

[HOME PAGE](#)

**MINUTES OF THE MEETING HELD ON TUESDAY
3rd APRIL 2007 AT 4.30 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 |
| Seema Manchanda | London Borough of Newham |
| Robin Whitehouse | London Borough of Newham |
| Howard Sheppard | Docklands Business Club |
| Sid Keys | Silvertown TRAs |
| Gertie Duffy | North Woolwich and Silvertown Community Forum |
| Glynis Webb | North Woolwich TRAs |
| Peter Kiu | Beckton Community Forum |
| Rongu Miah | Beckton Community Forum |

APOLOGIES:

| | |
|-------------------|-----------------------------|
| Helen Allen | Airline Operators Committee |
| Andy Fitzhugh | Airline Operators Committee |
| Harvey Pownall | AMEC |
| Cllr Peter Craske | London Borough of Bexley |
| Janet Goulton | London City Airport |
| Brian Russ | London Borough of Newham |
| Hamish Stewart | RODMA |

IN ATTENDANCE:

| | |
|--------------------------|----------------------------|
| Rob Grafton | London City Airport |
| Jonathan Smith | London City Airport |
| Elizabeth Hegarty | London City Airport |
| Rohima Begum | London City Airport |
| Victoria Jeeves | London City Airport |
| Ian Thomas | AMEC |
| Inspector George Trebess | Metropolitan Police – SO18 |
| Mrs L England | Resident – Camel Road |

1. DEATH OF BILL LINDSELL

The Committee observed a moment's silence in memory of Bill Lindsell who in the early 1980s had led a team of Mowlem's people and consultants to promote the idea of an Airport, to secure approval for it and then to set up the team needed to run the new facility. He was subsequently the Airport's Director between 1988 and 1990.

2. COMMITTEE MEMBERSHIP

(a) Beckton Community Forum

The Chairman welcomed to the meeting Rongu Miah who had been appointed to membership of the Committee representing Becton Community Forum. He replaced Sandra Erskine.

(b) Airline Operators Committee

The Committee noted that AOC is now represented by Helen Allen of Lufthansa and Andy Fitzhugh of KGS.

(c) London Borough of Tower Hamlets

The Committee noted that there has been correspondence with the London Borough of Tower Hamlets about the invitation to the Council to nominate a representative to serve as a member of the Committee. It was expected that the Council would make a decision at a meeting of its General Purposes Committee to be held on the 25th April, 2007.

(d) Community Representatives

There had been a meeting on Monday 19th March to review the means by which the representatives of the local communities should be chosen in the future. It was attended by Councillors Holland and Chowdhury, Glynis Webb, Gertie Duffy, Bill Dunlop, Sandra Erskine Peter Kiu, Sid Keys, Elizabeth Hegarty, Victoria Jeeves and the Secretary.

The meeting had before it an extract from the present (2002) Constitution of the Committee and a note by the Secretary pointing out, inter alia, that English case law (the Fair Oaks case) required balance in the composition of the Committee as between the different interests referred to in s. 35 of the Civil Aviation Act 1982. Essentially the composition of the Committee was a matter for the Airport but because of s.106 obligations the LBN would also need to agree any new arrangements.

As a basis for discussion the Secretary had put forward an arrangement whereby the Beckton and Custom House and Canning Town Community Forums would in future be invited to nominate two representatives each while the Royal Docks Community Forum would be asked to nominate three members. In each case the community forum would be asked to have regard to the desirability of appointing people from the areas most affected by the operation of the Airport areas.

There was a full discussion of this, and the wider issues, and it was decided to recommend that the arrangements set out in present (2002) constitution should remain in force but with the rider that if in relation to any particular area there were at the time no tenants and residents associations and/or community trusts or foundations operating in the area then the community forum should be asked to nominate a further representative, preferably someone from the locality in question.

The Committee agreed the group's recommendation which would now be referred to the Airport and the LBN for a final decision. The new arrangements would take effect from the next renewal of the Committee in April 2009

3. The **MINUTES** of the meeting held on 9th January 2007¹ were approved as a correct record

4. MATTERS ARISING

(a) Item 3(a) – Jet Centre – Blast from Engines

The Chairman welcomed to the meeting Mrs Lorraine England of 10 Camel Road noting that in company with Jonathan Smith, Elizabeth Hegarty and the Secretary he had visited Stands 12-14 airside to inspect the blast screening being installed there.

