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### MINUTES OF THE MEETING HELD ON TUESDAY 11<sup>th</sup> APRIL 2006 AT 7 PM IN THE BOARD ROOM AT CITY AVIATION HOUSE, LONDON CITY AIRPORT



#### PRESENT:

John Adshead	Chair
Bill Dunlop	Deputy Chairman
Stuart Innes	Secretary
Charles Buchanan	London City Airport
Gary Hodgetts	London City Airport
Robin Whitehouse	London Borough of Newham
Howard Sheppard	Docklands Business Club
Dennis James	Custom House and Canning Town Community Forum
Gertie Duffy	North Woolwich and Silvertown Community Forum
Sid Keys	Silvertown TRAs
Glynis Webb	North Woolwich TRAs

#### APOLOGIES:

Cllr Daniel Francis	London Borough of Bexley
Elizabeth Hall	London TravelWatch
Cllr Alec Kellaway	London Borough of Newham
Brian Russ	London Borough of Newham
Hamish Stewart	RODMA
David Kent	ABTA
Keith Coote	Metropolitan Police - SO18 - Observer
Chris Noye	Metropolitan Police - SO18 - Observer

#### IN ATTENDANCE:

Rob Grafton	London City Airport
Janet Goulton	London City Airport
Angeline Barnes	London City Airport
Jonathan Smith	London City Airport
Faith Rose	London City Airport
Ian Thomas	AMEC
Harvey Pownall	CARE
Lorraine England	Local Resident
Norman England	Local Resident
Simon Griffin	Local Resident
Jason O'Donohue	Metropolitan Police
Steve Royle	Metropolitan Police

1. The **MINUTES** of the meeting held on 16<sup>th</sup> January 2006<sup>1</sup> were approved as a correct record

#### 2. **MATTERS ARISING**

##### (a) **Item 2(a) – DLR Stratford International Extension**

The Inquiry into this project had now closed. The Inspector would now write his report and recommendations and submit them to the Secretary of State for his decision. In view of the importance of the project to the 2012 Olympics an early decision could be expected.

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<sup>1</sup> <http://www.lcacc.org/committee/minutes.html>

**(b) Item 2(b) – Jet Centre – Visit by Committee**

Five members of the Committee had visited the Jet Centre as planned on Tuesday 31<sup>st</sup> January 2006. Those participating said how much they had enjoyed a most interesting visit.

**(c) Item 2(c) – Jet Centre – Blast from Engines**

The Committee agreed that its consideration of this item should embrace the complaint received from Mr and Mrs England of 10 Camel Road in relation to the noise etc from aircraft using Stands 12, 13 and 14. Copies of the letter received from them had been circulated to members on 30<sup>th</sup> March and they were present at the meeting as was Mr. Simon Griffin who also lived in Camel Road. The Chairman said he had paid a (landside) visit to these stands before the meeting.

Rob Grafton said that the trial of blast fencing at the Jet Centre had been very successful and a report was to be submitted to the Airport's Board at the end of the month recommending that the fencing should be installed to prevent jet blast impact on pedestrians using the Connaught Crossing.

In relation to Stands 12, 13 and 14 the problem described by Mr and Mrs England was fully appreciated and it was felt that the installation of fencing of the same type would substantially mitigate the problem. Accordingly a second report had also been drawn up for submission to the Airport's Board recommending its installation at that location also. Subject to the Board's approval the new fencing would be installed later in the summer – it was important to give priority to the Jet Centre because of the Health and Safety considerations.

Mr and Mrs England spoke to the meeting noting that there had been increased use of these particular stands from which there was now little protection for the residents of Camel Road because the works to construct the DLR had seen the removal of the old Hartmann Road fence and other structures which formerly had offered some protection from noise. They were concerned also about the noise from APUs. There had been discussions with the LBN who had said they would be seeking a reduction in the use of these stands.

Simon Griffin said that the noise could be likened to “shouting in a cone” - the physical layout of the area amplified the impact of the sound for the affected residents in Camel Road. He, too, emphasised that the loss of the Hartmann Road fence had made matters considerably worse.

Rob Grafton said that more use was being made of the stands although this was generally only in peak hours. However Mrs England pointed out that the reduced use of the stands in the off-peak periods was not much of a benefit for people who worked and who would be at home during the peak periods.

