

London City Airport Consultative Committee



c/o London Docklands Development Corporation
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MINUTE of the meeting of the London City Airport Consultative Committee held on Wednesday 6th November 1991 at 6.30pm in the Domestic Departure Lounge at London City Airport.

Present:

Stuart Innes	Chair
Jeffrey Hennessey	IDDC
Bill Charnock	London City Airport
Bruce Unsted	London City Airport
Tony Auld	Brymon Airways
Carlo Englebert	Flexair
HWJ Steenoven	Flexair
Cpt. Andrew Hill	British Midland
David Senior	ICCI
Colin Silver	Capable Travel - ABTA
John Walker	London Borough of Greenwich
Cllr. Tom Jenkinson	London Borough of Newham
Mike Allen	London Borough of Newham
Robert Quy	Port of London Authority
Graham Hall	Port of London Authority
David Bain	West Silvertown Area Team
Alan Taylor	SOCATACH Area Team
Bill Dunlop	Andrews Street Tenants & Residents Association
Sid Keys	Thameside Tenants & Residents Association

In Attendance:

John Johnson	IDDC
Jon Horne	London City Airport
David Thomson	London City Airport
Jeff Charles	Hickerdike Allen and Partners
Tim Whitwell	Newham Recorder
Rev. Peter Duncan	Airport Chaplain
Wayland Pope	Thames Water Authority

Apologies:

John Adshead	Chair
Lewis Moss	IDDC
David Simpson	IDDC
Ian Fines	London Borough of Newham
Cllr. Gillespie	London Borough of Newham
Alan Taylor	Docklands Business Club
Mrs Duffy	North Woolwich & Silvertown Area Team
Michael Carrivick	Brymon Airways

The Hon. Secretary explained that Lewis Moss had now left the LDDC, and the Corporation would be appointing a replacement.

The Hon. Secretary indicated that in the absence of John Adshead (on holiday in India) he would be taking the Chair. This was in accordance with arrangements previously agreed by the Committee.

1. **PROPOSED SLUDGE INCINERATION WORKS AT BECKTON**

The Chair introduced Wayland Pope (Thames Water) and informed the Committee that TWA had now formally submitted a planning application to London Borough of Newham.

Wayland Pope dealt with the questions arising from the last meeting of the Committee (see Agenda). A number of additional questions were raised at the meeting to which Wayland Pope responded.

Bill Dunlop informed the Committee that the Royal Docks Consultative Group would be holding a special meeting on 12th December at the Beckton Centre to discuss this proposal.

2. The MINUTE of the meeting held on 4th September 1991 was approved subject to the addition of Alan Taylor of the Docklands Business Club as among those present at the meeting.

3. **MATTERS ARISING**

a) Item 7(e) - Silvertown Way - Closure

The Committee noted the correspondence with the LBN. The Chair (Hon. Secretary) reported the receipt of correspondence from Carlo Engelbert expressing concern at a loss of passengers caused by missed flights arising from the closure. The Chair proposed that the correspondence be forwarded to London Borough of Newham. Cllr. Jenkinson informed the Committee that he understood the Council would be introducing one-way shuttle working on the viaduct at an early date.

b) Item 7(g) - North London Line/Woolwich Foot Tunnel

The Committee noted the correspondence.

c) Item 7(i) - Public Telephone

The Airport Director reported that a bell had been installed so that users could summon the security staff out of hours. They would allow access for the use of the telephones inside the Terminal.

d) Item 7(j) - Bus Services

The Committee noted the correspondence. Bruce Unsted confirmed that the Airport had requested that buses should not be routed via the Airport after its closure for the night.

e) Item 8 - Car Parking in Adjoining Streets

The Committee noted that the North Woolwich and Silvertown Area Team would consider this matter at their meeting on 3rd December 1991. Cllr. Jenkinson suggested that car parking charges could be a deterrent to those using the Airport from using the Airport car parks. Bill Dunlop and Arthur Cattell reaffirmed the concern of local residents that London City Airport employees and passengers parked in local streets - although this had not happened recently. Bruce Unsted requested that he be informed of particular instances causing concern to local residents so that he could investigate them.

The Airport Director informed the Committee that staff could use the staff car park at the Airport without charge. The charges for passengers using the Airport were considered reasonable. It was agreed to request a report from the North Woolwich and Silvertown Area Team for consideration at the January meeting.

4. **ITEM 9 - GARAGES ADJACENT TO LONDON CITY AIRPORT - TREE PRUNING**

The Committee noted that the trees had been pruned.

5. **AIRPORT DIRECTORS REPORT**

1. The Airport Director reported that the number of passengers continued to increase although the number of flights was smaller in comparison to last year. Load factors were therefore higher. The service to Lille had been discontinued and was now operating from Stansted.
2. The closure of Silvertown Viaduct had impacted upon access to the Airport causing delays and missed flights. The Airport hoped that access would be improved with the opening of the Lower Lea Crossing on 16th December. The A13 was subject to single line operation at three separate points. The A13 works at West India Dock Road could have been much better managed with less impact on traffic flows.
3. The proposals for the extension of the Airport had been approved by the Secretary of State, although the extra hour of operation in the evenings and an increase in the number of flights at weekends had not been agreed. The Airport Director informed the meeting that the extended Airport would be operational from April 1992. The Swiss carrier Crossair would operate services to Zurich, Geneva and possibly Lugano. The Airport was in discussion with a number of other European operators. The Airport hoped to undertake a number of demonstration flights to meet the requirements of the Civil Aviation Authority and ensure that the Airport would operate safely.