The Secretary read to the Committee a note expressing the concerns of Mr Mick Leahy of 3, Camel Road. These included questions in relation to the blast screen at Stands 12-14 and also parking in local streets by the drivers of minicabs and limousines.

Jonathan Smith said it was to be regretted that the installation of the blast deflectors had taken much longer than the Airport had hoped or expected. The work was now nearing completion. The fence would extend south-eastwards for a further four metres from the point reached that afternoon. But that would still leave a gap between the end of the blast screen and the Ledger Building to the south-east. Early planning work was in progress to secure the removal of the electricity substation to a site under the DLR viaduct and the land would then be redeveloped, with buildings closing the gap; however a programme had not been determined for this as yet. It needed to be noted that at Stands 12-14 the screen had been installed primarily to deflect blast. It had been successful in meeting that objective and it was not necessary for blast deflection reasons to extend the screen further to the south-east. The fact

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

that screen also helped to dissipate emissions and attenuate noise was an added benefit; that was not why it had been installed.

Mrs England said that the commissioning of Stands 12-14 had marred the quiet enjoyment of the gardens in Camel Road for upwards of two years. She was disappointed that the installation of the blast screening – agreed a year ago – had taken so long and she was dismayed that the completed screen would not extend all the way to the Ledger building and that there would be a gap opposite Camel Road. She noted that in the longer term the gap would be filled by buildings but that would take time. Residents wanted early action to stop noise from these aircraft stands. She acknowledged that the stands might not be much used during the day. But she was at work during the day and when she was at home in the early mornings and evenings the stands were in constant use.

Rob Grafton noted that noise readings had been taken in Camel Road before the installation of the blast screen and with the co-operation of Mrs England and her neighbours it was planned to take further readings once the screen had been completed. Charles Buchanan asked that these “after” readings should be taken without delay and if they showed that there was still a noise issue for residents in Camel Road the Airport would consider as a matter of urgency how to deal with it pending development of the adjoining land. The Airport suggested that both Mrs England and Mr Leahy should be offered the opportunity to visit the area in question to see it from the airside perspective and have an informed discussion on how the problem might be best resolved.

Seema Manchanda said the Council’s noise experts would also participate and co-operate in dealing with the issue.

Sid Keyes said that the installation of the blast screening on the Airport boundary at the Jet Centre had certainly dealt with the problem of jet blast previously felt by users of the Connaught Crossing.

(b) Item 3(b) – Parking in local streets

The meeting to discuss this issue had still to be re-arranged. The meeting - to be attended by representatives of the London Borough of Newham, the local Community Forums, the University of East London, DLR and the Airport - was to have been held in December but had been postponed to allow for consideration of the problem by Newham’s Mayor as a borough-wide issue.

Elizabeth Hegarty said she was still trying to identify the LBN officers responsible for dealing with issues of this kind so that the planned meeting could be arranged. Seema Manchanda said she would investigate and advise. Gertie Duffy said she thought the meeting should be open to interested local residents and Seema Manchanda said this was noted.

In discussion it was noted that the problems arose from a number of sources:-

- commuters, presumably from areas further east, parking in local streets and taking the DLR to complete their journeys to Canary Wharf and the central area of London. This seemed to be the predominant cause of such parking and was a wider issue.
- parking by the drivers of minicabs and limousines waiting for arriving air passengers. Mrs England said that in the area of Camel Road this was particularly prevalent.
- there was some evidence of parking by air passengers presumably to avoid airport parking charges
- parking by airport staff notably in the vicinity of the airport entrance in Newland Street. Both Sid Keyes and Glynis Webb had seen uniformed members of staff parking in local streets. Rob Grafton said the Airport would be interested to receive details of such parking, including the registration numbers of the vehicles concerned, since the Airport might be able to identify those concerned. There seemed to be no excuse for such parking since the Airport had arrangements for free parking by staff

There was discussion of the ways in which the problems arising from this parking could be alleviated:-