Rob Grafton noted that the co-operation of the Airport's Operations Team had been sought in seeking to minimise the use of APUs

Charles Buchanan said that this problem flowed from the increasing use being made of the Airport and was also an unexpected result of the construction of the DLR which had meant the loss of structures which had offered a measure of protection. Subject to the Airport Board's approval the installation of the new fencing should substantially mitigate the problem. He undertook to ensure that Committee members, Mr and Mrs England and Mr Griffin were informed of the Board's decision as soon as it was taken.

The Committee asked that the matter should remain on the Committee's Agenda until it had been fully resolved.

**(d) Item 2(d) – Committee Membership - West Silvertown Village Community Foundation (WSVCF)**

This appointment would now be subsumed in the pending renewal of the whole Committee – see Item 3(b) below.

**(e) Item 2(e) – DLR Airport Extension – Shuttle Bus**

The Airport shuttle bus serving Canary Wharf and Liverpool Street had been withdrawn from service in March. Where they could be readily identified regular passengers using the service had been informed in advance.

### 3. COMMITTEE MEMBERSHIP

#### (a) Airline Operators Committee

The Committee noted that Jeannine Pedlow of Air France had recently been appointed Chairman of the AOC and had now replaced Helen Allen (Lufthansa) as one to the AOC's two representatives on the Consultative Committee. The Committee expressed its appreciation of Helen's work on the Committee over a number of years.

#### (b) Renewal of Committee – April 2006

The Secretary said that this was the last meeting of the current term and that the whole membership was now due for renewal. The Secretary would write the following day inviting nominations. It was noted that the recent appointments of Madeline Brayford and Dennis James had been on the basis that they would serve for the balance of the present Committee term and the next. They would therefore be representing the *Beckton Community Forum* and the *Custom House and Canning Town Community Forum* respectively for the three year period

### 4. CONSULTATIVE COMMITTEE - TIME OF MEETINGS

The Committee decided that with effect from the next meeting of the Committee (on 4<sup>th</sup> July 2006) the regular meetings of the Committee should start at 16.30 hours.

### 5. AIRPORT DIRECTOR'S REPORT

Charles Buchanan tabled his report a copy of which is attached to these minutes. The Report was noted.

### 6. COMMUNITY REPORT

Angeline Barnes tabled her report a copy of which is attached to these minutes. The Report was noted.

### 7. STANDING ITEM ON ENVIRONMENTAL ISSUES

Rob Grafton tabled this Report which was noted - a copy is attached to these minutes.

Referring to the question of how to contact Airport Security out of hours Rob Grafton said suitable arrangements were being drawn up and details would be made known to the Committee, and publicised locally, as soon as possible.

Referring to chauffeur parking in local streets Simon Griffin said he thought that more often than not the culprits were mini-cab drivers rather than chauffeurs. Although parking by mini cabs in Camel Road and other local streets was unwelcome he recognised that this was parking on the public highway and it was not easy to secure their removal. However, urination, and even defecation, in the street and into people's gardens by some drivers was completely unacceptable, especially when children were about, and local residents were seeking a solution.

Bill Dunlop referred to one driver who parked outside his home and proceeded to make up a bed in the vehicle and to sleep the night! The following morning he asked where to find Tesco's!

Rob Grafton said this was clearly a serious problem and a solution would have to be found. He thought it was likely to require the combined resources of the Airport, the local authority, the police and local residents but it was not yet clear how best to tackle the problem.

Sgt Royle said that police were aware of the problem and were visiting the area on a more regular basis. However, it was unlikely that such behaviour would occur when uniformed police were present and nothing had been seen.

Several members referred to CCTV including the Airport's system. Sid Keys said the LBN would shortly be installing a CCTV system covering the whole of the Camel/Drew estate and this might very well be helpful in combating this problem

Simon Griffin said he thought a system of reporting by residents leading to written warnings to the drivers might be effective.

Robin Whitehouse said that mini-cabs were licensed by Transport for London and they ought to be able to assist in solving the problem. Simon Griffin said they would only assist if the owners

cab licence number could be quoted and this was not easy to obtain in such circumstances. Both the Secretary and Robin Whitehouse commented that they should be able to do more – an official approach might help.

