

THE LONDON HELIPORT CONSULTATIVE GROUP

Agenda for the meeting to be held on Monday, 16th May 2016 at 7.00 p.m. at The Town Hall (Room 122), Wandsworth High Street, SW18 2PU

MEMBERS

Chairman

Councillor Rosemary Torrington – London Borough of Wandsworth (Thamesfield Ward)

Users' representatives

Capt Ian Field
Capt Michael Hampton
Capt Robin Renton
Capt Paul Watts

Residents' representatives

Wandsworth
Mr David Brown
Mr Geoff Brindle

Hammersmith and Fulham
Ms Christina Smyth

Kensington and Chelsea
Ms Eryl Humphrey-Jones

Local Authority Representatives

Hammersmith and Fulham
Councillor Larry Culhane (North End Ward)

Kensington and Chelsea
Councillor Maighread Condon-Simmonds (Chelsea Riverside Ward)

Wandsworth
Councillor Wendy Speck (Latchmere Ward)
Councillor Rosemary Torrington (Thamesfield Ward)

Refreshments

Sandwich refreshments will be available for members of the Consultative Group in the Committee Room (Room 122), prior to the meeting.

Contact:

Martin Newton (Secretary to the Consultative Group),
Administration Department, Wandsworth Borough Council, The Town Hall, London SW18
2PU Tel: 020 8871 6488 Email: mnewton@wandsworth.gov.uk

9th May 2016

AGENDA

1. Chairmanship of the Group's Meetings

The LHCG are asked to note that, in line with the previously approved arrangements for chairmanship of the Group's meetings, the Chairman for the meetings to be held during the 2016/17 municipal year will be Councillor Torrington (London Borough of Wandsworth).

2. Minutes - 16th November 2015

(Pages 5 - 8)

The Consultative Group are asked to confirm that they approve the draft minutes of the last meeting held on 16th November 2015 (Attached – Paper A).

The draft minutes were circulated to all members of the Consultative Group and to all on the circulation list for Consultative Group papers, and have been published on the Council's website.

Upon approval, the minutes will be signed by the Chairman as a correct record of the meeting.

The Chairman will then invite members to raise any matters arising from the minutes.

3. Monitoring of Helicopter Noise Levels

Colin Stanbury will update the Group on the latest position regarding monitoring of helicopter noise levels and on the results of initial monitoring carried out by South Bank University at Imperial Wharf, LB Hammersmith and Fulham over the Easter period.

4. Information on Helicopter Movements

(Pages 9 - 12)

Summary information on helicopter movements at the London Heliport in Quarters 4 of 2015 and 1 of 2016, provided by the Heliport Manager, Simon Hutchins, is included herewith for information. (Attached - Papers B and C).

5. Noise Complaints

(Pages 13 - 16)

Information on noise complaints received by the London Heliport in Quarters 4 of 2015 and 1 of 2016 and on the action taken in response by the Heliport, provided by Simon Hutchins, is included herewith for information. (Attached – Papers D and E).

6. Sightseeing Tours

(Pages 17 - 20)

To consider the details of comments submitted to the Secretary and requested to be brought to the attention of the LHCG on behalf of residents of Watermans Quay, Ferrymans Quay and Dolphin House, Imperial Wharf, SW6, London Borough of Hammersmith and Fulham regarding sightseeing tours from the

Heliport. (Attached – Paper F)

7. Air Pollution Complaint

To consider the following complaint to Wandsworth Council from a resident of Mendip Court, Chatfield Road, SW11 regarding potential air pollution arising from London Heliport. The complaint is in the following terms:-

“The air in the surrounding area is often like a petrol station with heavy and offensive fumes, and I am only complaining about the pollution not the noise factor! I cannot believe it is healthy for any of us living alongside the river to have such pollution of such a concentrated nature”

8. LHCG Sub-Group

At the Group’s last meeting it was agreed to:-

- establish a sub-group to institute work on a set of proposals to propose to policy makers at national level to bring the helicopter flight regime more into line with that governing aircraft to reflect their increasing use;

- work with the Heliport to develop a more comprehensive set of reporting information to the Group, including helicopter movements and noise contours; and

- develop ways of communicating this information to the public, including material which can be linked to the borough websites and an explanation of the procedure.