6. **AIRPORT EXPANSION - SECRETARY OF STATE'S DECISION**

The Committee noted the Secretary of State's decision in respect of this application for approval to expand operations at the Airport.

7. **PLANNING APPLICATION - AIRCRAFT HANGARAGE**

Bill Dunlop reported that the North Woolwich and Silvertown Area Team had considered the application at their last meeting. The Area Team had submitted a "holding objection" with the LDDC requesting further information concerning the proposed facility.

The Airport Director informed the Committee that he was unable to provide a detailed response as the application was for outline consent and an operator of the proposed facility had yet to be identified.

Jeff Hennessey confirmed that the LDDC had received the North Woolwich and Silvertown Area Team's objection and the LDDC was presently seeking further advice from the Corporation's noise consultants. The LDDC would carefully consider issues relating to Health and Safety issues. If the Corporation decided to approve the application it would no doubt impose conditions similar to those imposed on the original approval. Any operator of the proposed hangar would be required to meet the conditions imposed. The proposed facility would also require detailed planning permission and as and when such an application is received the Committee would be consulted. Particular concern was expressed regarding possible dangers arising in relation to the adjoining fuel storage facility. Jeff Hennessey said that this issue would likewise be considered by LDDC.

8. CITY OF LONDON HELIPORT

The Consultative Committee noted the Secretary of State's decision to refuse permission for this development. It was noted that rotary-winged aircraft were prohibited from using London City Airport except in emergencies. Any such use would require planning permission and the Committee would be consulted.

9. DTp. CONSULTATION PAPER - CONTROL OF AIRCRAFT NOISE

The Committee had no observations to offer on the report. The Hon. Secretary undertook to supply full copies of the consultation paper to the LBN and the LCCI.

10. ANNUAL LIAISON MEETING OF ACC'S - POLICY STATEMENT

The Committee noted the report.

11. ANNUAL LIAISON MEETING OF ACC'S - 1992

The Committee noted that the 1992 meeting would be held in Belfast. The liaison meeting would be asked whether representatives other than Chairs and Secretaries could attend liaison meetings in future.

12. LONDON CITY AIRPORT CHILDREN'S PARTY - 7TH DECEMBER 1991

The Committee noted this proposed event.

13. NOISE MONITORING

The Committee considered the report of the 1991 Noise Monitoring Survey prepared by the Civil Aviation Authority (DORA). The Committee noted that the conclusion that the 35NNI noise limits, as set out in the S52 Agreement, had not been exceeded.

14. ANY OTHER BUSINESS

a) Noise Insulation of Residential Property

The meeting was attended by a number of local residents concerned about the proposals for the progressive installation of secondary glazing in homes likely to be affected by noise from the Airport when its operations are expanded next year.

Speaking on behalf of local residents Bill Dunlop said their concern centred on two issues:-

- In common with the houses originally insulated when the airport was first opened some residents might prefer to have double glazed units in place of the secondary glazing now proposed which is seen as unsightly and inconvenient. It was recognised that the double glazed units might not be quite as efficient in insulating these properties from noise but they are preferred on aesthetic and other grounds.
- The proposal progressively to install insulation as and when noise conditions, as represented by the 35NNI contour, make it necessary. This would mean that some properties, often in a single street, would be insulated before others and that some might not be insulated at all. There was also concern over the proposal not to insulate the south facing elevations which will mean in some cases that properties will only be partially dealt with. Residents feel that all elevations of the affected properties should be insulated and at once. To phase the works as proposed will lead to a loss of the present good will towards the Airport.

Bill Dunlop appealed to the Airport to enter into discussion with the other parties to the S.52 Agreement with a view to securing an agreement that all the affected properties can be insulated at once with the option of double glazed units for those who prefer them.

The Airport Director and the representatives of the LBN and LDDC said that they were bound by the S.52 Agreement which was concerned with noise insulation of the properties concerned as and when it became necessary.

The Chair was asked to write to the parties to the S.52 Agreement drawing attention to the concerns which had been expressed at the meeting and asking that they should be considered at an early opportunity. A report back to the next meeting was requested.

b) Thanks

David Bain thanked the Airport and operators for their contributions to the West Silvertown Christmas Social Event.

c) Noise: Trust House Forte Building, Newland Street

Concern was expressed regarding early morning noise caused by vehicle movement. The Airport Director agreed to investigate the matter.

d) Cranes

Cllr. Jenkinson expressed concern that Dock cranes were being demolished. Jeff Hennessey informed the meeting that the cranes were in fact being relocated to the Comclear site on the south side of the Royal Victoria Dock.

e) River Bus Service

The Airport Director informed the Committee that with effect from 2nd January 1992 the River Bus service from Charringtons Pier would cease to operate. A new shuttle bus service would operate from the London City Airport to the new pier at Canary Wharf and to the DLR stations on the Isle of Dogs.

15. **DATE OF NEXT MEETING**

Wednesday 8th January 1992 in the Board Room at London City Airport at 7pm.

The meeting ended at 8.56pm.