Charles Buchanan said the Airport was happy to take the lead in exploring with other agencies how best to tackle the problem and in finding arrangements for reporting incidents which might be helpful.

The matter would be reviewed at the next meeting.

*[Post Meeting Note: Preliminary enquiries by the Airport suggest that a good way to proceed is to call the Anti Social Behaviour hotline on 0800 731 3300. They have already assigned an officer to investigate the problem. Meanwhile, they say it would help if local residents could record the number plates of offending drivers as this is the only way, short of catching them in the act, that these people can be traced.]*

## 8. NOISE INSULATION PROGRAMME – PART IV

Jonathan Smith (London City Airport) reported on the progress being made in implementing Part IV of the Programme. A copy of his report is attached to these minutes.

Dennis James commented that the construction of the hotels on the north side of the Royal Victoria Dock in connection with ExCel seems to have resulted in an increase in the impact of aircraft noise for neighbours to the north. Jonathan said that the present report referred to properties which already qualified for sound insulation because they lay within the Airport's 57 LAeq (16 hour) noise contour. The inclusion of further properties would depend on movements in the contour. Rob Grafton said that the Summer 2005 contour would be available shortly and as usual it would be made available to the Committee.

## 9. DLR EXTENSION PROJECTS – PROGRESS REPORT

Ian Thomas updated the Committee. A copy of a note of his remarks is attached to these minutes.

In response to a question Ian Thomas said that tunneling works had now commenced. Glynis Webb commented that nothing had been heard so far and this was very pleasing. [Post meeting note: It has since been clarified that although tunneling has commenced the contractor has not yet broken out of the box.]

## 10. AIRPORT MASTER PLAN

### (a) Joint LCYCC/LCYATF Briefing – 17<sup>th</sup> February 2006

A number of members of the Consultative Committee had attended this joint meeting with the Airport's Transport Forum. The minutes<sup>2</sup> of the meeting had been circulated to all members on 22<sup>nd</sup> February and copies were available on the Committee's website along with copies of the Presentation<sup>3</sup> given by the Airport.

### (b) Consultation

The Master Plan was now available on the Airport's website<sup>4</sup> and hard copies were being sent to members without internet facilities.

The Secretary noted that the Committee was a consultative committee made up of members representing diverse organisations. It was not as a rule appropriate for such a committee to seek a collective view in matters of this kind but rather to ensure that so far as possible the views of participating organisations were fully articulated. However, it seemed to be common ground among the members that the growth of the Airport should be supported provided this could be achieved without another runway and with no significant change to the present controls on noise, and operating hours or the size and operating characteristics of aircraft using the airport. Charles Buchanan said there would be no second runway and substantial adherence to the present noise controls and hours of operation was the

<sup>2</sup> <http://www.lcacc.org/committee/feb06mins.pdf>

<sup>3</sup> <http://www.lcacc.org/committee/170206present.pdf>

<sup>4</sup> <http://www.londoncityairport.com/index.php?mode=pages&action=masterplan>

cornerstone of the Master Plan. There would be opportunities over time to debate the various Airport developments outlined in the Plan as they were brought forward for planning permission.

The Secretary urged the organisations represented on the Committee carefully to study the Master Plan and send-in any comments they might wish to offer. If an organisation would like the help of the Airport in presenting the plan to members they were invited to contact Janet Goulton on 0207 646 0530. The closing date for comments was 31<sup>st</sup> May 2006.

The Secretary commented that the drawing up of the Airport Master Plan had been an enormous undertaking and Janet Goulton was to be commended for the painstaking work she had put into it. The Plan was clear, concise and well presented.

## 11. LOCAL DEVELOPMENT FRAMEWORK

### (a) Stakeholders Meeting – 16<sup>th</sup> March 2006

There had been another Stakeholders Meeting at East Ham Town Hall on 16<sup>th</sup> March 2006. The note of the stakeholders meeting would be circulated to members when issued.

### (b) Core Strategy and Area Action Plan for the Royal Docks and Thameside West - Consultations

When complete the *Local Development Framework* (LDF) would replace the present *Unitary Development Plan* as the framework for the future development of the Borough. It was important therefore for local organisations keep an eye on the process and, by participation in the consultation arrangements, to help in shaping the plan.

