LONDON CITY AIRPORT

2017 ANNUAL PERFORMANCE REPORT
(COMPLIANCE WITH PLANNING PERMISSION)

ANNEX 1
SUMMARY OF PLANNING AGREEMENT REQUIREMENTS

01 June 2018

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LondonCityAirport.com

London City Airport
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Audit of Reporting Requirements for Annual Performance Report (APR)

Condition Requirements	Section	Format	Reference/Source
Approved PCCs			
31 NOMMS A.8 – Reporting publish noise monitoring data in APR in June each year Environment	Environment	Report in Appendix	NOMMS Section 2
31 NOMMS – C3/2.7 produce and issue a community and airline annual report on 31 march each year	Environment	Report in Appendix	No required for 2017 APR
44 Fixed Electric Ground Power (FEGP) - Para 4.3 monitoring of FEGP performance to be reported annually in APR	Environment	Report in Appendix	Annex 2 - NOMMS 8.0
58 Air Quality Management Strategy - Measure 1 Measure 1: Record availability of FEGP on all Stands	Environment	Report in Appendix	Annex 2 - NOMMS 8.0
58 Air Quality Management Strategy - Measure 2 Measure 2: Record APU use in line with Airfield Operating Instructions and forthcoming APU Strategy	Environment	Report in Appendix	Annex 7 – Air Quality Action Plan
58 Air Quality Management Strategy - Measure 9 measure 9: all vehicles with airside vehicle permit comply with latest vehicle emissions standards - by June each year	Environment	Summary of AQMS progress	Annex 7 – Air Quality Action Plan
58 Air Quality Management Strategy - Measure 10 measure 10: undertake routine annual, and periodic emissions testing for airside vehicles report findings to LBN annually (June)	Environment	Summary of AQMS progress	Annex 7 – Air Quality Action Plan
58 Air Quality Management Strategy - Measure 13 Measure 13: Review and update the website to provide clear and concise information on the performance of the Air Quality Management Strategy	Environment	Report in Appendix	Annex 7 – Air Quality Action Plan
58 Air Quality Management Strategy - Measure 15 Measure 15: Publish an article related to air quality and airport operations in “Airport Life”	Environment	Report in Appendix	Annex 7 – Air Quality Action Plan
60 Use Of River Thames For Construction – Para 4.2 LCA to report to LBN number of vehicles taken off the road each year as part of APR	Surface Access	Summary of progress	Section 4.2.2

Condition Requirements	Section	Format	Reference/Source
S106			
Schedule 8 produce noise contours – Para 2 (30 Noise Monitoring System & 31 NOMMS – Appendix F) Publish noise contours each year as part of the APR (to include 54Db contour), noise contours for the Sound Insulation Scheme & produce annual daytime noise contours depicting air noise produced during an average summer day following defined method	Environment	Contours in Appendix and summary in text	Annex 2 – NOMMS appendix 10
Schedule 9 purchase offer – Para 8.2 any residential dwelling with any part of its external elevation which is situated within the actual 69 db contour for the purposes of the purchase scheme and within three months of that date they shall notify the owner/occupier of any dwelling so identified in the APR that they are entitled to benefit from the purchase scheme and invite applications from the owner/occupier under the purchase scheme.	Environment	Summary in text	Annex 2 – NOMMS section 10.1 & appendix 7
Schedule 9 reinspection scheme – Para 5.3 a list of properties which have become eligible for the Reinspection Scheme in the preceding 12 months.	Environment	Report in Appendix	Annex 2 – NOMMS section 10.2 & appendix
Schedule 11 – Para 1.3 Provide list of existing employers	Employment	Summary in text and schedule in appendix	Annex 9
Schedule 11 – Para 1.5 Report job numbers and target performance to LBN and LCACC (a) the percentage of jobs advertised at the Airport in the preceding calendar year to which residents living (i) in the Local Area; and (ii) the London Borough of Newham were recruited; (b) the percentage of jobs advertised by the Operator in the preceding calendar year to which residents living in (i) the Local Area; and (ii) the London Borough of Newham were recruited; (c) the numbers of full-time equivalent jobs at the Airport and the number of full-time equivalent jobs made available directly by the Operator; (d) the total numbers of full-time and part-time employees at the Airport and those employed directly by the Operator	Employment	Stats in text	Section 3.3-3.5
Schedule 11– Para 3.2 Maximise supply chain opportunities for LBN and local area businesses and report progress (a) the number of contractors being used on site; and (b) details of those based in Newham and the remainder of the Local Area; (c) name and postcode of contractor/supplier; and (d) the aggregate values of different categories of contracts	Employment	Stats in text	Section 3.6 Section 3.3-3.5 Section 3.6 & Annex 9 Section 3.5
Schedule 11 – Recruitment Policy – Para 1.4 To continue to provide the Council annually with details in writing of the policy adopted by the Operator to fill its job vacancies and the Operator shall consult the Council about such policy on not fewer than one occasion each year in conjunction with the Annual Performance Report	Environment	Summary in text	Annex 11

Condition Requirements	Section	Format	Reference/Source
S106			
Schedule 12 Value Compensation Scheme (VCS 1) which payments have been made under VCS 1	Financial Contributions	n/a	N/A for 2017
Schedule 12 VCS 2 which payments have been made under VCS 2 + The existence of the adopted VCS2 and its closing date will be publicised by its inclusion in the annual performance report which the Airport is obliged to publish every year and (within three months of the start of VCS2) through written notification of the owners of Eligible Interests in Eligible Sites, insofar as the Airport is able to identify them through Land Registry searches.	Financial Contributions	n/a	N/A for 2017
Schedule 9 NIPS 1 which payments have been made under NIPS 1	Financial Contributions	n/a	N/A for 2017
Schedule 9 NIPS2 which payments have been made under NIPS 2	Financial Contributions	n/a	N/A for 2017
Annexure 2 – First Tier Scheme - para 3.1 With effect from the Commencement of Development the Annual Performance Report shall specify the geographic area within which the properties which are eligible for this Scheme are situated.	Compensation	n/a	N/A for 2017
Annexure 4 – NIPS2 – para 3.8 the existence of NIPS2 (once adopted) will be publicised by its inclusion in the Annual Performance Report	Compensation	n/a	N/A for 2017
Annexure 7 – Second Tier Noise Insulation Scheme – para 3.1 the geographic area within which the properties which are eligible for this Scheme are situated.	Compensation	n/a	N/A for 2017
Annexure 9 – VCS – para 5.1 written notification of the owners of Eligible Interests in Eligible Sites, insofar as the Airport is able to identify them through Land Registry searches.	Compensation	n/a	N/A for 2017
Annexure 12 – Intermediate Tier Scheme – para 3 specify the geographic area within which the properties which are eligible for this Scheme are situated.	Compensation	n/a	N/A for 2017
Schedule of Payments Made	Financial Contributions	Summary of annual payments in text	Section 5.2

Condition Requirements	Section	Format	Reference/Source
Conditions			
19 Review and Reporting on ANCS A report as part of the APR on the performance and/or compliance with the approved ANCS during the previous calendar year Environment	Environment	Summary in text and report in Appendix	Annex 4 – ANCS Report
47 Auxiliary Power Units (/31 NOMMS - H3) A report containing details of the use of Auxiliary Power Units at the Airport in the previous calendar year & adhere to a prescribed auxiliary power unit strategy, and report in the APR on use of the units each year	Environment	Summary in text and report in Appendix	Annex 5 - APU report & Annex 2 - NOMMS 8.0
48 Ground Engine Running Strategy A report as part of the APR on the performance and or compliance during the previous calendar year with the approved targets in the Ground Engine Running Strategy.	Environment	Summary in text and report in Appendix	Annex 2 - NOMMS 5.2-5.3
49 Ground Running, Testing and Maintenance Strategy A Report as part of the APR on the performance and compliance during the previous calendar year with the targets in the GRTMS.	Employment	Summary in text and report in Appendix	Annex 2 - NOMMS 5.2-5.3
52 Ground Running Annual Performance Report (inc. 51 Ground Running Noise Limit) (/31 NOMMS – Appendix D2/D5) A Ground Running Annual Performance Report as part of the APR including engine running summary logs to be produced monthly and for publication annually in APR & present annually (in APR) & the measurements and calculations showing whether ground running noise limit has been exceeded in previous year	Employment	Summary in text and report in Appendix	Annex 2 - NOMMS 5.2-5.3
56 Sustainability and Biodiversity Strategy A report as part of the APR on the performance and compliance during the previous calendar year with the targets in the approved Sustainability and Biodiversity Strategy/Strategies.	Employment	Report as Appendix	Annex 8 – Sustainability and Biodiversity Action Plan
57 Air Quality Monitoring An annual report for each calendar year published and included in APR (1 June).	Environment	Report as Appendix	Annex 7 – Air Quality Action Plan
59 Complaints About Environmental Impact As part of the Annual Performance Report in relation to such complaints and actions in the preceding calendar year.	Financial Contributions	Summary in text	Section 2.14 & 2.15

LONDON CITY AIRPORT

2017 ANNUAL PERFORMANCE REPORT
(COMPLIANCE WITH PLANNING PERMISSION)

ANNEX 2
NOISE MANAGEMENT AND MITIGATION STRATEGY (NOMMS) REPORT 2017

01 June 2018

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ANNEX 2

LONDON CITY AIRPORT

NOISE MANAGEMENT AND MITIGATION STRATEGY (NOMMS) REPORT 2017

Report to

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25 May 2018

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1.0 INTRODUCTION

The City Airport Development Programme (CADP) 1 planning application (13/01228/FUL) was granted planning permission by the Secretaries of State for Communities and Local Government and Transport in July 2016 following an appeal and public inquiry which was held in March/April 2016.

Condition 31 of this permission states that:

"Prior to the Commencement of Development a Noise Management and Mitigation Strategy (NOMMS) shall be submitted to the Local Planning Authority for approval in writing.

The NOMMS shall be implemented as approved and thereafter the Airport shall only operate in accordance with the approved NOMMS.

Following implementation of the approved NOMMS, a report shall be submitted to the Local Planning Authority annually on 1 June (or the first working day thereafter) as part of the Annual Performance Report on the performance and compliance with the approved NOMMS during the previous 12 month period.

The approved NOMMS shall be reviewed not later than the 5th year after approval and every 5th year thereafter. The reviews shall be submitted to the Local Planning Authority within 3 months of such review dates for approval, and implemented as so approved.

The NOMMS shall include, but not be limited to:

- *Combined Noise and Track Monitoring System*
- *Quiet Operating Procedures*
- *Penalties and Incentives*
- *Control of Ground Noise*
- *Airport Consultative Committee*
- *Annual Noise Contours*
- *Integrity of NOMMS*
- *Auxiliary Power Units*
- *Reverse Thrust and*
- *Sound Insulation Scheme"*

The NOMMS which addresses the above requirements was formally approved by the London Borough of Newham (LBN) on 18 May 2017 and was implemented on 18 August 2017.

This report reviews the performance and compliance with the NOMMS in 2017, as part of the Condition 31 requirements.

Information is also provided on the number of aircraft movements and noise factored movements that have taken place at London City Airport (LCA) over the period 1st January 2017 up to and including 31st December 2017, to show compliance with Conditions 21 to 27.

2.0 COMBINED NOISE AND TRACK MONITORING SYSTEM

2.1 Noise Monitoring

A continuous noise monitoring system was first installed and became operational at the airport in 1992, and a system of this type has been in place ever since. Since 1999 it has also included a flight track monitoring system and has been known as the Noise and Track Keeping (NTK) system. The noise monitoring system has recently been upgraded and expanded and now comprises six fixed noise monitoring terminals (NMTs) and three mobile NMTs. The fixed NMTs (NMTs 1-6) are used to measure arrivals and departures of aircraft using the airport. One of the mobile NMTs (NMT 7) is used primarily for the monitoring of aircraft related ground noise. The other two mobile NMTs (NMTs 8 & 9) are used as and when required, either as back-up for the other NMTs or for off-site monitoring. The location of NMTs 1-7 is shown in Figure 1.

Figure 1: Location of NMTs 1-7

Noise data is collected from the NMTs and processed for the purposes of aircraft categorisation and also noise management. The NTK system is designed to ensure that a minimum correlation rate of 80% of all aircraft departures is achieved over the calendar year. Quarterly NTK status reports are issued to the London Borough of Newham, reporting on the correlation rate achieved over the quarter as discussed in 2.3 below.

The average departure and arrival noise levels measured in 2017, by aircraft type and airline, are reported elsewhere as part of the ANCS summary.

2.2 Flight Track Monitoring

The flight track monitoring component of the system is permanently linked to the airport's radar feed, which is provided by the local Air Traffic Control (ATC) centre. Aircraft flight tracks are correlated with flight information and noise events. Based around this information, the airport have introduced a web-based system (known as TRAVIS[1]) to share data from the flight track monitoring system with the public.

Flight tracks are capable of real-time inspection and are stored for later processing and analysis. This allows deviations from the departure and arrival flight paths at the airport both

[1] https://travislcy.topsonic.aero/

in plan and elevation to be determined. The facility to identify excursions by aircraft beyond a user-defined envelope associated with departure and arrival routes is provided. The information obtained from this system will be used to advise those airlines who frequently fly outside the agreed departure or arrival corridor to alter their operational procedures as necessary to maintain acceptable track keeping.

There is a requirement to report flight track keeping performance by aircraft type and airline relative to noise corridors associated with the standard instrument departure routes. This is currently in the process of being implemented and therefore is not reported for 2017.

2.3 NTK Status

Prior to the implementation of NOMMS, under paragraph A6.0 of the approved Temporary Noise Monitoring Strategy, the airport was required to provide quarterly reports on the status of the NTK system to the local authority. Each report is required to record the daily operational status of each Noise Monitoring Terminal (NMT) together with the total monthly correlation rate of noise events to aircraft departures over a specified quarter year period.

Although no longer a planning condition, at the request of the London Borough of Newham (LBN), the airport have agreed to continue providing these reports, and also to include the new NMTs 5 & 6 from the fourth quarter of 2017.

Table 1 of Appendix 1 of this report details the daily operational status of each of NMTs 1-4 between 1st January 2017 and the 31st December 2017, and NMTs 5 & 6 between 1st October 2017 and 31st December 2017. Table 2 sets out the monthly correlation rate of noise events to aircraft movements for the same period, and Table 3 gives a summary of the NTK operational status for each quarter.

The noise monitoring system remained in continuous operation throughout the twelve month period between 1st January 2017 and 31st December 2017. Each noise monitoring terminal was in operation every day.

The target correlation rate (80%) for NMTs 1-4 was met for 2017. A total of 38,000 aircraft departures were recorded, and an average correlation rate of noise events to aircraft departures of 95% was achieved.

In the period between 1st October 2017 and 31st December 2017, a total of 8882 (92%) departures and 8859 (92%) arrivals were correlated at NMTs 5 and 6.

3.0 QUIET OPERATING PROCEDURES

The airport requires that every operator of aircraft adopt procedures which will produce the least noise disturbance compatible with safe operation, and where applicable, such procedures should follow any promulgated noise abatement routing for the airport. Where aircraft manufacturers have established special procedures for the purposes of reducing noise, these should be applied to operations at London City Airport, subject always to the safe operation of aircraft.

Quiet operating procedures at London City Airport include the following:-

- Minimum use of reverse thrust (see Section 9.0)
- Use of fixed electrical ground power where possible (see Section 8.0)
- Minimum use of auxiliary power units (see Section 8.0)
- Operation of a steep glide slope (5.5 degrees)
- An EFPS[2] system (see Section 5.0).
-

4.0 INCENTIVES AND PENALTIES SCHEME

4.1 NOMMS Scheme

The NOMMS includes a new Incentives and Penalties Scheme (IPS) to include financial penalties for noisy departures. The new IPS was implemented on 18 August 2017 and is intended to introduce a more equitable approach to determining penalties and credits including the use of the two new fixed noise monitors (NMTs 5 and 6) at either end of the runway to monitor departure noise levels. The IPS focuses on incentivising quieter operation of aircraft on departure and penalising noisy departures. The airport is setting up an annual Community Trust Fund of £75,000 and the most improved airline each year will partner the airport delivering the fund. Following a year of operation, the IPS will charge financial penalties of £600 per dB(A) above a fixed upper limit for each movement that exceeds the upper limits. The financial penalties will top up the annual funds.

The scheme works as follows:

[2] Electronic Flight Progress Strips (EFPS) which has replaced the system of writing on paper Flight Plan Strips (FPLs) for Air Traffic Control personnel.

- The sideline noise level for a given departure are defined as the arithmetic average of the $L_{Amax,s}$ noise level measured at the relevant pair of NMTs (NMTs 1 and 2 for runway 27 departures, and NMTs 3 and 4 for runway 09 departures).
- The flyover noise level for a given departure is defined as the $L_{Amax,s}$ noise level measured at the relevant NMT (NMT 5 for runway 27 departures, and NMT 6 for runway 09 departures).
- The measured noise levels are compared with the thresholds given in Table 1.
- If the Fixed Penalty Limit is exceeded, the airline responsible is fined £600[3] per dB(A) of exceedance, and one credit point is removed from the airline's credit account.
- If the Fixed Penalty Limit is not exceeded, but the Credit Removal Threshold is, one credit point is removed from the airline's credit account.
- If the Credit Award Threshold is not exceeded, one credit point is added to the airline's credit account.
- An airline may avoid a fixed penalty or credit removal for a particular flight, if they are able to provide a reasonable explanation for the noisy departure. Each exceedance event is considered on a case by case basis to establish whether or not a penalty or credit removal is applied.
- An airline's credit account is reset to zero at the beginning of each calendar year.
- The current provisional penalty and credit limits are set out in Table 1 below although these are currently under review as part of the first review process held following 6 months of operation of the scheme. This is discussed further in section 4.2.

[3] Fines are not payable for the first year of operation of the scheme

Threshold Description	Aircraft Category	Runway 09		Runway 27	
		Sideline Noise Level	Flyover Noise Level	Sideline Noise Level	Flyover Noise Level
Fixed Penalty Limit	Turbofans	90	84	93	85
	Turboprops	82	78	85	80
Credit Removal Threshold	Turbofans	-	81	-	82
	Turboprops	-	75	-	77
Credit Award Threshold	Turbofans	-	73	-	72
	Turboprops	-	69	-	68

N.B. All noise limits are expressed as dB $L_{Amax,s}$

Table 1: IPS Fixed Penalty Noise Limits and Credit Thresholds (Provisional)

4.2 Scheme Review

The NOMMS IPS is subject to a review at the end of the first six months of operation, and again at the end of the first year of operation, and annually thereafter. The review shall consider amongst other matters, the efficacy of the noise limits and threshold values, the suitability of the financial penalty, and the effectiveness of the noise threshold system as a component of the LCA NOMMS scheme. Written agreement shall be received from LBN prior to the introduction of any modifications to the system.