- The imposition of a controlled parking zone - but this would result in charges for parking by local residents and was accordingly was not to be recommended. In any case it was doubtful if this would deter the drivers of minicabs and limousines who stay with their vehicles and would move if parking attendants appeared on the scene.
- The imposition of no-entry restrictions on the access road from Hartmann Road to Camel Road. However, this would compel traffic to enter the area from Albert Road which, in the vicinity of the former Silvertown Station, was already very congested. Moreover, there would be added dangers in Parker Street where there are many children because of the Drew Road primary school.
- The construction of the DLR Barking extension offered the opportunity to provide car parks at DLR stations further to the east and so remove any excuse for drivers to park their vehicles in local streets further west.
- Re-introduction of the 30 minute free parking period for those picking up air passengers. The Airport confirmed that this had been withdrawn some time ago after it was discovered it was being abused by drivers who left the airport after 30 minutes and then returned for further period(s). Members asked whether this could be controlled with a system of tickets. The Airport said the previous arrangements had operated in this way but it did not prevent returning drivers. This could only be prevented through the employment of staff and this could not be justified.

(c) Item 3(e) – Summer 2006 Noise Contour

Rob Grafton said that discussions were in progress with the LBN about the methods to be used in future to calculate the noise contours required by the s.106 agreement and which were thus used in connection with the noise insulation programme.

Using *Powerpoint* slides – [copies attached to these minutes](#) – Rob explained that the DORA methodology used for s.106 purposes was now widely regarded as out of date and the INM system was now the method of choice – for example, it was an appropriate method to be used to calculate the contours required by the EU’s *Environmental Noise Directive* (END). It was more accurate than the DORA method and it made sense to standardise on the new system. The change would have no effect on the present Noise Insulation Programme which had been fully triggered and implementation was well underway.

The INM contours were expected to be “thinner” than the DORA 57 LAeq contour (i.e. it would not extend so far north and south) but longer (i.e. it would extend further east and west) and it was possible this might trigger a right to ad hoc noise insulation treatment for some properties.

Rob Grafton said it was planned that the Summer 2006 contours which the Airport were obliged to supply to the Committee would be calculated using both methods so that Members could readily see the differences.

The Committee noted that the LBN was studying the suggested change and had yet to reach a conclusion. Subject to any issues raised by the LBN the Committee concluded it made sense to change to the new system.

The Secretary noted that the deadline for the L_{den} and L_{night} contours for non-designated airports such as LCY was 31 March 2007. The next step would be a Noise Action Plan. It was not clear how this would fit in with the s.106 noise arrangements but this, too, the Airport was discussing with the LBN.

(d) Item 4 – Change of Ownership

Members of the Consultative Committee had been among those attending a Reception held at the Airport on Tuesday 27th February to meet representatives of the new owners.

(e) Item 8 – White Paper: Future of Air Transport - 2006 Progress Report

In relation to the recommendation on page 32 of the Progress Report (airport consultative committees should monitor how well the new powers in the Civil Aviation Act 2006 are being implemented by airports), the Secretary reported that the Department was expected to write to consultative committees about this in due course.

(f) Item 12 – Limits on Air Transport Movements – Temporary Variation

It was noted that the Airport's planning application had been considered by the LBN's Development Control Committee at its meeting on 24th January 2007 and approved unanimously. Details of the new temporary limits could be seen on the Committee's website².

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

Elizabeth Hegarty tabled her report (copy attached) which was noted.

7. STANDING ITEM ON ENVIRONMENTAL ISSUES

Rob Grafton tabled this Report and a copy is attached to these minutes. This was noted.

In response to a question Rob Grafton said that the suggested bus stop in Hartmann Road had been considered on a previous occasion and had been rejected on safety grounds. The correspondent had been satisfied with this explanation.

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.

9. DLR WOOLWICH EXTENSION PROJECT – PROGRESS REPORT

Ian Thomas updated the Committee on the present extension of the railway to Woolwich Arsenal. A copy of a note of his remarks is attached to these minutes.

10. THAMES GATEWAY BRIDGE (TGB) – TFL UPDATE

The letter received from Transport for London was noted. The Secretary reported that Newham Councillor Alec Kellaway had been elected Chairman of the Boroughs Consultative Group referred to on the second page of TfL's letter.