In relation to the Airport the Secretary said:

- it was interesting that in relation to the transport infrastructure of the Borough the LDF documents published thus far made no reference to London City or, indeed, any other Airport or to the importance of aviation in attracting or retaining business.
- there was concern that in the interests of flexibility the proposed *City Airport Development Zone* should be treated as one entity (as in the current UDP) and not distinguish, as proposed by the Council, between the development site, the runway and the existing terminal building.
- there was also concern whether the eastern end of the King George V Dock was a good site for “family oriented housing”. This conflicted with one of the Council’s criteria for sites suitable for family housing namely that it should not be affected by *significant noise, air or other pollution from nearby uses*. While it was possible successfully to mitigate aircraft noise through the insulation of dwelling units this was not true of gardens which are often a feature of homes for families. It would be better if the site were to be designated for “other” housing or mixed development.

The Airport had submitted detailed comments on both drafts including these points as well as a range of other concerns.

## 12. AIRPORT FUN DAY

Charles Buchanan said that this year the Airport’s Fun Day would be held on Saturday 1<sup>st</sup> July. Rather than contract with a specialist company the Airport had this year employed its own events organiser, Samantha Bowes, who was already well ahead with the preparations. She would be in touch with members as required.

## 13. LONDON CITY AIRPORT – EXTENSION OF CONTROL ZONE

The Committee noted that the CAA had approved the NATS proposal for an increase in the Airport’s controlled airspace of 1 nautical mile to the south and north and 1.5nm to the east. This new protected airspace would extend from 1500 feet to 2500 feet above sea level and be known as a “Control Area.” The new Control Area would take effect on 13 April 2006. A map showing the Airport’s protected airspace after 13<sup>th</sup> April, including the new Control Area, could be seen on the Committee’s website.<sup>5</sup>

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<sup>5</sup> <http://www.lcacc.org/atc/natsfinalctamap.pdf>

#### 14. COMMITTEE WEBSITE

The Airport had recently refreshed its website and its development would continue over the period ahead. It was now generally accepted that much of the material currently available via the Committee's website was more appropriate to that of the Airport and it is proposed over the coming months to transfer it. At the same time the Airport would make arrangements through its management structure for the ongoing maintenance of the information. This would mean a progressive slimming down of the Committee's website (it would contain only material about, and of interest to, the Committee) and fewer user visits – these were currently running at about 50 per day.

#### 15. ANNUAL LIAISON MEETING OF AIRPORT CONSULTATIVE COMMITTEES

This meeting, attended by the Chairmen and Secretaries of member committees in the Liaison Group of Airport Consultative Committees<sup>6</sup>, was to be held at Manchester Airport on 21<sup>st</sup> /22<sup>nd</sup> June 2006. The Chairman and Secretary would report at the Committee's next meeting in July.

#### 16. ANY OTHER BUSINESS

##### (a) Proposed London Rail Heritage Centre and Rail School

Information had been received from those promoting these projects and although they were not directly related to the Airport the Secretary gave an outline of the proposals. These were noted by the Committee.

##### (b) Annual Familiarisation Visit

Charles Buchanan said it was presently the intention to run this visit on 5<sup>th</sup> July immediately after the next meeting of the Committee – it would thus be a good opportunity for new members to get to know one another, to experience the Airport and to get to know key members of its staff. At present it was hoped the visit might be to Amsterdam.

##### (c) Airport Archiving Project

Stuart Innes, who was managing this project, described the progress made so far. Priority was being given to the Airport's early history and especially to interviews with participants in the process of securing approval to the Airport, its construction and early development. These interviews were being recorded and transcribed to DVD for storage in the Archive. Attention was also being given to the preservation of early records. The press appeal for materials, recollections and photographs had attracted a good response.

##### (d) Alan Medlock

Charles Buchanan said that Alan was now at home again following an operation on his leg in hospital. He was in good spirits but it might be two months before he was able to return to work. The Committee expressed its best wishes for a full and speedy recovery.