The first six-month review of the IPS has been carried out and submitted to LBN for approval. Alternative noise limits have been proposed as part of this review, to make the scheme more equitable. These have been agreed in principle with LBN and formal agreement is expected in June 2017.

4.3 Reporting

Appendix 2 of this report gives the number of fixed penalties, credit removals and credit awards for 2017, split by airline and aircraft type.

4.4 Previous Scheme

Prior to the implementation of the new IPS, the airport operated a different penalties and incentives system to control noise from departing aircraft at the airport. This system used measured noise data from the airport's Noise and Track Keeping (NTK) system to identify "noisy" and "quiet" aircraft departures to which penalty and credit points are assigned

respectively where appropriate. The incidence of 'noisy' or 'quiet' events are then reported to the relevant airline accordingly.

The system worked as follows:

The Mean Individual Departure Noise Level (MIDNL)[4] for each event was compared with the Mean Standard Annual Departure Noise Level (MSADNL)[5] for the relevant aircraft type established in the previous year of operations to determine a "noisy" departure and a "quiet" departure. Where an individual departure by an aircraft produced an MIDNL at least 4 dB greater than the MSADNL for the aircraft type, a noisy departure classification was given. Where an individual departure by an aircraft type produced an MIDNL at least 5 dB less than the MSADNL for the aircraft type, a quiet departure classification was given. The limits stated above were based on studies carried out by BAP and implemented following consultation with LBN.

The previous system of Incentives and Penalties as reported quarterly to LBN took a proactive approach in liaising with all airlines operating at the airport with regard to their performance. For example, where penalties were triggered, the airport wrote to the airline responsible to advise them of the particularly noisy departure and seek an explanation. Penalties and credits were also discussed at the twice yearly Pilots Forum, with performance reviewed with each airline. Each year the airport published a table of aircraft performance in the APR. Financial penalties were raised due to the effectiveness of the dialogue with airlines to improve performance; and the previous NTK system only accounted for sideline departure noise and needed to be improved to ensure a more equitable scheme before financial penalties or incentives could be introduced.

On a quarterly basis, the airport was required to report to the local authority the number of penalty and credit points established with respect to each airline's operations. Appendix 2 of this report sets out the number of penalties and credits identified per month during the period between 1st January and 17th August 2017, after which the scheme ceased to operate.

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[4] MIDNL – The average of the corrected measured noise levels obtained at a pair of microphones at the end of the runway over which a particular aircraft departs. Corrections are applied to account for the fact that three out of four microphones cannot be located at the required position of 300m sideline and 2000m from start of roll, and for local reflection effects.

[5] MSADNL –The arithmetic average of all the MIDNL's for a given aircraft type obtained at both gateway pairs of monitors during the 12 months of the annual categorisation year excluding those departures for which a noisy or quiet classification was given during that year.

In 2017 (1 Jan – 17 August), the best performing aircraft in terms of the most net credits was the Dornier 328 Jet operated by Sun Air. The worst performer, with the most penalties, was the Hawker H25B, operated by NetJets.

5.0 CONTROL OF GROUND NOISE

5.1 General

The Airport seeks to ensure as far as reasonably practicable that every aircraft operator adopts the operating practice which generates the least amount of noise from aircraft taxiing, manoeuvring or holding on stand, at the runway, and prior to take off, subject to the requirement of ensuring the safe operation of the aircraft at all times, all in accordance with the procedures set out in the Ground Engine Running Strategy in compliance with CADP1 Planning Condition 48. This should involve the minimum power settings necessary and, in the case of propeller aircraft, pitch settings should as far as possible be those which produce the least propeller noise.

The introduction of nose-in parking at LCA is currently under consideration. This procedure is expected to have a negligible effect on the future ground noise levels around LCA. This is because in general terms, the ground noise generated by an aircraft parking and departing a stand when nose in manoeuvring will differ little, albeit it will be possibly marginally less at a receptor, as compared to when self-manoeuvring. It will be reviewed under the Ground Engine Running Strategy in compliance with CADP1 Condition 48 and assessed in the Ground Noise Study in compliance with CADP1 Condition 55.

An Electronic Flight Progress Strips (EFPS) system has been installed at LCA which provides the ability to monitor the time that aircraft operate engines on the ground, from engine start-up until the time of departure and following the time of landing until engine shut-down. The time of any engine ground running on the apron for maintenances is also monitored. Any excessive or unnecessary operation of aircraft engines is investigated by the airport.

5.2 Ground Engine Running Strategy

Ground engine running relates to the use of aircraft engines from the time of engine start-up prior to departure, during taxiing and during holding, to the time of departure. Similarly, it relates to the time following an aircraft arrival from the time when it has reduced to taxiing speed on the runway, or when the aircraft turns off the runway, whichever occurs first, to the time when an aircraft switches off its engines on a stand.

The Ground Engine Running Strategy requires that ground engine running by aircraft is to be undertaken with the minimum amount of power and for the minimum amount of time as practically possible (except when operational or safety requirements dictate otherwise) to reduce noise emissions from the use of aircraft engines while on a stand, while taxiing or while holding at any point around the airport, all in accordance with procedures and requirements set out in AOI 06 Apron Management.

The following parameters are required to be reported in this report under the strategy:

5.2.1 Average Engine Running time on Stands (ERS)

This is the time taken for an aircraft to operate its engines, once approval to start has been given, to the time of pushback from the stand, and is required to be reported for each airline and aircraft type, with a target to keep it below 7.5 minutes on average.

Where ERS times are found to exceed 7.5 minutes on average over a quarter on a regular basis for a given aircraft type and airline, the relevant airline will be contacted to seek an explanation and to identify ways of ensuring ERS time is reduced as far as practicable.

A fault with the EFPS system meant that the pushback time has not been recorded for much of August to December 2017. This has now been rectified and the information is currently being recorded. The available data for 2017 is presented in Appendix 3. An alert system has been put in place to flag if the data isn't being collected in the future.

Although the overall average ERS time for 2017 was 6 minutes and 46 seconds, there were eight airline/aircraft combinations which operated at least one departure per week which on average exceeded an average ERS time of 7.5 minutes.

The airlines involved will be contacted by the airport to seek an explanation and to identify ways of ensuring ERS time is reduced as far as practicable.

5.2.2 Average Taxi Time on Arrival (TTA)

This is the time between an aircraft arriving at LCA and the time it arrives on the stand. This information is recorded in the EFPS. The average time by aircraft type and airline is given in Appendix 3.

The overall average TTA for 2017 across all aircraft was 3 minutes and 28 seconds.

5.2.3 Average Taxi Time on Departure (TTD)

This is the difference between the time of pushback on the stand and the time of departure. This information should be recorded by the EFPS, but as explained above, was not recorded

for much of 2017. The available data is presented in Appendix 3. An alert system has been put in place to flag if the data isn't being collected in the future.

The overall average TTD across all aircraft was 5 minutes and 23 seconds.

5.2.4 Average Hold Time (HT)

This is the time that departing aircraft are held at a remote hold position. Hold time is recorded at other airports where remote holds are available. This is an area used where an aircraft is held off stand during a departure if (for example) the flight plan expires or the flight is delayed for another reason. This frees up the stand to allow other arriving aircraft to disembark. LCA have no such remote hold points so this measure isn't relevant.

5.3 Ground Running of Engines for Testing and Maintenance Purposes

The ground running of engines is required for testing and maintenance purposes. The airport is required to ensure that the noise level arising from aircraft ground running does not exceed the Ground Running Noise Limit of 60 dB $L_{Aeq,12h}$.

The running of aircraft engines is permitted only during the approved operating times for the airport. The running of engines at high power settings for the purposes of test and maintenance is carried out in accordance with the Ground Running Testing and Maintenance Strategy in compliance with CADP1 Conditions 49 and 50. Aircraft operators wishing to carry out high power engine runs must obtain prior approval from the Airfield Operations Duty Manager. Approval to start the engine run is given by ATC. All high powered engine runs must take place in the engine ground running location.

The airport records written details of ground running including details of the number, duration and power settings of ground runs (High and Low) and the types of aircraft involved.

In the event that measurements and calculations identify that noise generated by running of aircraft engines has or is likely to approach within 1 dB of the Ground Running Noise Limit, LCA shall take such action as necessary, for example undertaking ground running on an alternative stand, instead of or in addition to Stand 24, determined as described in Appendix D2 of NOMMS, to prevent exceedance of the Ground Running Noise Limit.

In the event that the Ground Running Noise Limit has been exceeded proposals will be submitted to the Council for their approval for the carrying out of measures to ensure that Ground Running complies with the Ground Running Noise Limit and such approved measures shall be carried out in accordance with the approved time scale, all in accordance with the Ground Running Noise Limit Strategy.

Appendix 4 of this report sets out the official record of ground running of engines for test and maintenance for the year 2017 (Table 1), the summary of high power running for the same period (Table 2), and the prediction of ground running noise for comparison with the Ground Running Noise Limit (Table 3). In 2017 LCA's ground running noise level was 56.8 dB $L_{Aeq,12h}$ which is 3.2 dB below the Ground Running Noise Limit of 60 dB $L_{Aeq,12h}$. Therefore no further action is required.

6.0 AIRPORT CONSULTATIVE COMMITTEE

The airport holds regular quarterly meetings with the London City Airport Consultative Committee (LCACC). The body of the committee is made up of representatives from the Council, public bodies, the airport and airport users, representatives for residents of local and neighbouring communities and non-voting attendees (present to provide advice to members as required, i.e. Metropolitan Police, Department for Transport).

The meetings are open and the committee's agendas and minutes are widely circulated and available on the LCACC website[6]. The meetings include reports on developments at the airport including changes in routes, flight and passenger numbers. There is a standing item on environmental issues including complaints, enquiries, noise monitoring and management and other requirements of the planning permission and Section 106 Agreement.

7.0 ANNUAL NOISE CONTOURS

The following noise contours are required to be produced as part of the APR, in order to assess eligibility under the various sound insulations schemes run by the airport. They are presented elsewhere:

- Actual average mode summer daytime for 2017
- Forecast average mode summer daytime for 2018
- Forecast average mode summer daytime for 2018, factored to account for the typical differences between the forecast and actual movements (referred to as "forecast reduced")

[6] http://lcacc.org/meeting-papers-key-documents/recent-minutes-of-meetings/

These noise contours are all produced at values of 57, 63, 66, and 69 dB $L_{Aeq,16h}$. Additionally, the 54 dB $L_{Aeq,16h}$ contour is shown for the 2017 contour for information purposes, at the request of third parties during the CADP1 planning inquiry.

8.0 AUXILIARY POWER UNITS

A number of aircraft using the airport require from time to time the use of their onboard auxiliary power units (APUs). The needs for usage of these power units as opposed to portable ground power units or the airport's fixed electrical power are varied.

The obvious need is to condition the aircraft cabin when temperatures become uncomfortable as fixed electrical power cannot normally be used for that purpose. In this case, the airport policy is that the maximum running time for an APU should not exceed 10 minutes prior to departure. Permitted use of the APU is contained in Airside Information Notice (AIN) 26/16.

The other need arises when there is an incompatibility between aircraft systems and the fixed electrical power supply. The need to maintain the same source of supply to avoid interference with aircrafts' on board computer systems has been raised by users. There is also the rare occurrence where for technical reasons the airport's fixed electrical supply is not available.

The airport has fixed electrical ground power (FEGP) at Stands 1-10 and 15. As previously advised in the APR and in discussions with London Borough of Newham (LBN), Stands 21-24 will be upgraded as part of the City Airport Development Programme (CADP) and a feasibility study to install FEGP on stands 12-14 has been submitted to LBN as per the airport's Air Quality Action Plan 2016-2018.

London City Airport currently has 9 mobile diesel ground power units (MGPUs) in operation, the oldest of which has had an engine rebuild so that it meets current European standards. These MGPUs service Stands 12-14 and 21-24 and other stands where necessary. Results from noise testing has shown that all units comply with the noise criteria set for mobile ground servicing equipment detailed within the IATA 910 – *Airport Handling Manual*[7].

Appendix 5 sets out details of the aircraft that require use of their auxiliary power units (APU) to supplement the fixed ground power that is provided by the airport when an aircraft is on a stand on the apron.

[7] The standard is set that at a distance of 4.6 m, measured from the perimeter for the equipment, noise levels should be less than 85 dB.

9.0 REVERSE THRUST

The use of reverse thrust on the landing roll should be kept to the minimum required for the necessary deceleration of the aircraft and within the limits of the airline's standard operating procedures.

A new requirement as part of the CADP1 planning consent is that any instance of unusual or excessive use of thrust reversers will be investigated by way of reference to noise data collected at NMT 7 by the airport and a report generated by the airport.

Noise events at NMT 7 are triggered by arriving aircraft. These are then correlated with the aircraft movement data. Many of these noise events are caused by arrivals which did not use reverse thrust, particularly those using runway 09. The loudest events will be investigated to determine whether there were cases of unusual of excessive use of reverse thrust. When this is found to have been the case, the airport will contact the airline and seek an explanation in order to minimise future occurrences.

Work is currently ongoing to determine reasonable noise parameters to define "unusual or excessive" use of reverse thrust. This is expected to be completed in June 2017.

The 2017 measured noise levels at NMT7, which became operational in August, are presented in Appendix 6 for reference.

10.0 SOUND INSULATION SCHEME

LCA are required to mitigate the impact of environmental noise on residential premises and public buildings as a result of Airport operations. The Sound Insulation Scheme (SIS) offers the communities living close to the airport within the Scheme boundaries the opportunity to treat their homes and community buildings against noise.[8]

[8] The full details of the Scheme (with CADP1) are documented within Annexures 2, 7 and 12 of the Section 106 Agreement dated 27th April 2016. A summary of the previous scheme (documented in the Fourth and Ninth Schedules of the Section 106 Agreement dated 9 July 2009) and the upgraded scheme that is to be introduced as part of the CADP1 development is provided below.

Lists of the properties that have become newly eligible for each of the schemes are contained in Appendix 7. These lists are provisional and subject to refinement based on the existing insulation already in place at each individual property.

A description of the various schemes is given below.

The airport previously operated a sound insulation scheme comprising a two tier system. Residential and Public Buildings became eligible under the scheme, subject to when they were built, when first exposed to air noise at the First Tier Eligibility Criterion of 57 dB $L_{Aeq,16h}$. Additional mitigation was offered at air noise exposure levels of 66 dB $L_{Aeq,16h}$.

As part of the CADP1 development, the airport has improved the first tier of works, introduced an intermediate tier of treatment, and also upgraded the second tier to further protect those Residential and Public Buildings most affected by noise. The enhanced sound insulation scheme under CADP1 for Residential Buildings is summarised below.

Scheme	Threshold ($L_{Aeq,16h}$)	Enhanced Scheme under CADP1
First Tier	57 dB	100% costs of secondary glazing or 100% costs of DG to existing single glazed properties, and acoustic vents
Intermediate Tier	63 dB	Secondary glazing and acoustic vents or £3000 towards HPDG and acoustic vents
Second Tier	66 dB	100% costs of secondary glazing or HPDG in place of only a contribution to HPDG, and acoustic vents

DG – Standard thermal double glazing, HPDG – High (Acoustic) Performance double glazing

Table 2: Sound Insulation Schemes – Residential Buildings

The first tier of works has been improved by ensuring any existing single glazed properties that are eligible under the scheme will be offered 100% of the cost for replacement standard thermal glazed windows or secondary glazing, whichever is preferred. Previously, only secondary glazing and acoustic vents were available to these single glazed properties. Residential premises in general will continue to be offered sound attenuating ventilators (acoustic ventilation) to provide background ventilation without the need to open windows.

Under the new intermediate tier works, for those residential properties that are already or become exposed to air noise at a level of 63 dB $L_{Aeq,16h}$, an offer of secondary glazing and acoustic ventilation will be made or alternatively, a contribution of £3,000 towards high

performance acoustic double glazing and acoustic vents. Under this scheme, residents who prefer the high performance double glazing option may choose to treat only one or two rooms, such as those most affected by aircraft noise, as opposed to all rooms, to remain within the £3,000 budget available or they may use the £3,000 as a contribution towards more extensive works. Furthermore, this additional tier of works will be eligible to all existing dwellings exposed currently to 63 dB or more as well as any existing dwellings that come into the eligibility noise contour in the future.

For those most affected, that is those that become exposed to air noise at the Second Tier Eligibility Criterion of 66 dB $L_{Aeq,16h}$, they were previously offered improved secondary glazing or a monetary contribution of equivalent value towards high acoustic performance thermal double glazing, together with acoustic ventilation. The airport has enhanced the scheme to offer improved secondary glazing or a 100% contribution towards high performance double glazing, together with acoustic ventilation. This ensures that all of those most affected by noise are afforded the maximum noise protection opportunity. The airport will also inspect any previous treatments and rectify any damage caused by reasonable wear and tear.

The eligibility contours are currently produced every year as part of the Annual Performance Report. The scheme is delivered to eligible properties in accordance with a timescale agreed with the local authority and set out in detail in the Section 106 agreement. The timescales for treatment are devised as far as reasonably possible to ensure that the scheme will be delivered and in place by the time that residents become exposed to noise of 57 dB $L_{Aeq,16h}$ based on an average summer day. Second Tier and Intermediate Tier properties that are exposed to higher levels of noise will be treated as a priority in the new scheme.

The noise contours are produced annually (using actual summer-period operational data), compliant with approved European calculation methodology. The noise contours are used, along with information on when the properties were built, to determine eligibility for sound insulation treatment.

The sound insulation requirements of all public buildings in community use within the 57, 63 and 66 dB $L_{Aeq,16h}$ noise contours are assessed individually, based on the use of the building, the current and future levels of aircraft noise and recommended internal noise standards, and works agreed as necessary with the local authority.