It is now proposed to give further consideration to the work programme and composition of the sub-group and input into it (particularly by groups not currently represented on the LHCG).

9. Any Other Business

The Chairman will ask members of the Consultative Group whether there are any other matters they wish to raise.

10. Date of Next Meeting

The Consultative Group are asked to determine the date of their next meeting.

This page is intentionally left blank

THE LONDON HELIPORT CONSULTATIVE GROUP

Minutes of the meeting of the London Heliport Consultative Group held at the Town Hall, Wandsworth, SW18 2PU on Monday, 16th November 2015 at 7 p.m.

PRESENT

Chairman

Councillor Culhane (Hammersmith and Fulham Borough Council)

Residents' representatives

Mr Geoff Brindle
Mr David Brown
Ms Christina Smyth

Local Authority representatives

Councillor Speck (Wandsworth Borough Council)

Users' representatives

Capt Michael Hampton

Observers, advisers and officers

Mr Simon Hutchins (The London Heliport)
Mr Colin Stanbury (Wandsworth Borough Council)
Mr Martin Newton (Wandsworth Borough Council)
Mr Guy Dennington (Royal Borough of Kensington and Chelsea)

Apologies

Apologies for absence were received on behalf of Councillor Condon-Simmonds (Royal Borough of Kensington and Chelsea), Councillor Torrington (Wandsworth Borough Council), Capt. Watts, Ms Humphrey Jones and Mr Walker (CAA).

Minutes - 8th June 2015

On item 1(a), it was agreed that the minutes of the meeting held on 8th June 2015 be confirmed and signed as a correct record.

The minutes were thereupon signed by the Chairman.

On item 1(b), the following matters were raised:-

- (i) the Secretary undertook to contact Jim Walker of the CAA regarding any progress on discussions with NATS over possible alternate routes in relation to the Norland area. Guy Dennington reported that he had

been in correspondence with Jim Walker over this issue and that talks are continuing; and

- (ii) Geoff Brindle confirmed that he had tried to contact the resident of Altura Tower by e-mail in respect of the resident's continuing concerns but had so far received no reply.

Monitoring of Helicopter Noise Levels

On item 2, Colin Stanbury reported that there had been only slow progress on noise monitoring but further discussion had taken place with Stephen Dance from South Bank University. It was noted that the required monitoring equipment had now been obtained after a little delay, and that this would be used at appropriate identified riverside locations under regular flight paths to measure impact of noise levels, and to produce mapping / contours over certain times of the day. More talks would now take place with Stephen Dance and then Simon Hutchins at the Heliport.

Colin Stanbury said that the intention is to also look at the data collected by the previous on-site measuring device at the Heliport in association with new data gathered from the receptor locations. The measuring should provide an insight into the collective impact of buildings on sound transmission which generally local authorities have not been encouraged to consider.

In response to a question from Christina Smyth, the Group noted Colin Stanbury's reassurance that South Bank University remained committed to the project and hope to involve a PhD student in the research.

Information on Helicopter Movements

On item 3, the Group noted the latest information on movements and Simon Hutchins' comment that these showed a slow, steady increase. This increase amounted to around 16.5% over figures for the comparable quarters 1, 2 and 3 in 2014.

Noise Complaints

On item 4, Simon Hutchins referred to lengthy dialogue with officers at LB Richmond and LB Merton regarding the reported complaint from the resident of Barnes (page 15). It was noted that this area was particularly affected by aircraft noise due to proximity to the river and also to Heathrow.

The Chairman asked about Formula E in June 2015 and Simon Hutchins confirmed that the helicopters used for filming this event (squirrels) were not largely under the control of the Heliport. The Group also noted Michael Hampton's comment that generally smaller aircraft or probably drones are now used for most overhead filming.