The Committee heard with sadness that two of the engineers who had worked on the construction of the Airport's Runway Holding Point had been fatal victims of the recent sinking of the ferry at Bahrain. The Airport had expressed its condolences to consulting engineers W.S. Atkins for whom the two engineers worked. The firm had lost a number of other staff in the disaster.

#### 17. DATE OF NEXT MEETING

Tuesday 4<sup>th</sup> July 2006 at 16.30 hours at City Aviation House, London City Airport.

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<sup>6</sup> See website at <http://www.ukaccs.info/>

**1 Airport Passenger Traffic**

Over the past months, passenger throughput has been growing strongly. On a rolling annual basis we passed 2 million passenger per year for the first time during January. This has been achieved by a combination of increased passenger loads on existing services, more frequent services on established routes and the introduction of new routes.

Friday 7 April 2006 was the busiest day ever in the Airport's history, when we carried over 9,500 passengers in the day.

**2. New Routes**

The start of the Copenhagen service operated by SAS has been successful, and has encouraged the airline to start a second route from London City. Flights to **Stockholm** commenced in February, and is providing a twice daily service.

A new service to **Newcastle** also started in February, operated by Eastern Airways four times per day.

**Milan** will be served once per day by a new British Airways route from 2 May 2006.

**3. High Frequency Services**

Being focussed principally on the business travel market, one of the key assets that London City can offer is high frequency services on busy routes to the main business capitals of Europe.

The most frequent weekday services (in flights per day each way) are:

Edinburgh	14 (16 from May 06)
Amsterdam	12
Rotterdam	10
Manchester	8
Paris	7
Zurich	7
Luxembourg	7
Geneva	7

**4. Airport Master Plan**

The Airport Master Plan was published at the end on March, and is available together with an animated film of the phased development of the Airport on the London City Airport website at [www.londoncityairport.com/masterplan](http://www.londoncityairport.com/masterplan) We will welcome any feedback and comments which should be sent or emailed to Janet Goulton by 31 May 2006.

**5. Airport Developments**

Today (11 April) we have opened an extension to the Trattoria Restaurant in the Departure Lounge. In addition to providing an increased menu, this area offers an extra 100 seats, and the ability to work as you eat with many of the places having power sockets for laptops.

On 30 March London City Airport Jet Centre launched a new jet brokerage service - PrivateJet. In response to increasing numbers of enquiries about how to source a private aircraft, we have created a dedicated team to handle the needs of private jet users anywhere in the world – not just those travelling to or through London City Airport. This launch featured in the Standard on Thursday.

As reported to the previous LCACC meeting in January, the start of the DLR service to the Airport has had a dramatic impact on the usage of shuttle buses. Both services to Canning Town and Canary Wharf/Liverpool Street have now ceased to operate. Initial indication show that some 40% of Airport departing passengers are now using the DLR.

**Community Relations Report – January/March 2006****SPONSORSHIP****Tickets (when issued)**

- 'Big Sunday' event
- Cutty Sark
- Newham/Essex Beagles Athletics Club
- Ascension Eagles – fundraising for World Champs
- Civic Ambassadors Ball – Fundraising for CYANA

**Tours**

- Crofton School
- Greenslades Reception Class
- Lammas School (two groups)
- Redbridge College
- University of the Arts
- George Monoux Sixth Form (two groups) – Waltham Forest
- St Luke's Sixth Form College – Bexley
- Hackney Community College – Hackney
- Mulberry School (two groups) – Tower Hamlets
- Woodside School – Bexley
- South Camden Community School - Camden

**Others**

- Purchase of French language books to be used at after school club at Britannia Village School.
- Sponsorship of the LBN Word Festival.
- Sponsorship of the 'Neighbours in Poplar Summer Programme'. (Tower Hamlets)
- 50 chairs from the Business centre, donated to the Ascension church.
- A computer for Families at Canning Town was purchased and installed.
- £100 raised by LCY staff for the Britannia Village Book Appeal – in total LCY donated over 250 books for the school library.