In addition to the above, all properties that have been treated under the scheme will be inspected on a ten yearly basis after initial installation of any treatment, and provided they have not been altered, rectification works will be carried out as necessary to ensure the sound insulation standard does not decline over time.

Where new properties are granted planning consent within the airport's noise contours, the airport will encourage local planning authorities to incorporate published noise contours into decisions on new residential development, with a view to ensuring that acceptable noise levels will be achieved within new homes and other noise sensitive developments through the use of reasonable, robust and enforceable design standards.

10.1 Purchase Scheme

Any eligible properties that fall within the 69 dB $L_{Aeq,16h}$ noise contour will receive an offer from the airport to purchase the property at the open market value within 6 months of the owner/occupier making an application for the airport to do so[9].

Any properties that are found to lie within the current 69 dB $L_{Aeq,16h}$ noise contour will be identified and contacted in accordance with the Purchase Scheme's requirements.

10.2 Re-Inspection Scheme

For those eligible residential properties that were treated under the scheme at least 10 years ago, a free inspection is offered and rectification works undertaken where appropriate to ensure that the standard of sound insulation does not decline over time[10].

11.0 AIRCRAFT MOVEMENT NUMBERS

Conditions 21 to 27 of the planning permission of July 2016, which are reproduced in Appendix 8, detail the maximum number of actual and noise factored movements that are permitted at the airport.

All aircraft operating at LCA are required to be categorised by their departure noise levels into one of five noise categories. Only aircraft which have been approved by the Council and have

[9] The full details of the Scheme are documented within Annexure 5 of the Section 106 Agreement dated 27 April 2016 (with CADP1) and within Part 12 of the Fourth Schedule and Part 14 of the Ninth Schedule to the Section 106 Agreement dated 9 July 2009 (without CADP1).

[10] The full details of the Scheme are documented within Annexure 6 of the Section 106 Agreement dated 27 April 2016 (with CADP1) and Part 1 of the Fourth Schedule to the Section 106 Agreement dated 9 July 2009 (without CADP1).

been categorised in this manner, provisionally or otherwise, are permitted to land or depart the airport (excepting emergencies).

The 2016 planning permission allows up to 111,000 total aircraft movements per annum, including both scheduled and general aviation aircraft. The planning permission also contains specific limits on daily and weekly movements, as well as limits on the numbers of noise factored movements.

The airport is also required to record the numbers and types of aircraft that use the airport daily and submit aggregate figures to the Council on a quarterly basis. The daily records for the number of aircraft movements and noise factored movements in 2017 are presented in Appendix 9, where they are compared with the relevant daily, weekly and annual limits.

Appendix 9 also presents the number of aircraft movements that took place each day during the restricted early morning periods of 06:30 to 06:44 hours and 06:30 to 06:59 hours, during the last operating period (late evening) of weekdays and Sundays from 22:00 to 22:30 hours and on Saturdays from 12:30 to 13:00 hours.

The data shows that throughout 2017, LCA has operated within its planning consent with regard to the number of daily and annual aircraft movements, including those during early morning and late evening periods, as well as weekly and annual noise factored movements.

Nick Williams
for Bickerdike Allen Partners

Peter Henson
Partner

Bickerdike
Allen
Partners
Architecture
Acoustics
Technology

APPENDIX 1

NTK Status Reports

DATE	NMT1 Operational	NMT2 Operational	NMT3 Operational	NMT4 Operational	NMT5 Operational	NMT6 Operational
01/01/2017	Yes	Yes	Yes	Yes	-	-
02/01/2017	Yes	Yes	Yes	Yes	-	-
03/01/2017	Yes	Yes	Yes	Yes	-	-
04/01/2017	Yes	Yes	Yes	Yes	-	-
05/01/2017	Yes	Yes	Yes	Yes	-	-
06/01/2017	Yes	Yes	Yes	Yes	-	-
07/01/2017	Yes	Yes	Yes	Yes	-	-
08/01/2017	Yes	Yes	Yes	Yes	-	-
09/01/2017	Yes	Yes	Yes	Yes	-	-
10/01/2017	Yes	Yes	Yes	Yes	-	-
11/01/2017	Yes	Yes	Yes	Yes	-	-
12/01/2017	Yes	Yes	Yes	Yes	-	-
13/01/2017	Yes	Yes	Yes	Yes	-	-
14/01/2017	Yes	Yes	Yes	Yes	-	-
15/01/2017	Yes	Yes	Yes	Yes	-	-
16/01/2017	Yes	Yes	Yes	Yes	-	-
17/01/2017	Yes	Yes	Yes	Yes	-	-
18/01/2017	Yes	Yes	Yes	Yes	-	-
19/01/2017	Yes	Yes	Yes	Yes	-	-
20/01/2017	Yes	Yes	Yes	Yes	-	-
21/01/2017	Yes	Yes	Yes	Yes	-	-
22/01/2017	Yes	Yes	Yes	Yes	-	-
23/01/2017	Yes	Yes	Yes	Yes	-	-
24/01/2017	Yes	Yes	Yes	Yes	-	-
25/01/2017	Yes	Yes	Yes	Yes	-	-
26/01/2017	Yes	Yes	Yes	Yes	-	-
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09/02/2017	Yes	Yes	Yes	Yes	-	-
10/02/2017	Yes	Yes	Yes	Yes	-	-
11/02/2017	Yes	Yes	Yes	Yes	-	-
12/02/2017	Yes	Yes	Yes	Yes	-	-
13/02/2017	Yes	Yes	Yes	Yes	-	-
14/02/2017	Yes	Yes	Yes	Yes	-	-
15/02/2017	Yes	Yes	Yes	Yes	-	-

DATE	NMT1 Operational	NMT2 Operational	NMT3 Operational	NMT4 Operational	NMT5 Operational	NMT6 Operational
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DATE	NMT1 Operational	NMT2 Operational	NMT3 Operational	NMT4 Operational	NMT5 Operational	NMT6 Operational
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DATE	NMT1 Operational	NMT2 Operational	NMT3 Operational	NMT4 Operational	NMT5 Operational	NMT6 Operational
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17/08/2017	Yes	Yes	Yes	Yes	-	-
18/08/2017	Yes	Yes	Yes	Yes	-	-

DATE	NMT1 Operational	NMT2 Operational	NMT3 Operational	NMT4 Operational	NMT5 Operational	NMT6 Operational
19/08/2017	Yes	Yes	Yes	Yes	-	-
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22/08/2017	Yes	Yes	Yes	Yes	-	-
23/08/2017	Yes	Yes	Yes	Yes	-	-
24/08/2017	Yes	Yes	Yes	Yes	-	-
25/08/2017	Yes	Yes	Yes	Yes	-	-
26/08/2017	Yes	Yes	Yes	Yes	-	-
27/08/2017	Yes	Yes	Yes	Yes	-	-
28/08/2017	Yes	Yes	Yes	Yes	-	-
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07/09/2017	Yes	Yes	Yes	Yes	-	-
08/09/2017	Yes	Yes	Yes	Yes	-	-
09/09/2017	Yes	Yes	Yes	Yes	-	-
10/09/2017	Yes	Yes	Yes	Yes	-	-
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12/09/2017	Yes	Yes	Yes	Yes	-	-
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15/09/2017	Yes	Yes	Yes	Yes	-	-
16/09/2017	Yes	Yes	Yes	Yes	-	-
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30/09/2017	Yes	Yes	Yes	Yes	-	-
01/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
02/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
03/10/2017	Yes	Yes	Yes	Yes	Yes	Yes

DATE	NMT1 Operational	NMT2 Operational	NMT3 Operational	NMT4 Operational	NMT5 Operational	NMT6 Operational
04/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
05/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
06/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
07/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
08/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
09/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
10/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
11/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
12/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
13/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
14/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
15/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
16/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
17/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
18/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
19/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
20/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
21/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
22/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
23/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
24/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
25/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
26/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
27/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
28/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
29/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
30/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
31/10/2017	Yes	Yes	Yes	Yes	Yes	Yes
01/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
02/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
03/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
04/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
05/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
06/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
07/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
08/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
09/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
10/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
11/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
12/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
13/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
14/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
15/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
16/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
17/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
18/11/2017	Yes	Yes	Yes	Yes	Yes	Yes

DATE	NMT1 Operational	NMT2 Operational	NMT3 Operational	NMT4 Operational	NMT5 Operational	NMT6 Operational
19/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
20/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
21/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
22/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
23/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
24/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
25/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
26/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
27/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
28/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
29/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
30/11/2017	Yes	Yes	Yes	Yes	Yes	Yes
01/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
02/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
03/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
04/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
05/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
06/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
07/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
08/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
09/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
10/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
11/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
12/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
13/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
14/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
15/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
16/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
17/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
18/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
19/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
20/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
21/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
22/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
23/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
24/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
25/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
26/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
27/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
28/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
29/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
30/12/2017	Yes	Yes	Yes	Yes	Yes	Yes
31/12/2017	Yes	Yes	Yes	Yes	Yes	Yes

A summary of the correlation rate for each month of 2017 is given in Table 2 below. In order to calculate the rate of correlation, the number of aircraft movements correlated has been compared against the number of operations at London City Airport during the same period. It has been assumed that the number of arrivals and departures each constitute 50% of the total number of operations.

Month	No. Operations	No. Correlated Departures (Sideline)	No. Correlated Departures (Flyover)	No. Correlated Arrivals
January	6223	2975 (96%)	-	-
February	6639	2893 (87%)	-	-
March	7612	3319 (87%)	-	-
April	6362	3138 (99%)	-	-
May	7154	3399 (95%)	-	-
June	7116	3040 (85%)	-	-
July	6621	3222 (97%)	-	-
August	6489	3051 (94%)	-	-
September	6747	3357 (100%)	-	-
October	7081	3499 (99%)	3238 (91%)	3199 (90%)
November	6783	3379 (100%)	3139 (93%)	3200 (94%)
December	5472	2728 (100%)	2505 (92%)	2460 (90%)
Total	**80299**	**38000 (95%)**	**8882 (92%)**	**8859 (92%)**

Table 2 – 2017 Monthly summary of correlation rate

Quarter	Operational Summary
January – March	During the quarterly period from 1st January 2017 to 31st March 2017, NMTs 1-4 were fully operational. A total of 9,187 departure events were successfully recorded and a correlation rate of 90% was achieved.
April – June	During the quarterly period from 1st April 2017 to 30th June 2017, NMTs 1-4 were fully operational. A total of 9,577 departure events were successfully recorded and a correlation rate of 93% was achieved.
July – September	During the quarterly period from 1st July 2017 to 30th September 2017, NMTs 1-4 were fully operational. A total of 9,630 departure events were successfully recorded and a correlation rate of 97% was achieved.
October – November	During the quarterly period from 1st October 2017 to 31st December 2017, NMTs 1-6 were fully operational. A total of 27,347 departure events were successfully recorded and a correlation rate of 94% was achieved.

Table 3 – 2017 Quarterly operations summary

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APPENDIX 2

Penalties and Incentives

The following table summarises the number of flights that incurred fixed penalties, credit removals and credit awards in the period between 18th August 2017 to 31st December 2017, by airline and aircraft type. Additionally, the total value of fixed penalties accrued and the residual number of credits are presented.

Airline Code	Aircraft Type	Penalty Awards	Fines Payable (£)	Credit Removals	Credit Awards	Total Credits
ABP	E135	0	0	0	3	3
ABP	FA7X	0	0	0	1	1
ADN	LJ45	0	0	0	1	1
AHO	C25B	0	0	0	3	3
AHO	C56X	0	0	0	11	11
AOJ	C25A	0	0	0	1	1
ASJ	C510	0	0	0	2	2
AUR	AT45	0	0	0	6	6
AUR	AT72	0	0	0	1	1
AWU	C25A	0	0	0	5	5
AZA	E190	1	1200	-1	43	41
BAW	A318	0	0	0	10	10
BCI	AT42	1	600	-1	14	12
BCI	AT72	0	0	0	3	3
BCY	AT45	0	0	0	18	18
BCY	RJ85	0	0	-49	0	-49
BEE	DH8D	0	0	-6	488	482
BFD	F2TH	0	0	0	1	1
BKK	C510	0	0	0	8	8
CAZ	FA7X	0	0	0	8	8
CFE	E170	3	2400	-4	11	4
CFE	E190	6	3600	0	44	38
CFE	RJ85	0	0	-1	0	-1
CFE	SB20	0	0	0	102	102
CLF	C25A	0	0	0	2	2
DBE	F2TH	0	0	0	3	3

Airline Code	Aircraft Type	Penalty Awards	Fines Payable (£)	Credit Removals	Credit Awards	Total Credits
DBO	F2TH	0	0	0	3	3
DCA	C56X	0	0	0	8	8
DCA	C680	0	0	0	5	5
DCH	C680	0	0	0	3	3
DCQ	C56X	0	0	0	1	1
DCS	C56X	0	0	0	1	1
DIM	C25A	0	0	0	1	1
DLH	E190	0	0	0	16	16
EFD	C680	0	0	0	3	3
ENZ	RJ85	0	0	0	1	1
ETI	C56X	0	0	0	6	6
FHF	GLEX	0	0	0	3	3
FHM	FA7X	0	0	0	1	1
FHS	C510	0	0	0	1	1
FHV	FA7X	0	0	0	1	1
FPG	FA7X	0	0	0	1	1
FXR	P180	2	1200	-3	0	-3
FYG	FA7X	0	0	0	2	2
FYG	GLEX	0	0	0	2	2
GAC	C510	0	0	0	49	49
GDK	C56X	0	0	0	2	2
GRH	E135	0	0	0	1	1
GRN	CL60	0	0	0	2	2
HBJ	CL60	0	0	0	2	2
HTM	C56X	0	0	0	3	3
IJM	GLEX	0	0	0	2	2
ITA	C680	0	0	0	1	1
KLM	E190	0	0	-1	41	40
KLM	RJ85	0	0	-8	1	-7

Airline Code	Aircraft Type	Penalty Awards	Fines Payable (£)	Credit Removals	Credit Awards	Total Credits
LEA	C25B	0	0	0	4	4
LGL	DH8D	0	0	-1	322	321
LNX	C550	0	0	0	3	3
LNX	CNJ	0	0	0	1	1
LXA	E135	0	0	0	2	2
LXG	C25B	0	0	0	2	2
MDT	C680	0	0	0	1	1
MMD	F2TH	0	0	0	1	1
N54	FA7X	0	0	0	1	1
NJE	C56X	0	0	0	117	117
NJE	C680	0	0	0	1	1
NJE	GLEX	0	0	0	4	4
NJE	H25B	0	0	0	45	45
NOH	B462	0	0	0	1	1
OEG	C56X	0	0	0	3	3
OOA	CNJ	0	0	0	1	1
OOF	C25B	0	0	0	1	1
OOP	C510	0	0	0	1	1
PNC	C56X	0	0	0	1	1
RBB	FA7X	0	0	0	1	1
SER	C56X	0	0	0	1	1
SHE	FA7X	0	0	0	29	29
SPG	E135	0	0	0	2	2
SRK	D328	0	0	0	21	21
SRK	SB20	0	0	0	33	33
SUA	C56X	0	0	0	1	1
SUI	C56X	0	0	0	1	1
SUS	J328	0	0	0	53	53
SWR	BCS1	0	0	0	78	78

Airline Code	Aircraft Type	Penalty Awards	Fines Payable (£)	Credit Removals	Credit Awards	Total Credits
SWR	E190	1	600	0	37	36
SXN	C510	0	0	0	1	1
SXN	H25B	0	0	0	1	1
TAP	E190	1	600	-1	4	2
TVS	C680	0	0	0	2	2
VPB	FA7X	0	0	0	1	1
WGT	FA7X	0	0	0	4	4
WLM	F50	0	0	0	100	100
XGO	P180	9	5400	-11	0	-14
XJC	C550	0	0	0	1	1
Total		**24**	**15600**	**-87**	**1835**	**1732**

The table below summarises the penalties and credits accrued in the period between 1st January 2017 and 17th August 2017, under the previous scheme, by month and aircraft type.

JANUARY 2017

Aircraft Type	Noisy Events	Quiet Events
C56X	1	2
DH8D	0	1
E170	1	5
E190	1	12
F2TH	1	0
H25B	1	0
J328	0	4

FEBRUARY 2017

Aircraft Type	Noisy Events	Quiet Events
AT45	1	0
C56X	0	1
E170	0	1
E190	0	11
FA7X	1	0
H25B	3	0
J328	0	1

MARCH 2017

Aircraft Type	Noisy Events	Quiet Events
C25A	1	0
C25B	1	0
C550	0	1
C56X	0	2
E170	1	0
E190	0	7
FA7X	1	0
H25B	6	0
J328	1	0

APRIL 2017

Aircraft Type	Noisy Events	Quiet Events
C56X	0	5
D328	2	0
E190	0	5
H25B	3	0
J328	0	2

MAY 2017

Aircraft Type	Noisy Events	Quiet Events
C25A	2	0
C25B	1	0
C56X	2	1
C680	0	1
E170	1	0
E190	3	3
F2TH	0	1
H25B	4	0
J328	0	4
RJ85	1	0

JUNE 2017

Aircraft Type	Noisy Events	Quiet Events
C25A	1	0
C25B	1	0
C56X	2	1
E135	0	1
E170	5	0
E190	2	3
FA7X	1	0
GLEX	0	2
H25B	6	0
J328	1	9

JULY 2017

Aircraft Type	Noisy Events	Quiet Events
C25A	2	0
C25B	1	0
C56X	4	0
C680	1	0
CNJ	1	0
E170	11	0
E190	23	0
GLEX	1	0
H25B	2	0
J328	0	2
RJ85	2	

AUGUST 2017

Aircraft Type	Noisy Events	Quiet Events
C56X	2	0
E170	8	0
E190	12	0
GLEX	1	0
H25B	2	0
RJ85	1	0

The following table shows the number of residual penalties incurred in 2017 (1st January – 17th August), ranked by airline and aircraft type.