Discussion continued and Geoff Brindle told members of noise complaints that he had received and raised the question of helicopters keeping their rotors running whilst waiting to leave the Heliport. Simon Hutchins informed members that a 5 minute period was set out in guidance but that the Heliport attempted to minimise any adverse impact as much as possible and to expedite landings and take-offs. It

was noted that a helicopter was more easily able to obtain clearance to leave the Heliport quickly if rotors were already running.

Geoff Brindle then asked about the new riverbus pier at nearby Plantation Wharf and its effect on flights to and from the Heliport. Simon Hutchins said that the Heliport had been able to comment on this development at the planning application stage and confirmed to the Group that a set of guidelines existed in relation to landing / take-off approaches to the Heliport and that there should be no overflying of the pier itself. Michael Hampton stated that pilots would stay away from obstacles and over the middle of the river for as long as possible but that wind speed and direction can sometimes affect usual landing protocol.

During further discussion, Councillor Speck asked about night time sightseeing trips and Simon Hutchins confirmed that, as a single-engine helicopter is used for these flights, the trips could be day time only. He also informed the meeting that the sightseeing trip operators had been given feedback on concerns raised by residents about the way the helicopter turned overhead. Christina Smyth then asked about the increase in the number of sightseeing trips at weekends and Simon Hutchins confirmed that Saturday trips appeared to be more popular during spring and summer when weather conditions were more settled. He stated that there would always be a limit on the numbers of sightseeing flights at weekends dependent on the number of 'slots' the Heliport is able to offer. Simon Hutchins also told the Group that similar sightseeing trips also operated from other airfields around the London area and had done for many years. Members noted that an increase in movements would inevitably lead to an increase in complaints.

Submission by Riverside Tower Residents' Association, Imperial Wharf

The Group agreed to consider items 5 (the submission of comments from Riverside Tower) and 6 (LHCG – Way Forward) concurrently.

Christina Smyth referred to her paper and the current position on helicopter use, whereby flights and flight paths are not heavily regulated, and said that this situation often did not provide the public with sufficient information or consultation opportunity. She suggested that a Sub-Group of LHCG members be established for the following:-

- a) to institute work on a set of proposals to propose to policy makers at national level to bring the helicopter flight regime more into line with that governing aircraft to reflect their increasing use.
- b) to work with the Heliport to develop a more comprehensive set of reporting information to the Group, including helicopter movements and noise contours.
- c) that the Heliport should develop ways of communicating this information to the public, including material which can be linked to the borough websites and an explanation of the procedure for complaining.

The Chairman then raised the issue of the current yearly rotating chairmanship between the three boroughs' representatives and suggested that consideration also be given to a revised arrangement that provided for a yearly approval of chairman by

the Group at their meetings and a greater period of time for chairmanship than currently exists in order to provide greater continuity and focus to the role.

Debate took place on the impact of flights and associated noise levels resulting from the Heliport's activities, during which Michael Hampton put forward the view that operators would generally prefer a heliport that was nearer to the centre of London than Battersea but that this was considered unacceptable for planning and political reasons. Geoff Brindle suggested that fixed routes would compound noise impact for those residents nearest to the flight paths and Guy Dennington told members that Kensington and Chelsea had looked at the possibilities of a flight 'corridor' in the Norland area that, although narrow, may provide enough space to slightly vary routes and therefore provide more respite for residents below. He confirmed that this option was being looked into by the CAA. The Chairman asked for a report back on this at the Group's next meeting.

Discussion continued and Councillor Speck said that she agreed with the sentiments in Christina Smyth's paper that additional information is needed from the Heliport along with mitigation suggestions. She confirmed that she supported the idea of a Sub-Group to look into the matters raised. Michael Hampton advised members that operators are always conscious of the need to fly helicopters in the most efficient and quietest way, both to lessen potential for adverse impact for those on the ground and to try and ensure that passengers are given a smooth flight – this translated into the need to handle the aircraft in the most 'gentle' fashion as it is not in anyone's interests to provide a noisy and uncomfortable ride. He also made the point that the helicopter 'industry' is highly regulated in terms of the rigorous training and safety standard compliance that is required. During further debate, Christina Smyth referred to the issue of routine alternation of flight paths which would be more likely to lead to greater respite from noise disturbance for residents. In response to a question from David Brown, the Group then noted Simon Hutchins' response that he would look into clarifying movements on a Saturday and Sunday over the last 2 quarters.