**ADDITIONAL ACTIVITY**

- Edition Two of Runway News delivered. Positive feedback received from local residents.
- NewVic French students spent a half day at the Airport practicing their language skills.
- Year 3 students from Britannia Village Book participated in Citizenship Week, learning about employment opportunities and pay packets, each receiving a £5 book voucher for deciding to 'save' their pay packet.
- 12 Volunteers attended BOSS days at local schools.
- Local university students gaining work experience with ViaLondonCityAirport.
- 6 volunteers started 10 week commitment to the 'Reading Volunteers Programme' at Drew School and St Lukes School.
- Barnaby Bear programmes delivered to 2 classes from Britannia Village School.
- LCY Young Leader of the Year (Kamal Imafidon, from Eastside Young Leaders Academy) departed LCY with 3 family members to redeem his prize – all inclusive 4 day trip to Paris and Disneyland.
- LCY part of a Thames Gateway Project – LCY used as an example in teaching travel and tourism.
- 35 emails requesting work experience, excluding direct enquiries to New Vic.
- Team Challenges – LCY 'Ground Force' team participated in a challenge – cleaning up Bow Creek and planting trees, painting at classroom at Rosetta primary school.
- LCY Community Relations Ambassador programme expanded – now the programme has 6 people on the scheme, each spending 1 day a month involved in community activity.



Painting at Rosetta Primary School



Barnaby Bear Visits



Music Therapy



Volunteers Working at Bow Creek



Citizenship Week



Donation: Families at Canning Town



Young Leader takes off!



LCY Uniforms at Café 16

## MINUTE 7

### Environmental Matters – January/March 2006

- A total of 11 complaints/enquiries relating to environmental matters were received during the period detailed above. As breakdown is given as follows:
  - Of the 11 complaints/enquiries received;
    - 2 referred to aircraft noise/flight path
    - 1 referred to a perceived change in airport flight paths
    - 1 referred to alleged nuisance from smell of 'petrol'.
    - 1 referred to potentially 'intrusive' new CCTV cameras
    - 2 referred to lack of fencing adjacent stands 12-14
    - 2 referred to various items, inc. chauffeur parking in local streets, passenger signage at the Connaught Bridge, and LCY out of hour's security contacts. (both from the same complainant)
    - 1 referred directly to chauffeur parking in local streets
    - 1 referred to loose paneling from LCY building banging in the wind
1. DATE RECEIVED: Friday 13.01.06  
 TIME OCCURRED: Various      DATE OCCURRED: Various  
 AREA: Blackwall, Tower Hamlets  
 COMPLAINT: Perceived change in aircraft flight paths  
 RESPONSE: Letter
  2. DATE RECEIVED: Wed 18.01.06  
 TIME OCCURRED: Various      DATE OCCURRED: Various  
 AREA: Silvertown, E16  
 COMPLAINT: Odour – smell of 'petrol'  
 RESPONSE: Telephone – non conclusive

3. DATE RECEIVED: Thursday 19.01.06  
TIME OCCURRED: Various DATE OCCURRED: Various  
AREA: Canning Town, E16  
COMPLAINT: Aircraft noise & flight path  
RESPONSE: Received via website, response by letter
4. DATE RECEIVED: Friday 27.01.06  
TIME OCCURRED: Various DATE OCCURRED: n/a  
AREA: Rotherhithe, SE16  
COMPLAINT: Aircraft noise and flight path  
RESPONSE: Received via website, response letter and email
5. DATE RECEIVED: Wed 15.02.06  
TIME OCCURRED: n/a DATE OCCURRED: n/a  
AREA: Hartmann Rd E16  
COMPLAINT: New CCTV Cameras intrusive  
RESPONSE: Telephone call
6. DATE RECEIVED: Tues 21.02.06  
TIME OCCURRED: Various DATE OCCURRED: Various  
AREA: Silvertown E16  
COMPLAINT: Fencing adjacent stands 12-14  
RESPONSE: Telephone call & email - ongoing
7. DATE RECEIVED: Tue 28.02.06  
TIME OCCURRED: Various DATE OCCURRED: Various  
AREA: Silvertown E16  
COMPLAINT: LCY security out of hours details, chauffeur parking in Camel Rd,  
signage at Connaught Bridge.  
RESPONSE: Telephone call - ongoing
8. DATE RECEIVED: Fri 24.02.06  
TIME OCCURRED: Various DATE OCCURRED: Various  
AREA: Silvertown E16  
COMPLAINT: Fencing adjacent stands` 12-14  
RESPONSE: Letter and phone calls – ongoing
9. DATE RECEIVED: Tue 09.03.06  
TIME OCCURRED: Various DATE OCCURRED: Various  
AREA: Silvertown E16  
COMPLAINT: LCY security out of hours details, chauffeur parking in Camel Rd,  
signage at Connaught bridge.  
RESPONSE: Telephone call - ongoing
10. DATE RECEIVED: Thurs 30.03.06  
TIME OCCURRED: Various DATE OCCURRED: Various  
AREA: Derelict part of LCY Engineering building roof  
COMPLAINT: Loose paneling banging in the wind  
RESPONSE: Telephone call & visit
11. DATE RECEIVED: Thurs 23.03.06  
TIME OCCURRED: Various DATE OCCURRED: Various  
AREA: Silvertown E16  
COMPLAINT: Chauffeur parking in local streets  
RESPONSE: Telephone call