Airline	Aircraft Type	# Residual Penalties
NJE NetJets Transportes Aereos	H25B	27
CFE BA CityFlyer	E170	21
CFE BA CityFlyer	E190	7
BCY CityJet	RJ85	4
CLF Bristol Flying Centre	C25A	3
SWR Swiss International Air Lines	E190	3
AWU Sylt Air	C25A	2
ETI	C56X	2
SUS Sun Air of Scandinavia	D328	2
AAB Abelag Aviation	FA7X	1
AHO Air Hamburg	C25B	1
BCY CityJet	AT45	1
DCU	C25B	1
ECC Eclair Aviation	C25A	1
EFD EFD Eisele Flugdienst GmbH	C680	1
FYG Flying Service	C25B	1
HTM HTM - Helicopter Travel Munich GmbH	C56X	1
LXG Air Luxor GB	C25B	1
MMN	FA7X	1
NJE NetJets Transportes Aereos	GLEX	1
NJE NetJets Transportes Aereos	C56X	1
NJE NetJets Transportes Aereos	CNJ	1
VPB Veteran Air	FA7X	1
XRO Exxaero	F2TH	1
DCA Dreamcatcher Airways	C680	-1
FHA	F2TH	-1
FYG Flying Service	GLEX	-1

Airline	Aircraft Type	# Residual Penalties
JTR Executive Aviation Services	C550	-1
LGL Luxair	DH8D	-1
LXA Luxaviation	C56X	-1
N28	E135	-1
VCG KNG Transavia Cargo	C56X	-1
KLM KLM Royal Dutch Airlines	E190	-2
AHO Air Hamburg	C56X	-3
AZA Alitalia	E190	-3
DLH Lufthansa	E190	-5
SUS Sun Air of Scandinavia	J328	-20

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APPENDIX 3

Summary of EFPS Data

The following table summarises the Engine Run on Stand (ERS), Taxi Time on Arrival (TTA), and Taxi Time on Departure (TTD) times for 2017, by airline and aircraft type. Airline and aircraft type combinations that operated less than once per week on average have been grouped in the "Other" category.

Aircraft Code	Airline	Count of TTA	Average of TTA (mm:ss)	Count of ERS	Average of ERS (mm:ss)	Count of TTD	Average of TTD (mm:ss)
A318	British Airways	282	04:05	192	06:34	192	05:04
AT42	Aurigny Air Services	281	03:28	223	08:25	223	05:17
AT42	Blue Islands	383	03:30	285	07:37	285	05:17
AT42	CityJet	771	03:04	613	07:20	613	04:58
AT72	Aurigny Air Services	154	04:04	130	08:17	130	05:36
AT72	Blue Islands	163	03:20	80	07:38	80	04:55
BCS1	Swiss International Air Lines	225	03:10	-	-	-	-
C510	Globe Air	106	02:49	49	09:05	49	06:14
C56X	NetJets Transportes Aereos	416	03:00	259	06:42	259	06:02
D328	Sky Work Airlines	105	03:06	64	06:31	64	04:25
D328	Sun Air of Scandinavia	-	-	42	07:40	42	05:17
DH8D	Flybe	4973	03:25	3390	06:29	3390	05:05
DH8D	Luxair	1798	03:07	1200	07:17	1200	05:01
E170	BA CityFlyer	5534	03:18	3621	06:36	3621	05:33
E190	Alitalia	1766	03:56	1173	05:31	1173	05:14
E190	BA CityFlyer	10978	03:31	7175	06:38	7175	05:27
E190	Lufthansa	893	03:43	593	06:58	593	05:41
E190	KLM Royal Dutch Airlines	996	03:59	530	06:16	530	05:07
E190	Swiss International Air Lines	1827	03:38	1158	06:42	1158	05:13
E190	TAP Portugal	107	04:05	-	-	-	-
E55P	NetJets Transportes Aereos	145	02:54	85	08:38	85	05:04

Aircraft Code	Airline	Count of TTA	Average of TTA (mm:ss)	Count of ERS	Average of ERS (mm:ss)	Count of TTD	Average of TTD (mm:ss)
F50	VLM Airlines	133	02:49	-	-	-	-
FA7X	Shell Aircraft	102	03:22	69	09:37	69	05:57
H25B	NetJets Transportes Aereos	253	02:51	177	06:30	177	05:44
J328	Sun Air of Scandinavia	459	03:59	289	07:03	289	05:58
RJ1H	Swiss International Air Lines	530	03:18	530	07:23	530	05:25
RJ85	CityJet	3657	03:37	2906	06:58	2906	05:34
RJ85	KLM Royal Dutch Airlines	673	03:01	371	06:50	371	05:08
SB20	BA CityFlyer	860	03:12	574	05:41	574	05:10
SB20	Sky Work Airlines	395	03:35	322	08:14	322	05:50
Other		1212	03:19	793	07:56	793	05:47
Total		**40177**	**03:28**	**26893**	**06:46**	**26893**	**05:23**

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APPENDIX 4

Ground Running of Engines

TABLE 1: OFFICIAL RECORD OF GROUND RUNNING OF ENGINES FOR TEST AND MAINTENANCE FOR THE YEAR 2017

MONTH	DATE	LOCATION	A/C ORIENTATION	TYPE OF RUN / POWER SET	A/C TYPE	REG	START TIME	STOP TIME	DURATION (hh:mm)
JANUARY	02/01/2017	Stand 5	Parked	Ground Idle	RJ85	EIRJF	14:19	14:27	00:08
JANUARY	07/01/2017	Abeam Stand 24	W	High Power	E190	GLCYU	10:03	10:32	00:29
JANUARY	11/01/2017	Stand 10	NW	High Power	E190	GLCYU	14:12	14:18	00:06
JANUARY	11/01/2017	Stand 24	W	High Power	E190	GLCYU	16:42	17:04	00:22
JANUARY	12/01/2017	Stand 23	NW	High Power	E190	GLCYU	12:32	13:10	00:38
JANUARY	14/01/2017	Stand 24	W	High Power	RJ85	EIRJU	07:41	07:47	00:06
JANUARY	14/01/2017	Stand 24	W	High Power	RJ85	EIRJU	07:51	07:56	00:05
JANUARY	15/01/2017	Stand 10	NW	Ground Idle	E190	GLCYT	12:37	12:40	00:03
JANUARY	15/01/2017	Stand 24	W	High Power	E190	GLCYU	13:25	13:37	00:12
JANUARY	15/01/2017	Stand 2	NW	Ground Idle	RJ85	EIRJE	18:06	18:09	00:03
JANUARY	18/01/2017	Stand 23	NW	Ground Idle	E170	GLCYI	15:01	15:05	00:04
JANUARY	18/01/2017	Stand 2	NW	Ground Idle	RJ85	EIRJR	16:53	16:56	00:03
JANUARY	22/01/2017	Stand 4	NW	Ground Idle	RJ1H	HBIYY	17:27	17:31	00:04
JANUARY	26/01/2017	Stand 12	NW	Ground Idle	RJ85	EIRJR	10:41	10:46	00:05
JANUARY	29/01/2017	Stand 22	NW	Ground Idle	DH8D	GJEDP	16:56	17:03	00:07
FEBRUARY	01/02/2017	Stand 1	NW	Ground Idle	RJ1H	HBIYW	20:30	20:35	00:05
FEBRUARY	02/02/2017	Stand 14	NW	Ground Idle	RJ1H	EIRJI	09:50	09:56	00:06
FEBRUARY	02/02/2017	Stand 12	NW	Ground Idle	RJ1H	HBIYW	12:38	12:42	00:04
FEBRUARY	02/02/2017	Stand 12	NW	Ground Idle	RJ1H	HBIYW	12:51	12:56	00:05
FEBRUARY	06/02/2017	Stand 10	NW	Ground Idle	E190	GLCYX	15:06	15:15	00:09
FEBRUARY	07/02/2017	Stand 9	NW	Ground Idle	RJ1H	HBIYQ	09:15	09:17	00:02
FEBRUARY	07/02/2017	Stand 1	NW	Ground Idle	RJ85	EIRJF	18:42	18:45	00:03
FEBRUARY	08/02/2017	Stand 4	Parked	Ground Idle	RJ85	EIRJI	17:20	17:35	00:15
FEBRUARY	09/02/2017	Stand 1	NW	Ground Idle	RJ85	EIRJE	18:50	18:56	00:06
FEBRUARY	09/02/2017	Stand 1	NW	Ground Idle	RJ85	EIRJE	19:08	19:11	00:03
FEBRUARY	11/02/2017	Stand 1	NW	Ground Idle	RJ85	EIRJN	06:58	06:59	00:01
FEBRUARY	12/02/2017	Stand 24	W	High Power	E190	GLCYW	16:53	17:12	00:19
FEBRUARY	13/02/2017	Stand 1	NW	Ground Idle	RJ85	EIRJR	21:13	21:14	00:01
FEBRUARY	16/02/2017	Stand 5	NW	Ground Idle	RJ85	EIRJI	11:51	11:55	00:04
FEBRUARY	16/02/2017	Stand 7	NW	Ground Idle	RJ85	EIRJZ	12:49	12:53	00:04
FEBRUARY	17/02/2017	Stand 24	W	High Power	E170	GLCYH	10:14	10:54	00:40
FEBRUARY	17/02/2017	Stand 24	W	High Power	E170	GLCYH	11:16	11:41	00:25
FEBRUARY	17/02/2017	Stand 24	W	High Power	E170	GLCYH	14:38	15:04	00:26
FEBRUARY	20/02/2017	Stand 24	W	High Power	RJ85	EIRJH	16:21	16:28	00:07
FEBRUARY	21/02/2017	Stand 13	NW	Ground Idle	RJ85	EIRJH	06:47	06:54	00:07
FEBRUARY	22/02/2017	Stand 24	NW	Ground Idle	DH8D	GPRPG	16:30	16:34	00:04
FEBRUARY	24/02/2017	Stand 7	NW	Ground Idle	DH8D	-	09:13	09:16	00:03
FEBRUARY	24/02/2017	Stand 1	NW	Ground Idle	RJ1H	EIROF	21:15	21:18	00:03
FEBRUARY	28/02/2017	Stand 2	NW	Ground Idle	RJ1H	EIRJI	10:48	10:57	00:09
MARCH	01/03/2017	Stand 8	NW	Ground Idle	E190	GLCYL	11:46	11:56	00:10
MARCH	01/03/2017	Stand 4	NW	Ground Idle	RJ85	EIRJI	12:55	13:12	00:17
MARCH	01/03/2017	Stand 24	W	High Power	E190	GLCYS	21:24	21:48	00:24
MARCH	02/03/2017	Stand 24	W	High Power	E190	GLCYS	11:24	11:34	00:10
MARCH	02/03/2017	Stand 1	NW	Ground Idle	E190	GLCYL	11:41	11:48	00:07
MARCH	03/03/2017	Stand 1	NW	Ground Idle	DH8D	GJECF	09:34	09:39	00:05
MARCH	03/03/2017	Stand 24	W	High Power	E190	GLCYR	13:43	14:05	00:22
MARCH	05/03/2017	Stand 24	W	High Power	E170	GLCYG	16:01	16:24	00:23
MARCH	07/03/2017	Stand 23	NW	Ground Idle	E190	GLCYM	13:06	13:11	00:05
MARCH	07/03/2017	JC	-	Ground Idle	-	D-UC	16:29	16:30	00:01
MARCH	08/03/2017	Stand 23	NW	Ground Idle	E190	GLCYM	11:49	11:53	00:04
MARCH	10/03/2017	Stand 2	NW	Ground Idle	E170	GLCYD	07:07	07:13	00:06
MARCH	14/03/2017	Stand 6	NW	Ground Idle	E190	GLCYV	18:05	18:10	00:05
MARCH	17/03/2017	Stand 10	NW	Ground Idle	E190	GLCYS	13:40	13:47	00:07
MARCH	19/03/2017	Stand 9	NW	Ground Idle	E190	GLCYP	12:39	12:45	00:06
MARCH	19/03/2017	Abeam Stand 24	W	High Power	E190	GLCYL	12:56	13:14	00:18
MARCH	20/03/2017	Stand 1	NW	Ground Idle	DH8D	LXLQI	07:47	07:53	00:06
MARCH	21/03/2017	Stand 22	NW	Ground Idle	DH8D	GPRPF	14:56	15:10	00:14
MARCH	22/03/2017	Stand 9	NW	Ground Idle	E190	GLCYU	09:50	09:56	00:06
MARCH	22/03/2017	Stand 4	NW	Ground Idle	DH8D	GPRPF	10:54	10:59	00:05
MARCH	23/03/2017	Stand 13	NW	Ground Idle	RJ85	EIRJF	11:15	11:21	00:06
MARCH	30/03/2017	Stand 24	W	High Power	E190	GLCYL	13:28	14:04	00:36
MARCH	31/03/2017	JC	E	Ground Idle	FA8X	GXION	16:11	16:15	00:04

TABLE 1: OFFICIAL RECORD OF GROUND RUNNING OF ENGINES FOR TEST AND MAINTENANCE FOR THE YEAR 2017

MONTH	DATE	LOCATION	A/C ORIENTATION	TYPE OF RUN / POWER SET	A/C TYPE	REG	START TIME	STOP TIME	DURATION (hh:mm)
APRIL	02/04/2017	Stand 3	NW	Ground Idle	E190	GLCYP	13:09	13:13	00:04
APRIL	04/04/2017	Stand 9	NW	Ground Idle	E190	GLCYX	08:18	08:21	00:03
APRIL	05/04/2017	Stand 10	NW	Ground Idle	E190	GLCYU	14:52	14:58	00:06
APRIL	05/04/2017	Stand 10	NW	Ground Idle	E190	GLCYU	15:00	15:09	00:09
APRIL	10/04/2017	Stand 21	NW	Ground Idle	E190	GLCYU	06:34	06:39	00:05
APRIL	10/04/2017	Stand 23	NW	Ground Idle	E190	GLCYL	11:40	11:45	00:05
APRIL	10/04/2017	Stand 7	NW	Ground Idle	RJ85	EIRJT	18:25	18:32	00:07
APRIL	11/04/2017	JC	E	Ground Idle	C56X	CSDXQ	11:05	11:08	00:03
APRIL	11/04/2017	Stand 23	NW	Ground Idle	E190	GLCYL	14:06	14:14	00:08
APRIL	11/04/2017	Stand 10	NW	Ground Idle	E190	GLCYE	20:13	20:16	00:03
APRIL	13/04/2017	Stand 21	Parked	Ground Idle	E170	GLCYI	15:35	15:39	00:04
APRIL	15/04/2017	Stand 10	NW	Ground Idle	E170	GLCYG	11:14	11:23	00:09
APRIL	16/04/2017	Stand 6	NW	Ground Idle	E190	GLCYU	13:32	13:36	00:04
APRIL	26/04/2017	Stand 12	NW	Ground Idle	RJ1H	HBIYU	12:57	13:02	00:05
APRIL	26/04/2017	JC	E	Ground Idle	E55P	-	14:57	15:01	00:04
APRIL	27/04/2017	JC	SE	Ground Idle	FA7X	HBJFQ	13:39	13:42	00:03
APRIL	30/04/2017	Stand 24	W	High Power	E190	GLCYX	13:49	14:16	00:27
MAY	06/05/2017	Abeam Stand 24	W	High Power	E190	GLCYV	09:56	10:10	00:14
MAY	06/05/2017	Abeam Stand 24	W	High Power	E190	GLCYV	10:32	10:41	00:09
MAY	06/05/2017	Abeam Stand 24	W	High Power	E190	GLCYV	11:10	11:15	00:05
MAY	07/05/2017	Abeam Stand 24	W	High Power	E170	GLCYH	12:45	12:55	00:10
MAY	09/05/2017	JC	E	Ground Idle	FA7X	HBJOB	16:39	16:46	00:07
MAY	10/05/2017	Stand 4	NW	Ground Idle	DH8D	LXLGF	20:32	20:39	00:07
MAY	12/05/2017	Abeam Stand 24	W	High Power	E170	GLCYG	10:53	11:07	00:14
MAY	13/05/2017	Stand 8	NW	Ground Idle	E190	GLCYN	09:03	09:07	00:04
MAY	17/05/2017	JC	SSW	Ground Idle	FA8X	GXION	09:24	09:27	00:03
MAY	17/05/2017	JC	SSW	Ground Idle	FA8X	GXION	10:00	10:05	00:05
MAY	22/05/2017	Stand 3	NW	Ground Idle	E190	GLCYM	14:16	14:20	00:04
MAY	24/05/2017	Stand 4	NW	Ground Idle	RJ85	EIRJD	10:00	10:03	00:03
MAY	29/05/2017	Stand 2	NW	Ground Idle	E190	GLCYN	09:05	09:14	00:09
MAY	29/05/2017	Stand 23	NW	Ground Idle	E190	GLCYN	21:24	21:28	00:04
MAY	31/05/2017	Stand 24	W	High Power	RJ85	EIRJD	11:51	11:58	00:07
MAY	31/05/2017	Stand 4	NW	Ground Idle	RJ85	EIRJD	10:59	11:02	00:03
MAY	31/05/2017	Stand 24	W	Ground Idle	RJ85	EIRJD	11:47	11:51	00:04
JUNE	02/06/2017	Stand 23	NW	Ground Idle	E190	GLCYN	06:37	06:42	00:05
JUNE	02/06/2017	Stand 23	NW	Ground Idle	DH8D	GJECE	18:30	18:37	00:07
JUNE	02/06/2017	Stand 23	NW	Ground Idle	DH8D	GJECE	20:50	20:55	00:05
JUNE	02/06/2017	Stand 23	NW	Ground Idle	DH8D	GJECE	22:12	22:17	00:05
JUNE	03/06/2017	Stand 1	NW	Ground Idle	DH8D	GPRPL	10:02	10:08	00:06
JUNE	07/06/2017	Stand 7	NW	Ground Idle	E190	GLCYN	12:00	-	-
JUNE	07/06/2017	Stand 7	NW	Ground Idle	E190	GLCYN	13:02	13:05	00:03
JUNE	08/06/2017	Stand 23	NW	Ground Idle	E170	GLCYI	13:33	13:38	00:05
JUNE	12/06/2017	Stand 22	NW	Ground Idle	DH8D	GPRPG	18:05	18:08	00:03
JUNE	15/06/2017	Stand 2	NW	Ground Idle	E170	GLCYM	13:29	13:34	00:05
JUNE	16/06/2017	Stand 1	NW	Ground Idle	E170	GLCYI	13:30	13:33	00:03
JUNE	18/06/2017	Stand 5	NW	Ground Idle	E170	GLCYF	12:50	12:58	00:08
JUNE	21/06/2017	Stand 9	NW	Ground Idle	E170	GLCYI	20:05	20:11	00:06
JUNE	28/06/2017	Stand 23	NW	Ground Idle	E190	GLCYN	14:22	14:27	00:05
JUNE	29/06/2017	Stand 21	NW	Ground Idle	E190	GLCYJ	09:38	09:42	00:04