At the conclusion of discussion, and at the suggestion of the Chairman, it was agreed that Christina Smyth would 'take the lead' on the establishment of a Sub-Group of LHCG members with communication through the Secretary via the Group e-mail; and that further consideration be given to the future arrangements for chairmanship of the LHCG at the next meeting. It was also noted that the Secretary would draft a reply to the Riverside Tower Residents' Association.

Any Other Business

On item 7, no other business was raised.

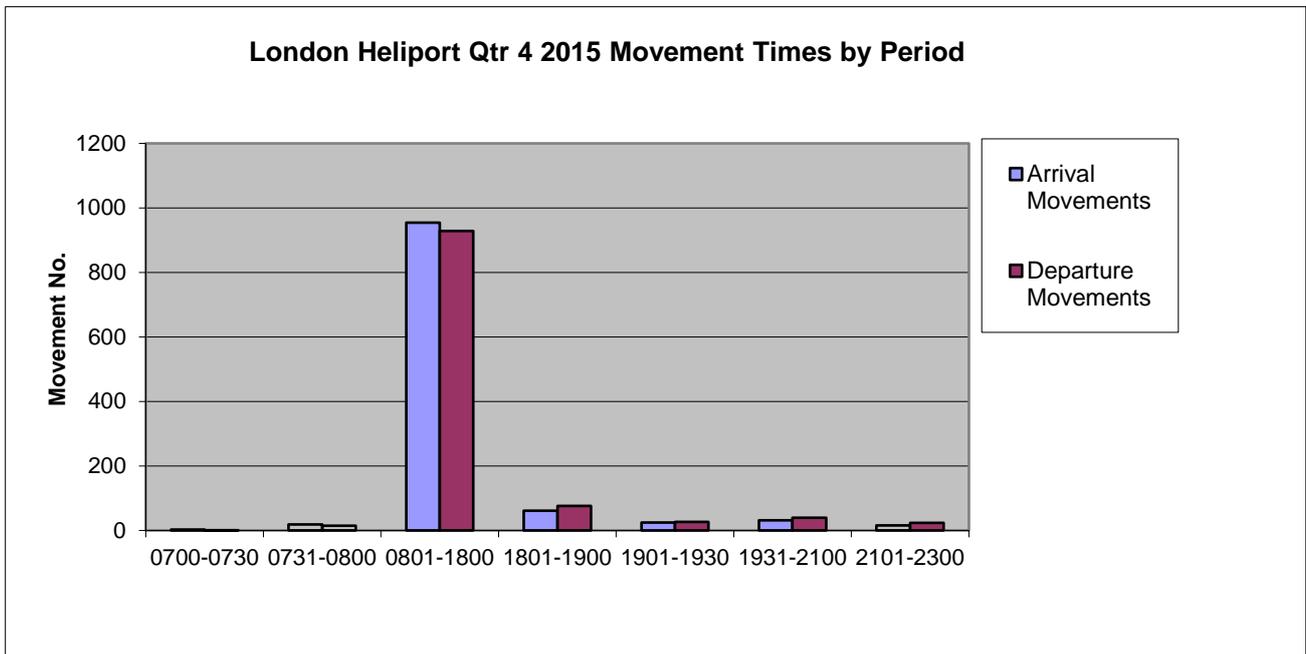
Date of Next Meeting

On item 8, the Group agreed to meet again on Monday, 16th May 2016.

The meeting ended at 8.26 pm.