11. DOCKLANDS LIGHT RAILWAY – DAGENHAM DOCK EXTENSION

The Secretary had circulated details of a DLR consultation exercise seeking views on the principle of DLR extending its network further east from Gallions Reach with new stations to serve the proposed housing developments in Barking Riverside and the surrounding area. The DLR had also asked for views on Dagenham Dock as the proposed destination of the extended railway.

The closing date for comments was well before the date of this meeting the Secretary had accordingly suggested that members wanting to comment on the proposals should write directly to the DLR. At the same time the Secretary noted that the need to improve access to the Airport from the east had been discussed by the Committee on a number of occasions in recent years and with that in mind the Committee had thus far strongly supported by the project. In the absence of any reaction from members to the contrary the Secretary had written to the DLR by e-mail on 9th March to reiterate the Committee's support for the project in principle.

12. ANY OTHER BUSINESS

(a) Annual Familiarisation Flight

Charles Buchanan said it was planned that this year's visit would be to Edinburgh during the week commencing 9th July 2007. The Secretary would circulate more information in due course.

(b) People with Reduced Mobility – EU Regulation 1107/2006

The UK Department for Transport had the day before launched a consultation seeking the views of UK stakeholders on the enforcement of the EC Regulation 1107/2006 which (1) makes illegal the refusal of carriage on the basis of reduced mobility and (2) guarantees the

² <http://www.lcacc.org/operations/operations.html#tempvar>

provision, free of charge, of the assistance that such passengers need to have for air travel. The managing bodies of airports will have the overall responsibility for providing such assistance.

In the UK the Government proposes to delegate the enforcement of the Regulation to the Civil Aviation Authority (CAA) with complaints handling by the Disability Rights Commission (DRC) which is soon to be absorbed by the Commission for Equality and Human Rights (CEHR). The Government proposes that the majority of offences under the Regulation should attract a penalty not exceeding £5,000. This is consistent with many offences in other aviation legislation.

The Consultation Document and associated papers (including the EC Regulation, Impact Assessment and Proposed Enforcement Regulations) could be found on the Department's website³. The closing date for comments was Monday 25th June 2007

The Committee were reminded that at LCY the Airport was already responsible for the provision of assistance to people with reduced mobility. The costs of this were recovered from the airlines through airport charges.

The Committee had no comments to offer on the Government's proposals.

(c) Office of Fair Trading (OFT) - BAA airports referred to the Competition Commission

On 30th March 2007 the OFT had referred to the Competition Commission (CC) for further investigation the supply of airport services by the BAA in the UK. This followed a period of public consultation following the OFT's earlier proposal to refer BAA airports to the CC published on 12 December 2006. There was more information on the OFT's website⁴. The Competition Commission had meanwhile issued a press release which could be seen on their website⁵. Members noted that the CC would like to hear from all interested parties, in writing, by 27 April 2007.

(d) Government Consultation: Consultation on Aviation and Emissions Trading

On 30th March 2007 the UK Government had launched a consultation on the European Commission's proposals to include Aviation in the EU's Emissions Trading Scheme (EU-ETS) and on the Government's initial analysis of the changes required to those proposals. The comments received would guide the UK Government's negotiating position. The consultation document and associated papers could be seen on the DfT's website⁶. The closing date for comments was 1st June, 2007.

(e) Government Consultation: Draft European Directive on Airport Charges

On 26th March the UK Government had launched a consultation on the draft European Directive on Airport Charges.

The draft directive sets out a pan-European framework for how airport charges should be determined. Its intention is to encourage greater transparency and co-operation between airports and airlines.

In the UK, around 20 airports, including London City Airport, would fall under the Directive if it were to be implemented as currently drafted. Its principal measures would include:

- greater transparency in how charges are set;
- arbitration service run by a designated independent regulatory authority to resolve disagreements between airlines and airports;
- service level agreements between the airport and airline associations over quality of service provided at terminals.

The consultation document could be seen on the Department's website⁷. The closing date for responses to the consultation was 18 June 2007.

