be via steps. This would preclude the use of airport trolleys. Arrangements would need to be made for the parking of trolleys and there would be discussions about this with the Airport who indicated that there were arrangements for a twice daily collection of trolleys left at the station.

Dave Cooper said it would be helpful if the information to be distributed to residents could include a methods statement relating to the works.

3. The MINUTE of the meeting held on Wednesday 31st May 1989 was approved subject to the addition of Andy Todd to the list of those present at the meeting.

4. MATTERS ARISING

- (a) Alleged Pollution of Dockwaters - Further meeting with Connie Hunt and Colleagues.

Bill Lindsell reported there had been a further meeting with Mrs Hunt and a number of her colleagues on Thursday 22nd June. They had been shown the arrangements made during the winter for the pumping away of the Airport's surface water. A letter from the LDDC confirming that these arrangements were satisfactory from their point of view had been handed to Mrs Hunt who had promised to let the Airport and/or LDDC know if there were any remaining matters causing concern. Thus far there had been no reaction.

- (b) Visit by Former Residents

As requested at the last meeting the Airport had received a group of former local residents now living in St. Cuthberts at Westcliff on Sea. Councillor Garfield expressed her thanks for the Airport's hospitality - the group had very much enjoyed their visit.

5. AIRPORT DIRECTOR'S REPORT

- (a) Passenger Numbers : The number of passengers using the Airport continue to increase. Last month were more passengers than ever before.
- (b) New Operations : Discussions were in progress about new services to be offered by other Airlines.
- (c) Planning Applications : The Airport is still engaged in discussions with the LDDC. It was hoped to resolve any problems associated with the application before it is submitted. The timescales for this remain uncertain.

5. ROYALS TRANSPORT BULLETIN

The Committee RECEIVED and NOTED the first edition of this Bulletin. The vital help and cooperation of the LBN in producing the Bulletin was acknowledged.

Copies of future editions of the Bulletin would be circulated to the Committee with its Agenda papers and Minutes. Meanwhile, Members of the Committee, and anyone else interested in receiving earlier copies could ask to be included on the LDDC's mailing list for this publication. Councillor Garfield suggested that the Bulletin should be sent to local Tenants Associations. David Simpson said he would obtain a list of these from the LBN Housing Department and make arrangements with the Corporation's Highways Information Unit for them to be included on the mailing list.

[ACTION DS]

There was a discussion about the Eastern Gateway Access Road which appeared to be near completion and ready for opening. There had been suggestions, however, that the opening of the road should be deferred until such time as it could be linked to at least one carriageway of the Royal Docks Spine Road and so avoid any risk that through traffic might use local roads to the annoyance of residents. However, it was apparent that this road would solve a number of the present traffic difficulties of the area and it was the feeling of the meeting that it should be opened without delay. The Secretary was asked to write to the LDDC accordingly.

[ACTION SWI]

6. FUTURE MEETINGS

The circulated Schedule of Dates for future meetings of the Committee was AGREED.

7. ANNUAL LIAISON MEETING OF CONSULTATIVE COMMITTEES

The Chairman reported on this meeting held at Manchester on 15/16th June 1989. There had been a good discussion of a number of issues confronting the industry at the present time including the question of airspace/runway capacity in the South-East. Nothing of particular relevance to LCY had been discussed but the Secretary had informed the meeting about the recent resolution of the Airport's ATC's problems

The next Annual Meeting would be held at Luton in June 1990. There had been a suggestion that the arrangements for this meeting might include a visit to London City Airport and there would be discussions about this to see if satisfactory arrangements could be made.

8. ANY OTHER BUSINESS

Dave Cooper raised the question of nuisance caused by car alarms in the Airport carpark especially at night. Bill Lindsell acknowledged the problem and said he would see what he could do to solve it. He apologised for the noise arising during the recent incident.

9. DATE OF NEXT MEETING

Wednesday 6th September 1989 at 7 p.m. in either the Boardroom or the Domestic Departure Lounge at London City Airport. This meeting would include a presentation on the work of the Customs service at the Airport.