TABLE 1: OFFICIAL RECORD OF GROUND RUNNING OF ENGINES FOR TEST AND MAINTENANCE FOR THE YEAR 2017

MONTH	DATE	LOCATION	A/C ORIENTATION	TYPE OF RUN / POWER SET	A/C TYPE	REG	START TIME	STOP TIME	DURATION (hh:mm)
JULY	02/07/2017	Stand 3	NW	Ground Idle	E190	GLCYE	12:47	12:52	00:05
JULY	04/07/2017	ABB	E	Ground Idle	E170	GLCYI	08:50	08:55	00:05
JULY	05/07/2017	Stand 2	NW	Ground Idle	RJ85	EIRJO	13:38	13:41	00:03
JULY	24/07/2017	Stand 3	NW	Ground Idle	RJ85	EIRJT	11:47	11:51	00:04
JULY	25/07/2017	Stand 7	NW	Ground Idle	E190	GLCYL	13:33	13:41	00:08
JULY	25/07/2017	Stand 8	NW	Ground Idle	RJ85	EIRJD	19:23	19:25	00:02
JULY	-	-	NW	Ground Idle	E190	GLCYT	13:01	13:05	00:04
JULY	29/07/2017	Stand 23	Parked	Ground Idle	E190	GLCYT	06:41	06:48	00:07
AUGUST	11/08/2017	Stand 1	NW	Ground Idle	RJ85	EIRJU	07:54	07:59	00:05
AUGUST	14/08/2017	Stand 4	NW	Ground Idle	E170	GLCYF	20:40	20:49	00:09
AUGUST	16/08/2017	Stand 21	NW	Ground Idle	E190	GLCYV	11:24	11:31	00:07
AUGUST	18/08/2017	Stand 3	NW	Ground Idle	E190	GLCYL	19:25	19:43	00:18
AUGUST	20/08/2017	Stand 4	NW	Ground Idle	E170	GLCYD	12:38	12:42	00:04
AUGUST	21/08/2017	Stand 21	NW	Ground Idle	E170	GLCYS	06:47	06:54	00:07
AUGUST	22/08/2017	Stand 1	NW	Ground Idle	RJ85	EIRJD	12:27	12:36	00:09
AUGUST	25/08/2017	Stand 21	NW	Ground Idle	E170	GLCYI	06:55	07:01	00:06
AUGUST	26/08/2017	Stand 21	NW	Ground Idle	RJ85	EIRJT	09:52	10:03	00:11
AUGUST	27/08/2017	Stand 24	NW	Ground Idle	A318	GEUNA	13:56	14:04	00:08
AUGUST	31/08/2017	Stand 10	NW	Ground Idle	E190	GLCYO	06:39	06:44	00:05
AUGUST	31/08/2017	Stand 13	NW	Ground Idle	DH8D	GJEDV	08:37	08:47	00:10
SEPTEMBER	01/09/2017	Stand 2	NW	Ground Idle	E190	GLCYW	07:10	07:13	00:03
SEPTEMBER	02/09/2017	Stand 24	NW	Ground Idle	A318	GEUNA	11:58	12:04	00:06
SEPTEMBER	05/09/2017	JC	SE	Ground Idle	FA7X	HBJFN	16:39	16:48	00:09
SEPTEMBER	05/09/2017	Stand 9	NW	Ground Idle	E190	GLCYR	19:00	19:08	00:08
SEPTEMBER	06/09/2017	Stand 24	W	High Power	FA7X	HBJFN	11:38	11:53	00:15
SEPTEMBER	08/09/2017	Stand 9	NW	Ground Idle	E190	GLCYW	14:11	14:16	00:05
SEPTEMBER	08/09/2017	Stand 9	NW	Ground Idle	E190	GLCYW	15:05	15:09	00:04
SEPTEMBER	08/09/2017	Stand 9	Parked	Ground Idle	E190	GLCYW	18:23	18:29	00:06
SEPTEMBER	12/09/2017	Stand 23	NW	Ground Idle	RJ85	EIRJD	09:14	09:22	00:08
SEPTEMBER	14/09/2017	Abeam Stand 24	W	High Power	E190	GLCYL	13:23	13:42	00:19
SEPTEMBER	15/09/2017	Stand 7	NW	Ground Idle	E190	GLCYL	07:50	07:57	00:07
SEPTEMBER	15/09/2017	Stand 7	NW	Ground Idle	E190	GLCYL	10:01	10:11	00:10
SEPTEMBER	21/09/2017	Stand 24	NW	Ground Idle	E170	GLCYH	15:19	15:26	00:07
SEPTEMBER	25/09/2017	Stand 9	NW	Ground Idle	E190	GLCYT	16:01	16:08	00:07
SEPTEMBER	26/09/2017	Stand 21	NW	Ground Idle	E190	GLCYV	06:48	06:58	00:10
SEPTEMBER	26/09/2017	Stand 23	NW	Ground Idle	DH8D	GPRPE	08:24	08:33	00:09
SEPTEMBER	26/09/2017	Stand 8	NW	Ground Idle	DH8D	GJEDW	12:18	12:23	00:05
SEPTEMBER	26/09/2017	Stand 4	NW	Ground Idle	E170	GLCYH	14:27	14:33	00:06
SEPTEMBER	28/09/2017	Stand 10	Parked	Ground Idle	D328	HBAEO	13:17	13:24	00:07
SEPTEMBER	28/09/2017	Stand 14	NW	Ground Idle	D328	HBAEO	15:04	15:21	00:17
SEPTEMBER	29/09/2017	Stand 14	NW	Ground Idle	D328	HBAEO	09:38	09:48	00:10
SEPTEMBER	29/09/2017	Stand 24	NW	Ground Idle	A318	GEUNA	10:32	10:49	00:17
SEPTEMBER	29/09/2017	Stand 14	Parked	Ground Idle	D328	HBAEO	11:35	11:40	00:05
SEPTEMBER	29/09/2017	Abeam Stand 24	W	High Power	E190	GLCYL	13:43	14:05	00:22

TABLE 1: OFFICIAL RECORD OF GROUND RUNNING OF ENGINES FOR TEST AND MAINTENANCE FOR THE YEAR 2017

MONTH	DATE	LOCATION	A/C ORIENTATION	TYPE OF RUN / POWER SET	A/C TYPE	REG	START TIME	STOP TIME	DURATION (hh:mm)
OCTOBER	02/10/2017	Stand 2	NW	Ground Idle	E190	GLCYS	12:40	12:45	00:05
OCTOBER	06/10/2017	Stand 3	NW	Ground Idle	E170	GLCYD	06:49	06:54	00:05
OCTOBER	06/10/2017	Stand 24	NW	Ground Idle	A318	GEUNA	10:59	11:06	00:07
OCTOBER	08/10/2017	Stand 3	NW	Ground Idle	E170	GLCYV	19:35	19:40	00:05
OCTOBER	09/10/2017	JC	S	Ground Idle	H25B	CSDRY	17:01	17:11	00:10
OCTOBER	09/10/2017	JC	S	Ground Idle	H25B	CSDRY	17:41	17:49	00:08
OCTOBER	09/10/2017	JC	S	Ground Idle	H25B	CSDRY	19:32	19:40	00:08
OCTOBER	13/10/2017	Stand 2	NW	Ground Idle	E170	GLCYE	09:51	09:57	00:06
OCTOBER	17/10/2017	Stand 2	NW	Ground Idle	E170	GLCYF	15:31	15:40	00:09
OCTOBER	17/10/2017	Stand 2	NW	Ground Idle	E170	GLCYF	15:51	15:55	00:04
OCTOBER	18/10/2017	Abeam Stand 24	W	High Power	E190	GLCYL	14:12	14:38	00:26
OCTOBER	19/10/2017	Stand 23 & Stand 24	W	High Power	E190	GLCYL	12:32	12:58	00:26
OCTOBER	25/10/2017	JC	E	Ground Idle	F900	FHVDA	09:11	09:18	00:07
NOVEMBER	01/11/2017	Stand 14	NW	Ground Idle	RJ85	EIRJU	19:13	19:21	00:08
NOVEMBER	01/11/2017	Stand 14	NW	Ground Idle	RJ85	EIRJU	20:33	20:39	00:06
NOVEMBER	01/11/2017	Stand 14	NW	Ground Idle	RJ85	EIRJU	21:23	21:27	00:04
NOVEMBER	03/11/2017	Stand 8	NW	Ground Idle	DH8D	LXLQB	20:02	20:04	00:02
NOVEMBER	07/11/2017	Stand 22	NW	Ground Idle	DH8D	GJEDB	20:33	20:36	00:03
NOVEMBER	08/11/2017	Stand 14	NW	Ground Idle	DH8D	GPRPG	16:31	16:34	00:03
NOVEMBER	12/11/2017	Stand 8	NW	Ground Idle	E170	GLCYH	12:52	12:59	00:07
NOVEMBER	12/11/2017	Stand 7	NW	Ground Idle	DH8D	LXLGN	15:22	15:26	00:04
NOVEMBER	18/11/2017	Stand 22	NW	Ground Idle	E190	GLCYO	10:01	10:05	00:04
NOVEMBER	19/11/2017	Stand 22	NW	Ground Idle	E190	GLCYO	12:48	12:52	00:04
NOVEMBER	22/11/2017	Stand 24	W	High Power	E190	GLCYS	11:24	11:47	00:23
NOVEMBER	25/11/2017	Stand 8	NW	Ground Idle	DH8D	GPRPM	11:37	11:44	00:07
NOVEMBER	25/11/2017	Stand 8	NW	Ground Idle	DH8D	GPRPM	11:50	11:52	00:02
NOVEMBER	27/11/2017	Stand 10	NW	Ground Idle	E190	GLCYS	12:33	12:38	00:05
NOVEMBER	27/11/2017	Stand 10	NW	Ground Idle	E190	GLCYS	14:03	14:15	00:12
NOVEMBER	27/11/2017	Stand 10	NW	Ground Idle	E190	GLCYJ	16:06	16:16	00:10
NOVEMBER	28/11/2017	Stand 22	NW	Ground Idle	E190	GLCYW	06:32	06:36	00:04
NOVEMBER	30/11/2017	Stand 24	W	High Power	C56X	CSDXO	20:37	20:45	00:08
DECEMBER	01/12/2017	Stand 9	NW	Ground Idle	E190	GLCYJ	06:42	06:51	00:09
DECEMBER	01/12/2017	Stand 21	NW	Ground Idle	A318	GEUNA	10:15	10:21	00:06
DECEMBER	03/12/2017	Stand 3	NW	Ground Idle	E190	GLCYL	13:19	13:22	00:03
DECEMBER	03/12/2017	JC	E	Ground Idle	C25A	AWU903	17:07	17:09	00:02
DECEMBER	05/12/2017	Abeam Stand 24	W	High Power	E190	GLCYJ	16:05	16:33	00:28
DECEMBER	06/12/2017	Stand 8	NW	Ground Idle	E190	GLCYV	13:47	13:54	00:07
DECEMBER	07/12/2017	Stand 24	W	High Power	E190	GLCYJ	07:09	07:44	00:35
DECEMBER	11/12/2017	JC	SE	Ground Idle	C56X	DCAWM	20:58	21:14	00:16
DECEMBER	12/12/2017	JC	-	Ground Idle	C56X	DCAWM	17:53	18:09	00:16
DECEMBER	12/12/2017	Stand 6	NW	Ground Idle	E190	GLCYJ	18:45	18:49	00:04
DECEMBER	12/12/2017	Abeam Stand 13	W	Ground Idle	E170	GLCYI	20:04	20:08	00:04
DECEMBER	17/12/2017	Stand 24	W	High Power	E190	GLCYN	12:54	13:13	00:19
DECEMBER	17/12/2017	Stand 24	W	High Power	E190	GLCYN	14:41	15:19	00:38
DECEMBER	19/12/2017	Stand 24	W	High Power	E190	GLCYN	08:28	08:50	00:22
DECEMBER	21/12/2017	Stand 23 & Stand 24	W	High Power	E190	GLCYN	07:00	07:26	00:26

LONDON CITY AIRPORT

TABLE 2:
SUMMARY OF HIGH POWER GROUND RUNNING
JANUARY 2017 - DECEMBER 2017

	MINUTES/MONTH	AIRCRAFT TYPE
JANUARY	118	E190/RJ85
FEBRUARY	117	E170/E190/RJ85
MARCH	133	E170/E190
APRIL	27	E190/RJ85
MAY	59	E170/E190/RJ85
JUNE	0	-
JULY	0	-
AUGUST	0	-
SEPTEMBER	56	E190/FA7X
OCTOBER	52	E190
NOVEMBER	31	C56X/E190
DECEMBER	168	E190
TOTAL	**761**	-

LONDON CITY AIRPORT

Bickerdike Allen Partners
Architecture Acoustics Technology

ENGINE GROUND RUN NOISE CALCULATION
(w.r.t. Ground Running Noise Limit)

TABLE 3
Prediction of Engine Ground Running
as Appendix D2 of NOMMS

Item (A) Determination of Largest Monthly Duration:

As indicated in Table 2, that occurred in December 2017, specifically -

168 minutes E190
168 minutes total Ground Running

Item (B) Determination of Average Daily Duration During Worst Case

168 minutes in a month of 31 days
5.4 minutes Average Daily Duration

Item (C) Compute Resultant Noise Level at Reference Distance (152 metres)

Resultant Noise Level at 152m

= Reference Noise Level + 10 Log (duration) - 10 Log (12x60)
= 84 + 10 Log (5.4) - 10 Log (12x60)
= 84 + 7.3 - 28.6
= 62.8 dB $L_{Aeq,12h}$

Item (D) Compute Level at Nearest Properties in Newland Street
Aircraft at Stand 24.
Noise Level at Newland Street

= Resultant Noise Level - 26.7 Log (255/152)
= 62.8 - 6.0
= 56.8 dB $L_{Aeq,12h}$

LCY Ground Running Noise Limit = 60 dB $L_{Aeq,12h}$

CONCLUSION

In 2017 LCY's Ground Running was 3.2 dB below
the Ground Running Noise Limit.

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APPENDIX 5

Auxiliary Power Unit Usage

LONDON CITY AIRPORT: A.P.U. USAGE REQUEST LIST

SCHEDULED AIRCRAFT

AIRCRAFT	A.P.U. USAGE REQUIRED? (✓)
BAe 146	✓
RJ Series	✓
Airbus A318	✓
Bombardier CS100	✓
Embraer 135	✓
Embraer 170	✓
Embraer 190	✓
ATR 42	✓
ATR 72	✓
DHC 8-100	✓
DHC 8-300	✓
DHC 8-400	✓
Fokker 50	
Dornier 328	✓
Dornier 328 Jet	✓
Saab 2000	✓

GENERAL AVIATION AIRCRAFT

AIRCRAFT	A.P.U. USAGE REQUIRED? (✓)
B300 Beechcraft	
BE20 Beechcraft 200	
BE58 PA Beechcraft Baron	
BE9L Beechcraft 900	
Beech 400 A	
Bombardier Challenger 604/5	✓
Bombardier Global 5000/6000	✓
C510 (Citation Mustang)	

AIRCRAFT	A.P.U. USAGE REQUIRED? (✓)
C525 CJ1 (Citation Jet 1)	
C525 CJ2 (Citation Jet 2)	
C525 CJ3 (Citation Jet 3)	
C525 CJ4 (Citation Jet 4)	
C550 (Citation Bravo)	
C560 (Citation V)	
C56X (Citation Excel)	✓
C680 (Citation Sovereign)	✓
E550 Legacy 500	✓
E55P Phenom 300	
FA900B	✓
FA10 (Falcon 10)	
FA50 (Falcon 50)	✓
F2TH (Falcon 2000EX)	✓
F900EX (Falcon 900EX)	✓
FA7X Falcon 7X	✓
FA7X Falcon 8X	✓
G150 Gulfstream 150	✓
G280 Gulfstream 280	✓
Hawker 800 XP	✓
Learjet 40/45	✓
P180 (Piaggio Avanti)	
P68C (Partenavia 68)	
PA31 (Navajo)	
PA34 (Seneca)	

APPENDIX 6

Summary of Reverse Thrust Data

The following charts show the distribution of measured levels of arriving aircraft at NMT7 in 2017, separately for runway 09 and runway 27.