Qtr 4 2015 Movement Time Breakdown

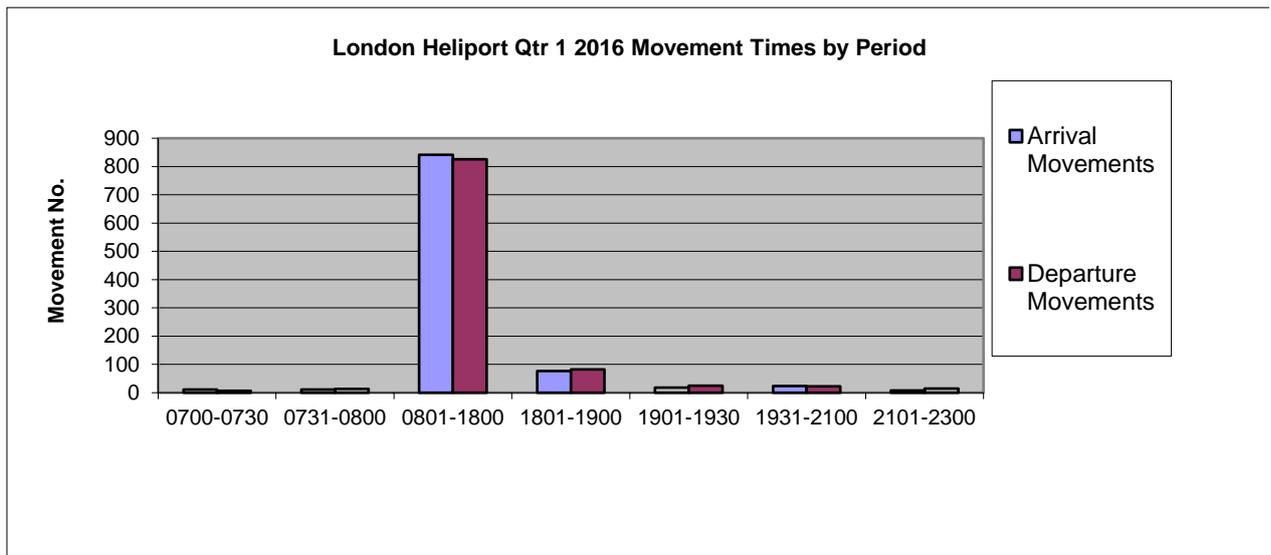
Time Band	Arrival Movements	Departure Movements	Total
0700-0730	3	1	4
0731-0800	19	15	34
0801-1800	954	928	1882
1801-1900	61	76	137
1901-1930	25	26	51
1931-2100	31	39	70
2101-2300	16	24	40
Total	1109	1109	2218



This page is intentionally left blank

Qtr 1 2016 Movement Time Band Breakdown

Time Band	Arrival Movements	Departure Movements	Total
0700-0730	11	7	18
0731-0800	11	14	25
0801-1800	842	826	1668
1801-1900	77	82	159
1901-1930	18	25	43
1931-2100	24	23	47
2101-2300	8	15	23
Total	991	992	1983





NOISE COMPLAINTS SUMMARY Oct – Dec 2015

Complaint Reference	Date of Complaint	Time of Occurrence	Time of Complaint	Brief Details of Complaint	Brief Details of Investigation	Action Taken
22/15	28 Nov 2015	1227	1227	Resident was disturbed by a low flying, fast moving helicopter which was so loud and caused vibrations such that he thought his first floor windows were going to break. W14 0HD	Two helicopters departed to northern route toward Brent reservoir. Larger second aircraft most likely cause of noise disturbance	Complainant has complained before and previously given full explanation of his residential location just west of R157 security exclusion zone over Royal/ Diplomatic zone of West End. Aircraft unable to fly further west due to vertical separation requirements for aircraft inbound to Heathrow. Informed him there was nothing out of the ordinary about the flight and that his complaint had been logged with the local authorities.
23/15	9 Dec 2015	Ongoing	1230	Complaint about the increasing numbers of sightseeing flights operating at the Heliport and noise generated versus other flights as most involve rotors-running as majority of loading/offloading is conducted with the rotors running. SW6 2GY	The number of sightseeing flights has increased since inception. To minimise operating and maintenance costs, turn-around time and overall engine running time most trips are managed rotors-running.	Complainant advised that these flights are legitimate CAA licensed and approved operation making flights which are also operated from other airfields peripheral to London by other commercial operators.
24/15	16 Dec 2015	Various am on 16 th Dec	1053	Resident is growing increasingly annoyed that his property is repeatedly overflown and would like to know if there is a way of dispersing some of the flights so that one area is not targeted constantly. W14 0HD	Heliport was particularly busy that morning with the majority of flights routing via northern Brent reservoir, over-flying in the vicinity of the complainant's house.	Complainant has complained before and previously given full explanation of his residential location just west of R157 security exclusion zone over Royal/ Diplomatic zone of West End. Aircraft unable to fly further west due to vertical separation requirements for aircraft inbound to Heathrow.