³ <http://www.dft.gov.uk/consultations/open/consulcivilaviationreg07/consultcivilaviation07>

⁴ http://www.offt.gov.uk/shared_offt/reports/transport/oft912.pdf

⁵ http://www.competition-commission.gov.uk/press_rel/2007/apr/pdf/15-07.pdf

⁶ <http://www.dft.gov.uk/consultations/open/aviationemissionstrading/>

⁷ <http://www.dft.gov.uk/consultations/open/airportcharges/>

Charles Buchanan said that the Airport would be considering the proposals.

(e) Silvertown Link

The Secretary had taken the opportunity presented by the TfL's update on the Thames Gateway Bridge (see Item 10 above) to raise with them the progress being made on the proposed Silvertown Link. He had been told that once the implications of the Secretary of State's decision on the TGB had been established, and TfL had clarity on the resourcing requirements arising from this, they would be in a position to consider how to progress planning work on the Silvertown Link. Experiences and lessons learned from the TGB project would allow them to progress investigations into a Silvertown Link as efficiently as possible. Meanwhile the Silvertown scheme had been programmed indicatively in the period 2017-2022. Some initial work had been carried out last year on identifying issues that would need to be addressed, and the timing that might emerge from this. This had confirmed that, so long as the necessary approvals and funding were secured, the scheme could be delivered in the early part of this period.

13. DATE OF NEXT MEETING

Tuesday 3rd July 2007 at 16.30 hours at City Aviation House, London City Airport.

The next meeting would be the Committee's 20th Anniversary Meeting. The Airport planned a celebration, including a buffet dinner, to follow the meeting. Subject to his Parliamentary duties Stephen Timms MP, who had been present at the inaugural meeting, had accepted an invitation to attend. On this occasion, because of the need to plan the catering arrangements, members would be asked to confirm their attendance a week before the meeting.

The first meeting had been held at the Airport (not then open) on Tuesday 30th June 1987. Those present had included the Chairman, Deputy Chairman and Secretary of the present Committee. The minutes of the meeting could be seen on the Committee's website⁸. The 20th Anniversary meeting would be the 102nd meeting of the Committee.

⁸ <http://www.lcacc.org/accmins/accmin0687.pdf>

1. Airport Passenger Traffic

Traffic continues to increase in terms both of passengers and movements. Last week (w/c 26 March 2007) was a record for passenger numbers with 59,464 passengers passing through the terminal. For the year to the end of March passengers were up 15% and scheduled movements up by 10%.

The growth in Jet Centre traffic has slowed and is showing an increase of 14% over last year.

2. New Routes

We have seen major developments from two of the national airlines operating at LCY.

CityJet for Air France will now operate eight routes, with the announcement of:

- Belfast and Edinburgh (in cooperation with ScotAirways) on 26 March
- Nice, Madrid, Zurich and Geneva on 9 April

British Airways started 4 flights per weekday to each of Glasgow and Zurich from 26 March. This brings the total of routes operated by BA to six.

Other changes that have started with the summer schedules include an early departure Zurich service (departing at 07.00) and an increase in frequency on VLM route to Antwerp, but decreases on Liverpool and Brussels.

Also both VLM and ScotAirways have announced plans to start using larger capacity aircraft on some services – VLM are introducing a BAe 146 (92 seats) on Rotterdam and ScotAirways are using a CityJet Avro RJ (92 seats) on peak Edinburgh services. Both these moves allow LCY to make more efficient use of the runway, handling more passengers without an increase in movements.

In all this brings the total routes served up to 33.

3. Airport Developments

We are in the final stages of letting the contract to build the East Apron over the dock to the side of the terminal. On the current programme we would expect construction work to start during the summer. As with the construction of the Hold point in 2003, the main site compound will be at the old Mowlem Training Building and most of the activity will be undertaken from the water.

The major construction work will also be similar the previous scheme, and will be carried out at weekends and overnight. Contact numbers will be made widely available within the local community in case of need to contact the site in relation to the works.

We expect the new stands to be in operation next summer (2008).

We are extending the area covered by the lighting trial under the DLR. This is now installed up to the entrance to Camel Road. Any comments should be passed to Elizabeth Hegarty.

4. Planning Applications

The Airport's planning application to vary the daily movement limits was heard and approved on 24 January 2007. The Section 106 agreement needed to complete this process has been agreed and will be signed shortly.