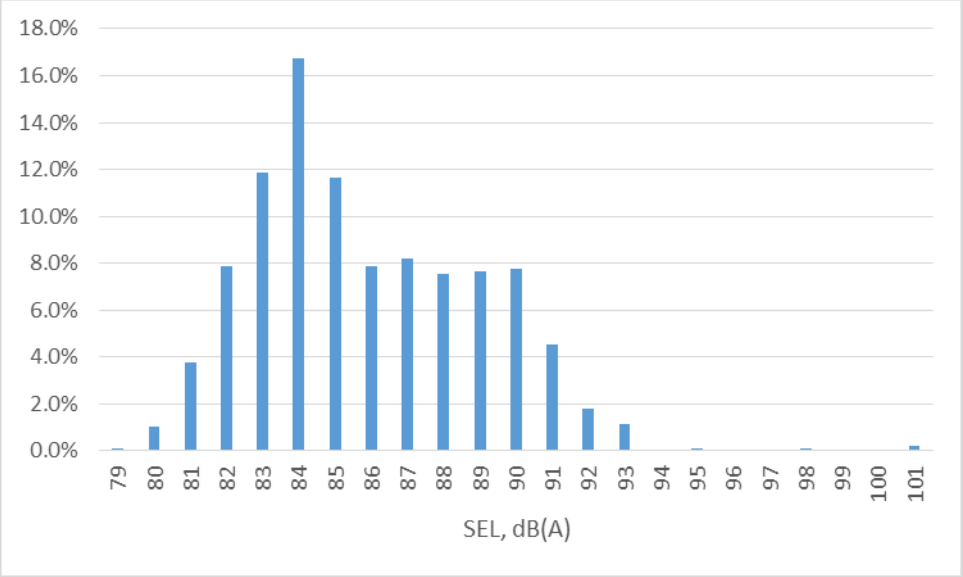

Figure 1: Runway 09 Distribution of NMT 7 Noise Levels, 2017 (877 events)

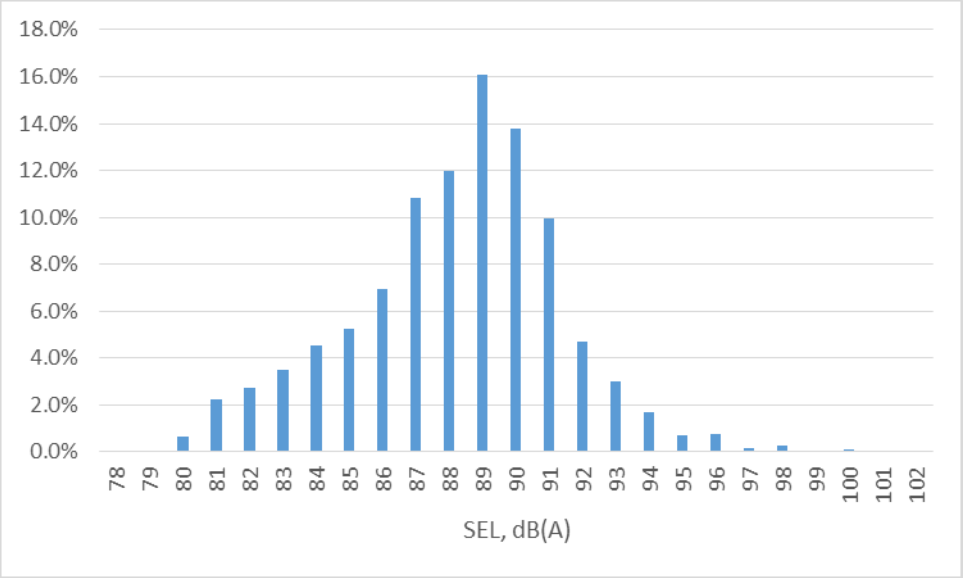

Figure 2: Runway 27 Distribution of NMT 7 Noise Levels, 2017 (1251 events)

Bickerdike
Allen
Partners
Architecture
Acoustics
Technology

APPENDIX 7

Sound Insulation Scheme Property Lists

FIRST TIER DWELLINGS v1.1

Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
	5		AGNES CLOSE	E6 5PH	1000002190696606	46000663		Dwelling
	6		AGNES CLOSE	E6 5PH	1000002190696607	46000664		Dwelling
	7		AGNES CLOSE	E6 5PH	1000002190696586	46000665		Dwelling
	8		AGNES CLOSE	E6 5PH	1000002190696587	46000666		Dwelling
	9		AGNES CLOSE	E6 5PH	1000002190696588	46000667		Dwelling
	10		AGNES CLOSE	E6 5PH	1000002190696589	46000668		Dwelling
	23		AGNES CLOSE	E6 5PH	1000002190696593	46000681		Dwelling
	24		AGNES CLOSE	E6 5PH	1000002190696592	46000682		Dwelling
	25		AGNES CLOSE	E6 5PH	1000002190696591	46000683		Dwelling
	26		AGNES CLOSE	E6 5PH	1000002190696590	46000684		Dwelling
	27		AGNES CLOSE	E6 5PH	1000002190696603	46000685		Dwelling
	116	FLAT ABOVE	ALBERT ROAD	E16 2NQ		10012837073		Dwelling
FOXTON HOUSE		FLAT 1	ALBERT ROAD	E16 2JL	1000002148674808	46252708		Dwelling
FOXTON HOUSE		FLAT 10	ALBERT ROAD	E16 2JL	1000002148674809	46084682		Dwelling
FOXTON HOUSE		FLAT 11	ALBERT ROAD	E16 2JL	1000002148674810	46252712		Dwelling
FOXTON HOUSE		FLAT 12	ALBERT ROAD	E16 2JL	1000002148674804	46084675		Dwelling
FOXTON HOUSE		FLAT 13	ALBERT ROAD	E16 2JL	1000002148674805	46252713		Dwelling
FOXTON HOUSE		FLAT 14	ALBERT ROAD	E16 2JL	1000002148674806	46084676		Dwelling
FOXTON HOUSE		FLAT 15	ALBERT ROAD	E16 2JL	1000002148674807	46084677		Dwelling
FOXTON HOUSE		FLAT 16	ALBERT ROAD	E16 2JL	1000002148674815	46084678		Dwelling
FOXTON HOUSE		FLAT 17	ALBERT ROAD	E16 2JL	1000002148674816	46091348		Dwelling
FOXTON HOUSE		FLAT 18	ALBERT ROAD	E16 2JL	1000002148674817	46054269		Dwelling
FOXTON HOUSE		FLAT 19	ALBERT ROAD	E16 2JL	1000002148674818	46084679		Dwelling
FOXTON HOUSE		FLAT 2	ALBERT ROAD	E16 2JL	1000002148674811	46252710		Dwelling
FOXTON HOUSE		FLAT 20	ALBERT ROAD	E16 2JL	1000002148674812	46084683		Dwelling
FOXTON HOUSE		FLAT 21	ALBERT ROAD	E16 2JL	1000002148674813	46252709		Dwelling
FOXTON HOUSE		FLAT 22	ALBERT ROAD	E16 2JL	1000002148674814	46252711		Dwelling
FOXTON HOUSE		FLAT 3	ALBERT ROAD	E16 2JL	1000002148674820	46084680		Dwelling
FOXTON HOUSE		FLAT 4	ALBERT ROAD	E16 2JL	1000002148674821	46091351		Dwelling
FOXTON HOUSE		FLAT 5	ALBERT ROAD	E16 2JL	1000002148674822	46252714		Dwelling
FOXTON HOUSE		FLAT 6	ALBERT ROAD	E16 2JL	1000002148674823	46084686		Dwelling
FOXTON HOUSE		FLAT 7	ALBERT ROAD	E16 2JL	1000002148674819	46091349		Dwelling
FOXTON HOUSE		FLAT 8	ALBERT ROAD	E16 2JL	1000002148674802	46084681		Dwelling
FOXTON HOUSE		FLAT 9	ALBERT ROAD	E16 2JL	1000002148674803	46084674		Dwelling
	28		ALBERT WALK	E16 2NL	1000002148674866	46000999		Dwelling
	29		ALBERT WALK	E16 2NL	1000002148674867	46001000		Dwelling
	30		ALBERT WALK	E16 2NL	1000002148674837	46001001		Dwelling
	31		ALBERT WALK	E16 2NL	1000002148674838	46001002		Dwelling
	32		ALBERT WALK	E16 2NL	1000002148674839	46001003		Dwelling
	33		ALBERT WALK	E16 2NL	1000002148674840	46001004		Dwelling
	34		ALBERT WALK	E16 2NL	1000002148674841	46001005		Dwelling
	35		ALBERT WALK	E16 2NL	1000002148674842	46001006		Dwelling
	36		ALBERT WALK	E16 2NL	1000002148674843	46001007		Dwelling
	37		ALBERT WALK	E16 2NL	1000002148674844	46001008		Dwelling
	38		ALBERT WALK	E16 2NL	1000002148674845	46001009		Dwelling
	39		ALBERT WALK	E16 2NL	1000002148674846	46001010		Dwelling
	40		ALBERT WALK	E16 2NL	1000002148674847	46001011		Dwelling
	41		ALBERT WALK	E16 2NL	1000002148674824	46001012		Dwelling
	42	FLAT 1	ALBERT WALK	E16 2NL		10090850002		Dwelling
	42	FLAT 2	ALBERT WALK	E16 2NL		10090850003		Dwelling
	42	FLAT 3	ALBERT WALK	E16 2NL		10090850004		Dwelling
	1		ALNWICK ROAD	E16 3HN	1000002190630159	46001430		Dwelling
	3		ALNWICK ROAD	E16 3HN	1000002190630163	46001431		Dwelling
	5		ALNWICK ROAD	E16 3HN	1000002190630160	46001432		Dwelling
	7		ALNWICK ROAD	E16 3HN	1000002190630162	46001433		Dwelling
	9		ALNWICK ROAD	E16 3HN	1000002190630161	46001434		Dwelling
	11		ALNWICK ROAD	E16 3HN	1000002190630164	46001435		Dwelling
	2		APPLEBY ROAD	E16 1LQ	1000002190554545	46002037		Dwelling
	4		APPLEBY ROAD	E16 1LQ	1000002190554546	46002038		Dwelling
	6		APPLEBY ROAD	E16 1LQ	1000002190554547	46002039		Dwelling
	8		APPLEBY ROAD	E16 1LQ	1000002190554548	46002040		Dwelling
	10		APPLEBY ROAD	E16 1LQ	1000002190554549	46002041		Dwelling
	12		APPLEBY ROAD	E16 1LQ	1000002190554550	46002042		Dwelling
	14		APPLEBY ROAD	E16 1LQ	1000002190554551	46002043		Dwelling
	16		APPLEBY ROAD	E16 1LQ	1000002190554552	46002044		Dwelling
	18		APPLEBY ROAD	E16 1LQ	1000002190554553	46002045		Dwelling
	20		APPLEBY ROAD	E16 1LQ	1000002190554554	46002046		Dwelling
	22		APPLEBY ROAD	E16 1LQ	1000002190554555	46002047		Dwelling
	24		APPLEBY ROAD	E16 1LQ	1000002190554556	46002048		Dwelling
	26		APPLEBY ROAD	E16 1LQ	1000002190554557	46002049		Dwelling
	28		APPLEBY ROAD	E16 1LQ	1000002190554558	46002050		Dwelling
	30		APPLEBY ROAD	E16 1LQ	1000002190554559	46002051		Dwelling
	32		APPLEBY ROAD	E16 1LQ	1000002190554560	46002052		Dwelling
	65		APPLEBY ROAD	E16 1LQ	1000002190593649	46085984		Dwelling
	67		APPLEBY ROAD	E16 1LQ	1000002190593650	46085985		Dwelling
	69		APPLEBY ROAD	E16 1LQ	1000002190593651	46085986		Dwelling
	71		APPLEBY ROAD	E16 1LQ	1000002190593652	46085990		Dwelling
	73		APPLEBY ROAD	E16 1LQ	1000002190593653	46085987		Dwelling
	75		APPLEBY ROAD	E16 1LQ	1000002190593635	46090852		Dwelling
	77		APPLEBY ROAD	E16 1LQ	1000002190593636	46092280		Dwelling

FIRST TIER DWELLINGS v1.1

Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
	79		APPLEBY ROAD	E16 1LQ	1000002190593637	46085988		Dwelling
	81		APPLEBY ROAD	E16 1LQ	1000002190593654	46085989		Dwelling
INDIGO MEWS	4		ASHTON STREET	E14 9PN	1000002190512844	6086993		Dwelling
INDIGO MEWS	5		ASHTON STREET	E14 9PN	1000002190516695	6086994		Dwelling
INDIGO MEWS	6		ASHTON STREET	E14 9PN	1000002190516696	6086995		Dwelling
INDIGO MEWS	7		ASHTON STREET	E14 9PN	1000002190516697	6086996		Dwelling
INDIGO MEWS	8		ASHTON STREET	E14 9PN	1000002190516701	6086997		Dwelling
INDIGO MEWS	9		ASHTON STREET	E14 9PN	1000002190516700	6086998		Dwelling
INDIGO MEWS	10		ASHTON STREET	E14 9PN	1000002190516699	6086999		Dwelling
	46		BARGE HOUSE ROAD	E16 2NH	1000002148674595	46082835		Dwelling
	48		BARGE HOUSE ROAD	E16 2NH	1000002148674594	46082836		Dwelling
	50		BARGE HOUSE ROAD	E16 2NH	1000002148674593	46082837		Dwelling
	52		BARGE HOUSE ROAD	E16 2NH	1000002148674592	46090402		Dwelling
	54		BARGE HOUSE ROAD	E16 2NH	1000002148674591	46090814		Dwelling
	56		BARGE HOUSE ROAD	E16 2NH	1000002148674590	46082838		Dwelling
	58		BARGE HOUSE ROAD	E16 2NH	1000002148674589	46082839		Dwelling
	60		BARGE HOUSE ROAD	E16 2NH	1000002148674588	46090403		Dwelling
	94		BARRIER POINT ROAD	E16 2SD	1000002148623585	46092629		Dwelling
	95		BARRIER POINT ROAD	E16 2SD	1000002148623587	46092630		Dwelling
	96		BARRIER POINT ROAD	E16 2SD	1000002148623599	46092631		Dwelling
	97		BARRIER POINT ROAD	E16 2SD	1000002148623591	46092632		Dwelling
	98		BARRIER POINT ROAD	E16 2SD	1000002148623597	46092633		Dwelling
	99		BARRIER POINT ROAD	E16 2SD	1000002148623588	46092634		Dwelling
	100		BARRIER POINT ROAD	E16 2SD	1000002148623602	46092635		Dwelling
	101		BARRIER POINT ROAD	E16 2SD	1000002148623601	46092636		Dwelling
	102		BARRIER POINT ROAD	E16 2SD	1000002148623600	46092637		Dwelling
	103		BARRIER POINT ROAD	E16 2SD	1000002148623586	46092638		Dwelling
	104		BARRIER POINT ROAD	E16 2SD	1000002148623592	46092639		Dwelling
	105		BARRIER POINT ROAD	E16 2SD	1000002148623598	46092640		Dwelling
	106		BARRIER POINT ROAD	E16 2SD	1000002148623590	46092641		Dwelling
	107		BARRIER POINT ROAD	E16 2SD	1000002148623589	46092642		Dwelling
	108		BARRIER POINT ROAD	E16 2SD	1000002148623596	46092643		Dwelling
	109		BARRIER POINT ROAD	E16 2SD	1000002148623595	46092644		Dwelling
	110		BARRIER POINT ROAD	E16 2SD	1000002148623594	46092645		Dwelling
	111		BARRIER POINT ROAD	E16 2SD	1000002148623593	46092646		Dwelling
	112		BARRIER POINT ROAD	E16 2SD	1000002148623605	46092647		Dwelling
	113		BARRIER POINT ROAD	E16 2SD	1000002148623606	46092648		Dwelling
	114		BARRIER POINT ROAD	E16 2SD	1000002148623603	46092649		Dwelling
	115		BARRIER POINT ROAD	E16 2SD	1000002148623604	46092650		Dwelling
	116		BARRIER POINT ROAD	E16 2SD	1000002148623608	46092651		Dwelling
	117		BARRIER POINT ROAD	E16 2SD	1000002148623609	46092652		Dwelling
	118		BARRIER POINT ROAD	E16 2SD	1000002148623607	46092653		Dwelling
	119		BARRIER POINT ROAD	E16 2SD	1000002148623612	46092654		Dwelling
	120		BARRIER POINT ROAD	E16 2SD	1000002148623613	46092655		Dwelling
	121		BARRIER POINT ROAD	E16 2SD	1000002148623615	46092656		Dwelling
	122		BARRIER POINT ROAD	E16 2SD	1000002148623614	46092657		Dwelling
	123		BARRIER POINT ROAD	E16 2SD	1000002148623611	46092658		Dwelling
	124		BARRIER POINT ROAD	E16 2SD	1000002148623610	46092659		Dwelling
	125		BARRIER POINT ROAD	E16 2SE	1000002148623527	10008997749		Dwelling
	126		BARRIER POINT ROAD	E16 2SE	1000002148623528	10008997750		Dwelling
	127		BARRIER POINT ROAD	E16 2SE	1000002148623529	10008997751		Dwelling
	128		BARRIER POINT ROAD	E16 2SE	1000002148623523	10008997752		Dwelling
	129		BARRIER POINT ROAD	E16 2SE	1000002148623524	10008997753		Dwelling
	130		BARRIER POINT ROAD	E16 2SE	1000002148623525	10008997754		Dwelling
	131		BARRIER POINT ROAD	E16 2SE	1000002148623526	10008997755		Dwelling
	132		BARRIER POINT ROAD	E16 2SE	1000002148623534	10008997756		Dwelling
	133		BARRIER POINT ROAD	E16 2SE	1000002148623535	10008997757		Dwelling
	134		BARRIER POINT ROAD	E16 2SE	1000002148623536	10008997758		Dwelling
	135		BARRIER POINT ROAD	E16 2SE	1000002148623537	10008997759		Dwelling
	136		BARRIER POINT ROAD	E16 2SE	1000002148623530	10008997760		Dwelling
	137		BARRIER POINT ROAD	E16 2SE	1000002148623531	10008997761		Dwelling
	138		BARRIER POINT ROAD	E16 2SE	1000002148623532	10008997762		Dwelling
	139		BARRIER POINT ROAD	E16 2SE	1000002148623533	10008997763		Dwelling
	140		BARRIER POINT ROAD	E16 2SE	1000002148623542	10008997764		Dwelling
	141		BARRIER POINT ROAD	E16 2SE	1000002148623543	10008997765		Dwelling
	142		BARRIER POINT ROAD	E16 2SE	1000002148623544	10008997766		Dwelling
	143		BARRIER POINT ROAD	E16 2SE	1000002148623545	10008997767		Dwelling
	144		BARRIER POINT ROAD	E16 2SE	1000002148623538	10008997768		Dwelling
	145		BARRIER POINT ROAD	E16 2SE	1000002148623539	10008997769		Dwelling
	146		BARRIER POINT ROAD	E16 2SE	1000002148623540	10008997770		Dwelling
	147		BARRIER POINT ROAD	E16 2SE	1000002148623541	10008997771		Dwelling
	148		BARRIER POINT ROAD	E16 2SE	1000002148623550	10008997772		Dwelling
	149		BARRIER POINT ROAD	E16 2SE	1000002148623551	10008997773		Dwelling
	150		BARRIER POINT ROAD	E16 2SE	1000002148623552	10008997774		Dwelling
	151		BARRIER POINT ROAD	E16 2SE	1000002148623553	10008997775		Dwelling
	152		BARRIER POINT ROAD	E16 2SE	1000002148623546	10008997776		Dwelling
	153		BARRIER POINT ROAD	E16 2SE	1000002148623547	10008997777		Dwelling
	154		BARRIER POINT ROAD	E16 2SE	1000002148623548	10008997778		Dwelling
	155		BARRIER POINT ROAD	E16 2SE	1000002148623549	10008997779		Dwelling
	11		BASEING CLOSE	E6 5PJ	1000002190696596	46004309		Dwelling