This page is intentionally left blank

NOISE COMPLAINTS SUMMARY

Jan – Mar 2016

E

Complaint Reference	Date of Complaint	Time of Occurrence	Time of Complaint	Brief Details of Complaint	Brief Details of Investigation	Action Taken
01/16	3 Feb 2016	0900-1200	1217	<p>Resident was disturbed 5 times between 0900 and 1200, each time the Heli flew SE/NW or vice versa. Helicopter was white and streamlined. Complainant serves on the Oxhey Village Environmental Group and residents are increasingly complaining about the noise and disturbance.</p> <p>WD19 4AY</p>	<p>Due to timings/distance and regularity of flights it is unlikely to have been a helicopter routing to or from the Heliport. Resident advised to check with surrounding airfields especially Elstree, or alternatively radar control for Luton airport.</p>	<p>Without more specific information it is difficult to identify cause. It could be a training flight flying a repeated circuit pattern or a railway or power line inspection, aerial survey, filming or police. Resident also advised to contact CAA if unhappy with response so far.</p>

This page is intentionally left blank

I am the (co-) owner of a flat at Waterman's Quay, Regent on the River, and have just seen in the Regent on the River spring newsletter your piece about sightseeing flights from the heliport. I do not live in the flat, and was previously unaware of these flights. However, I can appreciate that they are going to be a nuisance for all local residents. The private flights alone had already become somewhat oppressive, from my experience of visiting the area from time to time. So I just wanted to register my interest in supporting resistance to this development. My tenant tells me that so far as she is concerned, the flights are a nuisance but actually they don't disturb her too much. However I imagine she might think differently if the number were to increase substantially.

No doubt you have already investigated whether there any restrictions on what the heliport can be used for contained in whatever permissions it operates under.

Today was a helluva day for flights! Heaven knows what the summer will bring. Our flat looks across at the heliport but until recently we were living in Portugal for a lot of the time and we were unaware of the sightseeing flights. My wife XXX is keen to be kept in touch with your progress. Her email is XXX Attached is a copy of the Regent on the River Spring Newsletter. I do hope some of our fellow owners contact you.

I got your email address in the Regent on the River newsletter. My husband and I own a flat there which we rent out.

Our children lived in the flat previously so we are very aware of the helicopter noise nuisance, especially when the weather is nice and the balcony doors are opened.

Please keep us posted as we wish to support your efforts which are in all the residents' and owners' interest.

I have read about your work on complain about the heliport. I and my daughter are the owners of flat 35 sailmakers court and 163 Watermans Quay. We will support this initiative.

I hope you're well. I'm writing to you as I sit on the Board of Regent on the River and have been informed of your plan to try stop or limit the tourist and sightseeing flights coming out of the helipad across the river. I'm happy to help in any way and would like to learn more about the meeting in May and what I can do to support you. It's a nuisance to us as well and are even considering selling and moving because of it.

I have just received your leaflet...

I am actually a big fan of Helicopters and the Heliport having spent time learning to fly many years ago. I have already written to the heliport explaining that using Battersea Heliport for tourist joy rides is improper use especially through the weekend warning them of nimby backlash.