*Rob Grafton  
Environment Planning Manager  
LONDON CITY AIRPORT  
April 2006*

### **General Situation**

During the winter some surveys have been carried out and investigations made into specific queries with properties. The external planned works of ventilator installation and glazing (where appropriate) are continuing from this month through to Autumn.

### **Programme**

The Part IV Scheme is approximately 50% complete and will continue in the West Silvertown / Britannia Village area where mainly ventilators are being offered. Granville Noise Insulators Ltd will then move predominantly back into Silvertown and north Woolwich to survey the properties there so that ventilator installation can be planned and phased. It is expected that very little glazing will be taken up as the vast majority of homes have adequate glazing sound insulation already.

The current number of properties awaiting survey suggests at current rates of action by Granville that these should be covered by mid 2008 and so the Airport's programme is to divide this over the next 24 months, although with limited take-up of glazing and vents progress is likely to be more rapid.

*Jonathan Smith*  
*Project Manager*  
*April 2006*

**MINUTE 9**  
**DLR Extension Projects – Progress Report – April 2006**

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### **DLR London City Airport Extension**

Although the extension opened in December 2005 reinstatement works are continuing at the site of the project offices and pre cast shed in Thames Wharf. With a few exceptions the offices, stores and other buildings have been removed and landscaping works continue.

### **DLR Woolwich Arsenal Extension**

The Tunnel Boring Machine, named Carla has been assembled and installed in the Launch Chamber that sits within the site to the north of Woodman Street. Tunnelling operations have begun although the machine has not yet broken out of the Launch Chamber. Works in relation to the tunnelling are currently carried out 24 hours a day, Monday through to Saturday with maintenance work being carried out until 2.00pm on Sundays.

In preparation of the machine passing under properties to the far eastern end of Woodman Street, grouting works that assist with ground stabilisation were undertaken and completed during mid March. The machine, which is due to pass under these properties on or about 6th June, will arrive in Woolwich during September of this year. It will be dismantled before being returned to the Launch Chamber for the commencement of the second bore.

An open evening for the residents and tenants of properties affected by these works in Woodman Street was held in the Tenants Hall on Monday 27<sup>th</sup> March 2006. Further meetings are planned for the residents of Galleons Reach prior to the machine passing beneath their properties.

The demolition of buildings in Woolwich Town Centre at the site of the future DLR Station is nearing completion with just two remaining. In parallel with these works the diversion of sewers in Woolwich New Road and Beresford Square continues with other utility diversions underway, also in Beresford Square and Greens End. To the east of the Town centre in Burrage Road further diversion works are progressing.

During April, May, June, August and September works are to be carried out on the platform of Woolwich Arsenal Railway Station, which will include the removal of the existing station canopies that are to be replaced. Between 22<sup>nd</sup> May 2006 and 21<sup>st</sup> August 2006 the 'Down' platform will be closed and passengers will alight at Plumstead Station. Southeast trains and Network rail have made alternative arrangements for passengers that wish to exit Woolwich Arsenal.

In addition to our project office numbers 020 7473 6304 for north of the River Thames and 020 8331 4000 for south of the River we also have a widely publicised 24 hour help line 0845 847 6180.

*Ian Thomas*  
*AMEC*  
*April 2006*