FIRST TIER DWELLINGS v1.1

Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
	12		BASEING CLOSE	E6 5PJ	1000002190696595	46004310		Dwelling
	13		BASEING CLOSE	E6 5PJ	1000002190696594	46004311		Dwelling
	16		BASEING CLOSE	E6 5PJ	1000002190699200	46004314		Dwelling
	17		BASEING CLOSE	E6 5PJ	1000002190699201	46004315		Dwelling
	18		BASEING CLOSE	E6 5PJ	1000002190699202	46004316		Dwelling
	19		BASEING CLOSE	E6 5PJ	1000002190699203	46004317		Dwelling
	20		BASEING CLOSE	E6 5PJ	1000002190699204	46004318		Dwelling
	21		BASEING CLOSE	E6 5PJ	1000002190699205	46004319		Dwelling
	22		BASEING CLOSE	E6 5PJ	1000002190699206	46004320		Dwelling
	23		BASEING CLOSE	E6 5PJ	1000002190699207	46004321		Dwelling
	24		BASEING CLOSE	E6 5PJ	1000002190699225	46004322		Dwelling
	25		BASEING CLOSE	E6 5PJ	1000002190699226	46004323		Dwelling
	26		BASEING CLOSE	E6 5PJ	1000002190696654	46004324		Dwelling
	27		BASEING CLOSE	E6 5PJ	1000002190696653	46004325		Dwelling
	28		BASEING CLOSE	E6 5PJ	1000002190696652	46004326		Dwelling
	20		BAXTER ROAD	E16 3HD		46088084		Nursing/Care Ho
	20	FLAT A	BAXTER ROAD	E16 3HD	1000002190629515	10090849980		Dwelling
	20	FLAT B	BAXTER ROAD	E16 3HD		10090849981		Dwelling
	20	FLAT C	BAXTER ROAD	E16 3HD		10090849982		Dwelling
	20	FLAT D	BAXTER ROAD	E16 3HD		10090849983		Dwelling
	20	FLAT E	BAXTER ROAD	E16 3HD		10090849984		Dwelling
	20	FLAT F	BAXTER ROAD	E16 3HD		10090849985		Dwelling
	20	FLAT G	BAXTER ROAD	E16 3HD		10090849986		Dwelling
	20	FLAT H	BAXTER ROAD	E16 3HD		10090849987		Dwelling
CHURCH OF THE ASCENSION	75	THE VICARAGE	BAXTER ROAD	E16 3HJ	5000005153168634	10090759617		Dwelling
	1		BERING WALK	E16 3HY	1000002190629637	46005247		Dwelling
	2		BERING WALK	E16 3HY	1000002190629208	46005248		Dwelling
	3		BERING WALK	E16 3HY	1000002190629209	46005249		Dwelling
	4		BERING WALK	E16 3HY	1000002190629210	46005250		Dwelling
	5		BERING WALK	E16 3HY	1000002190629205	46005251		Dwelling
	6		BERING WALK	E16 3HY	1000002190629206	46005252		Dwelling
	7		BERING WALK	E16 3HY	1000002190629207	46005253		Dwelling
	8		BERING WALK	E16 3HY	1000002190629204	46005254		Dwelling
	9		BERING WALK	E16 3HY	1000002190629194	46005255		Dwelling
	10		BERING WALK	E16 3HY	1000002190629193	46005256		Dwelling
	11		BERING WALK	E16 3HY	1000002190629192	46005257		Dwelling
	12		BERING WALK	E16 3HY	1000002190629191	46005258		Dwelling
	13		BERING WALK	E16 3HY	1000002190629190	46005259		Dwelling
	14		BERING WALK	E16 3HY	1000002190629220	46086042		Dwelling
	15		BERING WALK	E16 3HY	1000002190629219	46086043		Dwelling
	16		BERING WALK	E16 3HY	1000002190629289	46086044		Dwelling
	71		BERWICK ROAD	E16 3DR		10090850690		Dwelling
	73		BERWICK ROAD	E16 3DR		10090850691		Dwelling
	75		BERWICK ROAD	E16 3DR		10090850692		Dwelling
	77		BERWICK ROAD	E16 3DR		10090850693		Dwelling
	79		BERWICK ROAD	E16 3DR		10090850694		Dwelling
	81		BERWICK ROAD	E16 3DR		10090850695		Dwelling
	83		BERWICK ROAD	E16 3DR		10090850696		Dwelling
	85		BERWICK ROAD	E16 3DR		10090850697		Dwelling
	86		BERWICK ROAD	E16 3DS	1000002190630028	46005378		Dwelling
	88		BERWICK ROAD	E16 3DS	1000002190630030	46005379		Dwelling
	90		BERWICK ROAD	E16 3DS	1000002190630027	46005380		Dwelling
	92		BERWICK ROAD	E16 3DS	1000002190630031	46005381		Dwelling
	94		BERWICK ROAD	E16 3DS	1000002190630026	46005382		Dwelling
	96		BERWICK ROAD	E16 3DS	1000002190630029	46005383		Dwelling
	98		BERWICK ROAD	E16 3DS	1000002190630033	46005384		Dwelling
	100		BERWICK ROAD	E16 3DS	1000002190630036	46005385		Dwelling
	102		BERWICK ROAD	E16 3DS	1000002190630034	46005386		Dwelling
	104		BERWICK ROAD	E16 3DS	1000002190630037	46005387		Dwelling
	106		BERWICK ROAD	E16 3DS	1000002190630032	46005388		Dwelling
	108		BERWICK ROAD	E16 3DS	1000002190630035	46005389		Dwelling
	35		BIRCHDENE DRIVE	SE28 8RF	1000002190782196	100020940853		Dwelling
	37		BIRCHDENE DRIVE	SE28 8RF	1000002190782195	100020940855		Dwelling
	40		BIRCHDENE DRIVE	SE28 8RL	1000002190782133	100020940857		Dwelling
	42		BIRCHDENE DRIVE	SE28 8RL	1000002190782153	100020940858		Dwelling
	44		BIRCHDENE DRIVE	SE28 8RL	1000002190782184	100020940859		Dwelling
CORONA BUILDING	162	FLAT 1	BLACKWALL WAY	E14 9NR	1000002148870463	6210096	TBC	Dwelling
CORONA BUILDING	162	FLAT 10	BLACKWALL WAY	E14 9NR	1000002148871788	6210105	TBC	Dwelling
CORONA BUILDING	162	FLAT 11	BLACKWALL WAY	E14 9NR	1000002148870462	6210106	TBC	Dwelling
CORONA BUILDING	162	FLAT 12	BLACKWALL WAY	E14 9NR	1000002148871837	6210107	TBC	Dwelling
CORONA BUILDING	162	FLAT 13	BLACKWALL WAY	E14 9NR	1000002148870461	6210108	TBC	Dwelling
CORONA BUILDING	162	FLAT 14	BLACKWALL WAY	E14 9NR	1000002148870460	6210109	TBC	Dwelling
CORONA BUILDING	162	FLAT 15	BLACKWALL WAY	E14 9NR	1000002148870459	6210110	TBC	Dwelling
CORONA BUILDING	162	FLAT 16	BLACKWALL WAY	E14 9NR	1000002148870458	6210111	TBC	Dwelling
CORONA BUILDING	162	FLAT 17	BLACKWALL WAY	E14 9NR	1000002148871787	6210112	TBC	Dwelling
CORONA BUILDING	162	FLAT 18	BLACKWALL WAY	E14 9NR	1000002148870457	6210113	TBC	Dwelling
CORONA BUILDING	162	FLAT 19	BLACKWALL WAY	E14 9NR	1000002148870456	6210114	TBC	Dwelling
CORONA BUILDING	162	FLAT 2	BLACKWALL WAY	E14 9NR	1000002148870455	6210097	TBC	Dwelling
CORONA BUILDING	162	FLAT 20	BLACKWALL WAY	E14 9NR	1000002148870454	6210115	TBC	Dwelling
CORONA BUILDING	162	FLAT 21	BLACKWALL WAY	E14 9NR	1000002148870453	6210116	TBC	Dwelling

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
CORONA BUILDING	162	FLAT 22	BLACKWALL WAY	E14 9NR	1000002148871786	6210117	TBC	Dwelling
CORONA BUILDING	162	FLAT 23	BLACKWALL WAY	E14 9NR	1000002148870452	6210118	TBC	Dwelling
CORONA BUILDING	162	FLAT 24	BLACKWALL WAY	E14 9NR	1000002148870451	6210119	TBC	Dwelling
CORONA BUILDING	162	FLAT 25	BLACKWALL WAY	E14 9NR	1000002148870450	6210120	TBC	Dwelling
CORONA BUILDING	162	FLAT 3	BLACKWALL WAY	E14 9NR	1000002148870449	6210098	TBC	Dwelling
CORONA BUILDING	162	FLAT 4	BLACKWALL WAY	E14 9NR	1000002148870448	6210099	TBC	Dwelling
CORONA BUILDING	162	FLAT 5	BLACKWALL WAY	E14 9NR	1000002148871789	6210100	TBC	Dwelling
CORONA BUILDING	162	FLAT 6	BLACKWALL WAY	E14 9NR	1000002148870447	6210101	TBC	Dwelling
CORONA BUILDING	162	FLAT 7	BLACKWALL WAY	E14 9NR	1000002148870446	6210102	TBC	Dwelling
CORONA BUILDING	162	FLAT 8	BLACKWALL WAY	E14 9NR	1000002148870445	6210103	TBC	Dwelling
CORONA BUILDING	162	FLAT 9	BLACKWALL WAY	E14 9NR	1000002148870444	6210104	TBC	Dwelling
AURORA BUILDING	164	FLAT 1	BLACKWALL WAY	E14 9NZ	1000002190902535	6210121	TBC	Dwelling
AURORA BUILDING	164	FLAT 10	BLACKWALL WAY	E14 9NZ	1000002190902536	6358475	TBC	Dwelling
AURORA BUILDING	164	FLAT 11	BLACKWALL WAY	E14 9NZ	1000002190905037	6358476	TBC	Dwelling
AURORA BUILDING	164	FLAT 12	BLACKWALL WAY	E14 9NZ	1000002190902537	6358477	TBC	Dwelling
AURORA BUILDING	164	FLAT 13	BLACKWALL WAY	E14 9NZ	1000002190902538	6358478	TBC	Dwelling
AURORA BUILDING	164	FLAT 14	BLACKWALL WAY	E14 9NZ	1000002190902539	6358479	TBC	Dwelling
AURORA BUILDING	164	FLAT 15	BLACKWALL WAY	E14 9NZ	1000002190902540	6358480	TBC	Dwelling
AURORA BUILDING	164	FLAT 16	BLACKWALL WAY	E14 9NZ	1000002190902541	6358481	TBC	Dwelling
AURORA BUILDING	164	FLAT 17	BLACKWALL WAY	E14 9NZ	1000002190905038	6358482	TBC	Dwelling
AURORA BUILDING	164	FLAT 18	BLACKWALL WAY	E14 9NZ	1000002190902542	6358483	TBC	Dwelling
AURORA BUILDING	164	FLAT 19	BLACKWALL WAY	E14 9NZ	1000002190902543	6358484	TBC	Dwelling
AURORA BUILDING	164	FLAT 2	BLACKWALL WAY	E14 9NZ	1000002190905035	6210122	TBC	Dwelling
AURORA BUILDING	164	FLAT 20	BLACKWALL WAY	E14 9NZ	1000002190902544	6358485	TBC	Dwelling
AURORA BUILDING	164	FLAT 21	BLACKWALL WAY	E14 9NZ	1000002190902545	6358486	TBC	Dwelling
AURORA BUILDING	164	FLAT 22	BLACKWALL WAY	E14 9NZ	1000002190902546	6358487	TBC	Dwelling
AURORA BUILDING	164	FLAT 23	BLACKWALL WAY	E14 9NZ	1000002190905039	6358488	TBC	Dwelling
AURORA BUILDING	164	FLAT 24	BLACKWALL WAY	E14 9NZ	1000002190902547	6358489	TBC	Dwelling
AURORA BUILDING	164	FLAT 25	BLACKWALL WAY	E14 9NZ	1000002190902548	6358490	TBC	Dwelling
AURORA BUILDING	164	FLAT 26	BLACKWALL WAY	E14 9NZ	1000002190902549	6358491	TBC	Dwelling
AURORA BUILDING	164	FLAT 27	BLACKWALL WAY	E14 9NZ	1000002190902550	6358492	TBC	Dwelling
AURORA BUILDING	164	FLAT 28	BLACKWALL WAY	E14 9NZ	1000002190905040	6358493	TBC	Dwelling
AURORA BUILDING	164	FLAT 29	BLACKWALL WAY	E14 9NZ	1000002190902551	6358494	TBC	Dwelling
AURORA BUILDING	164	FLAT 3	BLACKWALL WAY	E14 9NZ	1000002190902552	6210123	TBC	Dwelling
AURORA BUILDING	164	FLAT 30	BLACKWALL WAY	E14 9NZ	1000002190902553	6358495	TBC	Dwelling
AURORA BUILDING	164	FLAT 31	BLACKWALL WAY	E14 9NZ	1000002190902554	6358496	TBC	Dwelling
AURORA BUILDING	164	FLAT 32	BLACKWALL WAY	E14 9NZ	1000002190902555	6358497	TBC	Dwelling
AURORA BUILDING	164	FLAT 33	BLACKWALL WAY	E14 9NZ	1000002190902556	6358498	TBC	Dwelling
AURORA BUILDING	164	FLAT 34	BLACKWALL WAY	E14 9NZ	1000002190905041	6358499	TBC	Dwelling
AURORA BUILDING	164	FLAT 35	BLACKWALL WAY	E14 9NZ	1000002190902557	6358500	TBC	Dwelling
AURORA BUILDING	164	FLAT 36	BLACKWALL WAY	E14 9NZ	1000002190902558	6358501	TBC	Dwelling
AURORA BUILDING	164	FLAT 4	BLACKWALL WAY	E14 9NZ	1000002190902559	6210124	TBC	Dwelling
AURORA BUILDING	164	FLAT 5	BLACKWALL WAY	E14 9NZ	1000002190902560	6210125	TBC	Dwelling
AURORA BUILDING	164	FLAT 6	BLACKWALL WAY	E14 9NZ	1000002190902561	6210126	TBC	Dwelling
AURORA BUILDING	164	FLAT 7	BLACKWALL WAY	E14 9NZ	1000002190902562	6358472	TBC	Dwelling
AURORA BUILDING	164	FLAT 8	BLACKWALL WAY	E14 9NZ	1000002190905036	6358473	TBC	Dwelling
AURORA BUILDING	164	FLAT 9	BLACKWALL WAY	E14 9NZ	1000002190902563	6358474	TBC	Dwelling
	26		BOREHAM AVENUE	E16 3AG	1000002190593083	46006790		Dwelling
	30		BOREHAM AVENUE	E16 3AG	1000002190593056	46006791		Dwelling
	32		BOREHAM AVENUE	E16 3AG	1000002190593057	46006792		Dwelling
	34		BOREHAM AVENUE	E16 3AG	1000002190593058	46006793		Dwelling
	36		BOREHAM AVENUE	E16 3AG	1000002190593059	46006794		Dwelling
	38		BOREHAM AVENUE	E16 3AG	1000002190593060	46006795		Dwelling
	40		BOREHAM AVENUE	E16 3AG	1000002190593061	46006796		Dwelling
	42		BOREHAM AVENUE	E16 3AG	1000002190593244	46006797		Dwelling
	44		BOREHAM AVENUE	E16 3AG	1000002190593262	46006798		Dwelling
	46		BOREHAM AVENUE	E16 3AG	1000002190593263	46006799		Dwelling
	48		BOREHAM AVENUE	E16 3AG	1000002190593264	46006800		Dwelling
	50		BOREHAM AVENUE	E16 3AG	1000002190593265	46006801		Dwelling
	52		BOREHAM AVENUE	E16 3AG	1000002190593266	46006802		Dwelling
	54		BOREHAM AVENUE	E16 3AG	1000002190593267	46006803		Dwelling
	56		BOREHAM AVENUE	E16 3AG	1000002190593268	46006804		Dwelling
HERCULES HOUSE	18	FLAT 101	BOTANIC SQUARE	E14 0LH		6704075	TBC	Dwelling
HERCULES HOUSE	18	FLAT 102	BOTANIC SQUARE	E14 0LH		6704076	TBC	Dwelling
HERCULES HOUSE	18	FLAT 103	BOTANIC SQUARE	E14 0LH		6704077	TBC	Dwelling
HERCULES HOUSE	18	FLAT 104	BOTANIC SQUARE	E14 0LH		6704078	TBC	Dwelling
HERCULES HOUSE	18	FLAT 105	BOTANIC SQUARE	E14 0LH		6704079	TBC	Dwelling
HERCULES HOUSE	18	FLAT 106	BOTANIC SQUARE	E14 0LH		6704080	TBC	Dwelling
HERCULES HOUSE	18	FLAT 107	BOTANIC SQUARE	E14 0LH		6704081	TBC	Dwelling
HERCULES HOUSE	18	FLAT 201	BOTANIC SQUARE	E14 0LH		6704082	TBC	Dwelling
HERCULES HOUSE	18	FLAT 202	BOTANIC SQUARE	E14 0LH		6704083	TBC	Dwelling
HERCULES HOUSE	18	FLAT 203	BOTANIC SQUARE	E14 0LH		6704084	TBC	Dwelling
HERCULES HOUSE	18	FLAT 204	BOTANIC SQUARE	E14 0LH		6704085	TBC	Dwelling
HERCULES HOUSE	18	FLAT 205	BOTANIC SQUARE	E14 0LH		6704086	TBC	Dwelling
HERCULES HOUSE	18	FLAT 206	BOTANIC SQUARE	E14 0LH		6704087	TBC	Dwelling
HERCULES HOUSE	18	FLAT 207	BOTANIC SQUARE	E14 0LH		6704088	TBC	Dwelling
HERCULES HOUSE	18	FLAT 208	BOTANIC SQUARE	E14 0LH		6710266	TBC	Dwelling
HERCULES HOUSE	18	FLAT 301	BOTANIC SQUARE	E14 0LH		6704090	TBC	Dwelling
HERCULES HOUSE	18	FLAT 302	BOTANIC SQUARE	E14 0LH		6704091	TBC	Dwelling
HERCULES HOUSE	18	FLAT 303	BOTANIC SQUARE	E14 0LH		6704092	TBC	Dwelling