This company used to fly out of an airport just outside London for many years which made perfect sense, my Father and I flew one Sunday and it was great. This business will almost definitely be just breaking even not making much profit for anyone as the Landing fees are enormous although I am sure they have some bulk deal they will still be very steep.

The primary beneficiary here is without doubt the tourist and the Heliport. The Heliport is set in a densely occupied residential area where more and more people are working from home and many have children, this use is a major nuisance on the levels that they are running it at. The weekends definitely need to trip in from outside London if they want to continue.

This is effecting a large section of the riverside developments in its flightpath and should not be hard to gain support. A facebook/twitter social media campaign would probably be a strong way forwards. I am not really a complaining type at all but I do think this is unfair usage.

Feel free to give me a buzz.

Dear Mr Culhane,

I write to you in your role as the chairman of the Heliport Consultative Group and am copying this to the Wandsworth councillor who is a member of your group.

I am very concerned at the increasing number of flights using the Battersea Heliport which is a couple of hundred yards away from where I live. I have been here for more than eleven years and the nuisance appears to be growing.

I fully understand that flights have to be made for important people whose time is precious, going about their urgent business. That has benefits for the economy and makes London an attractive place from which to do business.

However there is now a growing number of flights being made purely for the purpose of sightseeing. This surely has a negative impact in terms of what sometimes feels like continuous noise on the many hundreds of people who live within earshot: the noise echoes backwards and forwards between the high buildings here. It is impossible to speak when one's doors are open when the helicopters are operating. In addition they frequently sit on the tarmac for what seems like long periods with the engine running.

Surely it is wrong that the destruction of the peace of mind of so many people is bought by the non essential pleasure of a few? The build-up of stress in those who are forced to live in continuously noisy environments is well known. I do urge your committee to put in place some means by which these sight seeing tours are based in a less populous area, or better still, stopped altogether.

Hi,

Thank you for your flyer about the helicopter tours. We are in full agreement with you and if we can sign a petition or such like we are very willing to do so. We own a flat in Watermans Quay but are based in Luxembourg.

We wish you well and admire your initiative for starting an objection movement. We understand a similar situation happened in New York and it was resolved by them having a helicopter base outside of the city and away from the tall buildings when having such tourist excursions.

Kind regards,

Many thanks for the information.

Fully supporting initiative. Happy to be included in signature collection list as proof of residents support.

Dolphin House

I have just read your article in the March issue of the Regent On The River newsletter. I am a resident at Ferrymans Quay and I very much share your concerns about the sightseeing tours. Indeed I strongly object to any increase in noise pollution and disturbance at The Heliport and support your and any other actions to oppose it.

I would welcome being kept updated.

Ferrymans Quay

I have received your e-mail address through the management of Regent on the River.

I share your irritation at the noise generated by the heliport. I support your campaign your campaign and am grateful for your efforts to keep noise pollution at acceptable levels.

Particular thoughts are:

- the heliport should be moved to a place in London where there is a lower concentration of residents. No-one will vote for a heliport in their backyard, but a move should be accompanied by the imposition of stringent regulations

- If a move is not likely in the near future, then there should be a ban on 'noisy' helicopters. Many Londoners are angry at proposals to build a third runway in London; 'noisy' aircraft have been banned, so the same should apply to helicopters.

- there should be a ban on all commercial, i.e. tourist or sightseeing flights. London residents should absolutely not suffer noise pollution to allow a few very wealthy tourists use of the heliport. At the very least all commercial flights should be limited to weekdays between 9am and 5pm.

The Hammersmith & Fulham Council has been asking for residents' views on use of helicopters. Their support should be canvassed.

Good luck with your efforts!

Thanks for your email. It is frightening to think that the volume of helicopters might rise again so significantly . We are directly opposite the Heliport. With another busy summer schedule of landings and taking offs , I am appalled that anyone would even consider adding to those .

Is there an online petition we can sign?
We will do our absolute best to get to the meeting.
Ferrymans Quay