As mentioned to the Committee at the last meeting, we are preparing our planning application approach towards the delivery of the Master Plan. We have now settled on making two applications.

The first (Interim Application) to be submitted this summer, will be to vary the total number of movements at the airport, but not to seek permission to construct any new facilities. This will ask to raise the total number of movements from the current level to allow for about three years growth. This will bring the traffic at the Airport broadly into line with the capacity of the built and already approved facilities. By achieving this permission, the Airport will have the ability to continue to develop while the second application is developed and considered.

The second application (Master Plan Application) will be developed and submitted following determination of the Interim Application, and will seek to permission to develop the Airport to the Master Plan. We would expect that this process will start in spring 2008.

5. Airport Incident – 20 February 2007

I am pleased to report that the Air France incident was handled very well by all concerned – crew, emergency services and our staff. On landing the aircraft suffered punctures in all four tyres of the main landing gear. It came to a halt on the runway, and no one was injured. The aircraft remained on the runway until late afternoon, with the runway closed, when it was recovered to the west end of the airfield.

An investigation has been mounted by the Air Accident Investigation Branch (AAIB) the results of which will be published in due course.

MINUTE 6

Community Relations Report – January/March 2007

Tickets (when issued)

- 2 x Antwerp donated to the LCY Sunday Football League “Referee of the Year”.
- 2 x Antwerp donated to the winner of the February Runway News competition.
- 2 x Geneva donated to the Newham Civic Ambassadors’ chosen charity NCAB.
- 2 x Edinburgh donated to the Waitrose raffle in aid of Mudchute Education Centre in Tower Hamlets.
- 2 x Edinburgh donated to the Ascension Eagles Prize Draw, fundraising to visit the World Championships in the USA.

Tours

- Calverton School, Newham
- King Solomon High School, Redbridge
- Bexley College
- JFK Special Needs School, Newham
- Colegrave Primary School, Newham
- Kingsmead Primary School, Hackney
- Lewisham College
- Southwark College
- Cumberland School, Newham
- Bacons College
- Waltham Forest College
- Eastlea School, Newham
- Mulberry School, Tower Hamlets
- Hackney Community College
- South Camden Community College

Sharing Knowledge

- EH attended “Newham Scenarios Round Table” event to give business input to the future plans regarding wellbeing in Newham.
- LCY to play role in heritage tours of Royal Docks in association with UeL.
- Three LCY employee volunteers continue to mentor students at Royal Docks Community School.
- British Airways recruitment conducted in liaison with LCY, using local employment agencies.
- Community team attended Thamesmead Head Teachers’ Forum offering LCY educational community programmes.
- EH attending steering committee developing opportunities for 14-16 year olds attending Royal Docks Community School.

Additional Sponsorship and Support

- Two new LCY Community Ambassadors appointed – will assist in delivery of community programmes in Newham, Tower Hamlets and Greenwich.
- Old LCY uniform being recycled with proceeds going to Richard House Hospice.
- LCY hosted Access to Jobs Partners' Meeting in March.
- LCY sponsored energy efficient light bulbs for goodie bags at Drew School Recycling Event.
- Rohima Begum's (ELBA) contract extended for additional three months to assist with extended community programmes.
- £1000 donated to the Ascension Eagles towards their campaign to compete at the World Championships in the USA.
- £1000 donated to Lyn Brown MP Veterans' Badge Event.
- £2500 donated to Offscreen Education Programme, supporting students from East London to undertake expeditions to the Middle East to learn about different cultures and societies.
- 16 Basketballs and free-standing basketball net donated to the Royal Docks Community School.
- £100 donated to Conflict and Change resolution Centre in East Ham following corporate volunteering day spent at the centre painting the facilities.
- Team Challenge Day at the River Christian Centre, Canning Town.
- £1000 support for the DISCOVER Centre in Stratford – annual sponsorship of Forum News publication. Sharon Preston, Director of Airfield Operations interviewed for this children's newspaper.
- Badminton tournament arranged for the Eastside Young Leaders' Academy – LCY staff Vs EYLA boys.
- Art competition hosted by LCY at St Johns' Community Centre for children in the after school club.
- Citizenship Week hosted by LCY for two Britannia Village Year 3 classes.
- Conference facilities donated to the Association of Wheelchair Children for their AGM.
- Barnaby Bear programme delivered to three classes at Rosetta School and one St Luke's class.
- Hans Christian Anderson story books donated to LCY from Visit Sweden when SAS extended their operations were distributed to the following organisations:
 - Drew School
 - Eastlea School
 - I Can Play Group
 - Manorfield Parent and Carer Group
 - Scott Wilkie School
 - Whizz Kids

MINUTE 7

Environmental Matters – January/March 2006

- A total of 4 complaints/enquiries relating to environmental matters were received during the period detailed above.

- | | | | | |
|----|----------------|--|----------------|-----|
| 1. | DATE RECEIVED: | Fri 12.01.07 | | |
| | TIME OCCURRED: | n/a | DATE OCCURRED: | n/a |
| | AREA: | Silvertown E16 | | |
| | COMPLAINT: | Enquiry/request to consider bus stop in Hartmann Rd | | |
| | RESPONSE: | Telephone call | | |
| 2. | DATE RECEIVED: | 13.1.07 | | |
| | TIME OCCURRED: | n/a | DATE OCCURRED: | n/a |
| | AREA: | Royal Victoria Dock | | |
| | COMPLAINT: | General letter of complaint re growth at LCY sent to GLA | | |
| | RESPONSE: | Letter | | |
| 3. | DATE RECEIVED: | Fri 23.3.07 | | |
| | TIME OCCURRED: | n/a | DATE OCCURRED: | n/a |

AREA: Silvertown, E16
COMPLAINT: Failure to complete installation of screen on time
RESPONSE: Telephone call

4. DATE RECEIVED: Tuesday 27.3.07
TIME OCCURRED: n/a DATE OCCURRED: n/a
AREA: Silvertown, E16
COMPLAINT: Failure to complete installation of screen on time
RESPONSE: Telephone call

Rob Grafton
Environment Planning Manager
LONDON CITY AIRPORT

MINUTE 8

Sound Insulation Scheme – April 2007 Update

General Situation

90% of all properties in Part IV of the scheme have now been surveyed and 60% have been signed off. This translates to Phases 1, 2 and 3 having been completed with Phase 4 approximately half complete. The bulk of properties in this phase are in Britannia Village and many of those are owned by housing associations. In terms of works on the ground, it is planned that the remainder can be surveyed this year and a large number signed off if access allows.

Programme

Granville Noise Insulators are retargeting Britannia Village in order to gain access to properties for venting installations where requested. This is likely to continue into the summer months as many of the freeholders are sub-letting properties slowing up the access approval process.

Jonathan Smith
Project Manager
April 2007

MINUTE 9

DLR Woolwich Extension Project – Progress Report – April 2007

The tunnel boring machine has been transported in component form from the reception chamber located close to Woolwich Town Centre to the launch chamber within the site boundaries at King George V Dock where it has been maintained, repaired and reassembled.

Tunnelling of the second bore commenced on 12th March this year but has been temporarily halted in a planned intervention until 16th April to allow the erection and installation of the conveyor system that will transport the spoil from the excavations.

Works within Woolwich Town Centre continue with the focus being on the construction of the new DLR Station, located adjacent to the existing Woolwich Arsenal Station.

Vincent Road which lies west to east between Woolwich New Road and Burrage Road will be closed between 25th and 27th May 2007 to allow the positioning of mobile cranes that will lift a new footbridge into position at Woolwich Arsenal Station.



Looking down the Intervention shaft



View of the first bore of the tunnel

Burrage Road, Woolwich, which is a primary bus route, has had the width restrictions removed and reopened to two way traffic during late March, however the previously reported change of use to public transport only vehicles for part of Woolwich New Road will not take place until after the consultation period by Transport for London and Greenwich Council.

Work has commenced on the cross passages from the Intervention Shaft at Royal Arsenal to the main tunnels and an expansion of the site is underway to accommodate the below surface works at this location.

An open evening was held on 15th March at The Heritage Centre, Royal Arsenal to explain and inform residents of these particular works, however, on a wider scale Newsletters continue to be distributed to ensure that all affected parties are kept up to date with our current and future activities.

OUR 24 HOUR HELP LINE REMAINS UNCHANGED:-

0845 847 6180.