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
HERCULES HOUSE	18	FLAT 304	BOTANIC SQUARE	E14 0LH		6704093	TBC	Dwelling
HERCULES HOUSE	18	FLAT 305	BOTANIC SQUARE	E14 0LH		6704094	TBC	Dwelling
HERCULES HOUSE	18	FLAT 306	BOTANIC SQUARE	E14 0LH		6704095	TBC	Dwelling
HERCULES HOUSE	18	FLAT 307	BOTANIC SQUARE	E14 0LH		6704096	TBC	Dwelling
HERCULES HOUSE	18	FLAT 308	BOTANIC SQUARE	E14 0LH		6704097	TBC	Dwelling
HERCULES HOUSE	18	FLAT 401	BOTANIC SQUARE	E14 0LH		6704099	TBC	Dwelling
HERCULES HOUSE	18	FLAT 402	BOTANIC SQUARE	E14 0LH		6704100	TBC	Dwelling
HERCULES HOUSE	18	FLAT 403	BOTANIC SQUARE	E14 0LH		6704101	TBC	Dwelling
HERCULES HOUSE	18	FLAT 404	BOTANIC SQUARE	E14 0LH		6704102	TBC	Dwelling
HERCULES HOUSE	18	FLAT 405	BOTANIC SQUARE	E14 0LH		6704103	TBC	Dwelling
HERCULES HOUSE	18	FLAT 406	BOTANIC SQUARE	E14 0LH		6704104	TBC	Dwelling
HERCULES HOUSE	18	FLAT 407	BOTANIC SQUARE	E14 0LH		6704105	TBC	Dwelling
HERCULES HOUSE	18	FLAT 408	BOTANIC SQUARE	E14 0LH		6704106	TBC	Dwelling
HERCULES HOUSE	18	FLAT 501	BOTANIC SQUARE	E14 0LH		6704108	TBC	Dwelling
HERCULES HOUSE	18	FLAT 502	BOTANIC SQUARE	E14 0LH		6704109	TBC	Dwelling
HERCULES HOUSE	18	FLAT 503	BOTANIC SQUARE	E14 0LH		6704110	TBC	Dwelling
HERCULES HOUSE	18	FLAT 504	BOTANIC SQUARE	E14 0LH		6704111	TBC	Dwelling
HERCULES HOUSE	18	FLAT 505	BOTANIC SQUARE	E14 0LH		6704112	TBC	Dwelling
HERCULES HOUSE	18	FLAT 506	BOTANIC SQUARE	E14 0LH		6704113	TBC	Dwelling
HERCULES HOUSE	18	FLAT 507	BOTANIC SQUARE	E14 0LH		6704114	TBC	Dwelling
HERCULES HOUSE	18	FLAT 508	BOTANIC SQUARE	E14 0LH		6704115	TBC	Dwelling
	14		BULLIVANT STREET	E14 0ER	1000002190512837	6086954		Dwelling
	15		BULLIVANT STREET	E14 0ER	1000002190512838	6086951		Dwelling
	16		BULLIVANT STREET	E14 0ER	1000002190512839	6086955		Dwelling
	17		BULLIVANT STREET	E14 0ER	1000002190512840	6086952		Dwelling
	18		BULLIVANT STREET	E14 0ER	1000002190516692	6086956		Dwelling
	19		BULLIVANT STREET	E14 0ER	1000002190516693	6086953		Dwelling
	20		BULLIVANT STREET	E14 0ER	1000002190516694	6086957		Dwelling
	119		BUTCHERS ROAD	E16 1NE	1000002190593012	46009451		Dwelling
	121		BUTCHERS ROAD	E16 1NE	1000002190593031	46009452		Dwelling
	123		BUTCHERS ROAD	E16 1NE	1000002190593032	46009453		Dwelling
	127		BUTCHERS ROAD	E16 1NE	1000002190593027	46009456		Dwelling
	129		BUTCHERS ROAD	E16 1NE	1000002190593028	46009458		Dwelling
	131		BUTCHERS ROAD	E16 1NE	1000002190593029	46009460		Dwelling
	133		BUTCHERS ROAD	E16 1NE	1000002190593010	46009462		Dwelling
	135		BUTCHERS ROAD	E16 1NE	1000002190593030	46009464		Dwelling
	137		BUTCHERS ROAD	E16 1NE	1000002190593038	46009466		Dwelling
	139		BUTCHERS ROAD	E16 1NE	1000002190593039	46009468		Dwelling
	141		BUTCHERS ROAD	E16 1NE	1000002190593040	46009470		Dwelling
	143		BUTCHERS ROAD	E16 1NE	1000002190593041	46009472		Dwelling
	145		BUTCHERS ROAD	E16 1NE	1000002190593034	46009474		Dwelling
	147		BUTCHERS ROAD	E16 1NE	1000002190593035	46009476		Dwelling
	149		BUTCHERS ROAD	E16 1NE	1000002190593036	46009478		Dwelling
	151		BUTCHERS ROAD	E16 1NE	1000002190593037	46009480		Dwelling
	153		BUTCHERS ROAD	E16 1NE	1000002190593046	46009482		Dwelling
	155		BUTCHERS ROAD	E16 1NE	1000002190593047	46009484		Dwelling
	157		BUTCHERS ROAD	E16 1NE	1000002190593009	46009486		Dwelling
	159		BUTCHERS ROAD	E16 1NE	1000002190593048	46009488		Dwelling
	161		BUTCHERS ROAD	E16 1NE	1000002190593049	46009490		Dwelling
	163		BUTCHERS ROAD	E16 1NE	1000002190593042	46009492		Dwelling
	165		BUTCHERS ROAD	E16 1NE	1000002190593043	46009494		Dwelling
	167		BUTCHERS ROAD	E16 1NE	1000002190593044	46009496		Dwelling
	169		BUTCHERS ROAD	E16 1NE	1000002190593045	46009498		Dwelling
	171		BUTCHERS ROAD	E16 1NE	1000002190593050	46009500		Dwelling
	173		BUTCHERS ROAD	E16 1NE	1000002190593051	46009502		Dwelling
	175		BUTCHERS ROAD	E16 1NE	1000002190593052	46009504		Dwelling
	177		BUTCHERS ROAD	E16 1NE	1000002190593017	46009506		Dwelling
	179		BUTCHERS ROAD	E16 1NE	1000002190593018	46009508		Dwelling
	181		BUTCHERS ROAD	E16 1NE	1000002190593019	46009510		Dwelling
	183		BUTCHERS ROAD	E16 1NE	1000002190593013	46009512		Dwelling
	185		BUTCHERS ROAD	E16 1NE	1000002190593014	46009514		Dwelling
	187		BUTCHERS ROAD	E16 1NE	1000002190593015	46009516		Dwelling
	189		BUTCHERS ROAD	E16 1NE	1000002190593016	46009518		Dwelling
	191		BUTCHERS ROAD	E16 1NE	1000002190593023	46009520		Dwelling
	193		BUTCHERS ROAD	E16 1NE	1000002190593024	46009522		Dwelling
	195		BUTCHERS ROAD	E16 1NE	1000002190593025	46009524		Dwelling
	197		BUTCHERS ROAD	E16 1NE	1000002190593026	46009526		Dwelling
	199		BUTCHERS ROAD	E16 1NE	1000002190593020	46009528		Dwelling
	201		BUTCHERS ROAD	E16 1NE	1000002190593021	46009530		Dwelling
	203		BUTCHERS ROAD	E16 1NE	1000002190593022	46009532		Dwelling
	205		BUTCHERS ROAD	E16 1NE	1000002190593011	46009534		Dwelling
	16		CAMPION PLACE	SE28 8EN	1000002190781937	100020947573		Dwelling
CENTURION TOWER	5	101	CAXTON STREET NORTH	E16 1XJ		10090850469	TBC	Dwelling
CENTURION TOWER	5	102	CAXTON STREET NORTH	E16 1XJ		10090850470	TBC	Dwelling
CENTURION TOWER	5	201	CAXTON STREET NORTH	E16 1XJ		10090850471	TBC	Dwelling
CENTURION TOWER	5	202	CAXTON STREET NORTH	E16 1XJ		10090850472	TBC	Dwelling
CENTURION TOWER	5	203	CAXTON STREET NORTH	E16 1XJ		10090850473	TBC	Dwelling
CENTURION TOWER	5	204	CAXTON STREET NORTH	E16 1XJ		10090850474	TBC	Dwelling
CENTURION TOWER	5	205	CAXTON STREET NORTH	E16 1XJ		10090850475	TBC	Dwelling
CENTURION TOWER	5	206	CAXTON STREET NORTH	E16 1XJ		10090850476	TBC	Dwelling

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
CENTURION TOWER	5	207	CAXTON STREET NORTH	E16 1XJ		10090850477	TBC	Dwelling
CENTURION TOWER	5	208	CAXTON STREET NORTH	E16 1XJ		10090850478	TBC	Dwelling
CENTURION TOWER	5	301	CAXTON STREET NORTH	E16 1XJ		10090850479	TBC	Dwelling
CENTURION TOWER	5	302	CAXTON STREET NORTH	E16 1XJ		10090850480	TBC	Dwelling
CENTURION TOWER	5	303	CAXTON STREET NORTH	E16 1XJ		10090850481	TBC	Dwelling
CENTURION TOWER	5	304	CAXTON STREET NORTH	E16 1XJ		10090850482	TBC	Dwelling
CENTURION TOWER	5	305	CAXTON STREET NORTH	E16 1XJ		10090850483	TBC	Dwelling
CENTURION TOWER	5	306	CAXTON STREET NORTH	E16 1XJ		10090850484	TBC	Dwelling
CENTURION TOWER	5	307	CAXTON STREET NORTH	E16 1XJ		10090850485	TBC	Dwelling
CENTURION TOWER	5	308	CAXTON STREET NORTH	E16 1XJ		10090850486	TBC	Dwelling
CENTURION TOWER	5	401	CAXTON STREET NORTH	E16 1XJ		10090850487	TBC	Dwelling
CENTURION TOWER	5	402	CAXTON STREET NORTH	E16 1XJ		10090850488	TBC	Dwelling
CENTURION TOWER	5	403	CAXTON STREET NORTH	E16 1XJ		10090850489	TBC	Dwelling
CENTURION TOWER	5	404	CAXTON STREET NORTH	E16 1XJ		10090850490	TBC	Dwelling
CENTURION TOWER	5	405	CAXTON STREET NORTH	E16 1XJ		10090850491	TBC	Dwelling
CENTURION TOWER	5	406	CAXTON STREET NORTH	E16 1XJ		10090850492	TBC	Dwelling
CENTURION TOWER	5	407	CAXTON STREET NORTH	E16 1XJ		10090850493	TBC	Dwelling
CENTURION TOWER	5	408	CAXTON STREET NORTH	E16 1XJ		10090850494	TBC	Dwelling
CENTURION TOWER	5	501	CAXTON STREET NORTH	E16 1XJ		10090850495	TBC	Dwelling
CENTURION TOWER	5	502	CAXTON STREET NORTH	E16 1XJ		10090850496	TBC	Dwelling
CENTURION TOWER	5	503	CAXTON STREET NORTH	E16 1XJ		10090850497	TBC	Dwelling
CENTURION TOWER	5	504	CAXTON STREET NORTH	E16 1XJ		10090850498	TBC	Dwelling
CENTURION TOWER	5	505	CAXTON STREET NORTH	E16 1XJ		10090850499	TBC	Dwelling
CENTURION TOWER	5	507	CAXTON STREET NORTH	E16 1XJ		10090850501	TBC	Dwelling
CENTURION TOWER	5	508	CAXTON STREET NORTH	E16 1XJ		10090850502	TBC	Dwelling
CENTURION TOWER	5	601	CAXTON STREET NORTH	E16 1XJ		10090850503	TBC	Dwelling
CENTURION TOWER	5	602	CAXTON STREET NORTH	E16 1XJ		10090850504	TBC	Dwelling
CENTURION TOWER	5	603	CAXTON STREET NORTH	E16 1XJ		10090850505	TBC	Dwelling
CENTURION TOWER	5	604	CAXTON STREET NORTH	E16 1XJ		10090850506	TBC	Dwelling
CENTURION TOWER	5	605	CAXTON STREET NORTH	E16 1XJ		10090850507	TBC	Dwelling
CENTURION TOWER	5	606	CAXTON STREET NORTH	E16 1XJ		10090850508	TBC	Dwelling
CENTURION TOWER	5	607	CAXTON STREET NORTH	E16 1XJ		10090850509	TBC	Dwelling
CENTURION TOWER	5	608	CAXTON STREET NORTH	E16 1XJ		10090850510	TBC	Dwelling
CENTURION TOWER	5	701	CAXTON STREET NORTH	E16 1XJ		10090850511	TBC	Dwelling
CENTURION TOWER	5	702	CAXTON STREET NORTH	E16 1XJ		10090850512	TBC	Dwelling
CENTURION TOWER	5	703	CAXTON STREET NORTH	E16 1XJ		10090850513	TBC	Dwelling
CENTURION TOWER	5	704	CAXTON STREET NORTH	E16 1XJ		10090850514	TBC	Dwelling
CENTURION TOWER	5	705	CAXTON STREET NORTH	E16 1XJ		10090850515	TBC	Dwelling
CENTURION TOWER	5	706	CAXTON STREET NORTH	E16 1XJ		10090850516	TBC	Dwelling
CENTURION TOWER	5	707	CAXTON STREET NORTH	E16 1XJ		10090850517	TBC	Dwelling
CENTURION TOWER	5	708	CAXTON STREET NORTH	E16 1XJ		10090850518	TBC	Dwelling
CENTURION TOWER	5	801	CAXTON STREET NORTH	E16 1XJ		10090850519	TBC	Dwelling
CENTURION TOWER	5	802	CAXTON STREET NORTH	E16 1XJ		10090850520	TBC	Dwelling
CENTURION TOWER	5	803	CAXTON STREET NORTH	E16 1XJ		10090850521	TBC	Dwelling
CENTURION TOWER	5	804	CAXTON STREET NORTH	E16 1XJ		10090850522	TBC	Dwelling
CENTURION TOWER	5	805	CAXTON STREET NORTH	E16 1XJ		10090850523	TBC	Dwelling
CENTURION TOWER	5	806	CAXTON STREET NORTH	E16 1XJ		10090850524	TBC	Dwelling
CENTURION TOWER	5	807	CAXTON STREET NORTH	E16 1XJ		10090850525	TBC	Dwelling
CENTURION TOWER	5	808	CAXTON STREET NORTH	E16 1XJ		10090850526	TBC	Dwelling
CENTURION TOWER	5	901	CAXTON STREET NORTH	E16 1XJ		10090850527	TBC	Dwelling
CENTURION TOWER	5	902	CAXTON STREET NORTH	E16 1XJ		10090850528	TBC	Dwelling
CENTURION TOWER	5	903	CAXTON STREET NORTH	E16 1XJ		10090850529	TBC	Dwelling
CENTURION TOWER	5	904	CAXTON STREET NORTH	E16 1XJ		10090850530	TBC	Dwelling
CENTURION TOWER	5	1001	CAXTON STREET NORTH	E16 1XJ		10090850531	TBC	Dwelling
CENTURION TOWER	5	1002	CAXTON STREET NORTH	E16 1XJ		10090850532	TBC	Dwelling
CENTURION TOWER	5	1003	CAXTON STREET NORTH	E16 1XJ		10090850533	TBC	Dwelling
CENTURION TOWER	5	1004	CAXTON STREET NORTH	E16 1XJ		10090850534	TBC	Dwelling
CENTURION TOWER	5	1005	CAXTON STREET NORTH	E16 1XJ		10090850535	TBC	Dwelling
CENTURION TOWER	5	506	CAXTON STREET NORTH	E16 1XJ		10090850500	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1001	CITY ISLAND WAY	E14 0QE		6704409	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1002	CITY ISLAND WAY	E14 0QE		6704410	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1003	CITY ISLAND WAY	E14 0QE		6704411	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1004	CITY ISLAND WAY	E14 0QE		6704412	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1005	CITY ISLAND WAY	E14 0QE		6704413	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1006	CITY ISLAND WAY	E14 0QE		6704414	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1007	CITY ISLAND WAY	E14 0QE		6704415	TBC	Dwelling
HARMONY BUILDING	31	FLAT 101	CITY ISLAND WAY	E14 0QE		6704359	TBC	Dwelling
HARMONY BUILDING	31	FLAT 102	CITY ISLAND WAY	E14 0QE		6704360	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1101	CITY ISLAND WAY	E14 0QF		6704417	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1102	CITY ISLAND WAY	E14 0QF		6704418	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1103	CITY ISLAND WAY	E14 0QF		6704419	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1104	CITY ISLAND WAY	E14 0QF		6704420	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1105	CITY ISLAND WAY	E14 0QF		6704421	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1106	CITY ISLAND WAY	E14 0QF		6704422	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1107	CITY ISLAND WAY	E14 0QF		6704423	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1201	CITY ISLAND WAY	E14 0QF		6704425	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1202	CITY ISLAND WAY	E14 0QF		6704426	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1203	CITY ISLAND WAY	E14 0QF		6704427	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1204	CITY ISLAND WAY	E14 0QF		6704428	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1205	CITY ISLAND WAY	E14 0QF		6704429	TBC	Dwelling

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
HARMONY BUILDING	31	FLAT 1206	CITY ISLAND WAY	E14 0QF		6704430	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1207	CITY ISLAND WAY	E14 0QF		6704431	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1301	CITY ISLAND WAY	E14 0QF		6704433	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1302	CITY ISLAND WAY	E14 0QF		6704434	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1303	CITY ISLAND WAY	E14 0QF		6704435	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1304	CITY ISLAND WAY	E14 0QF		6704436	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1305	CITY ISLAND WAY	E14 0QF		6704437	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1306	CITY ISLAND WAY	E14 0QF		6704438	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1307	CITY ISLAND WAY	E14 0QF		6704439	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1401	CITY ISLAND WAY	E14 0QF		6704441	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1402	CITY ISLAND WAY	E14 0QF		6704442	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1403	CITY ISLAND WAY	E14 0QF		6704443	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1404	CITY ISLAND WAY	E14 0QF		6704444	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1405	CITY ISLAND WAY	E14 0QF		6704445	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1406	CITY ISLAND WAY	E14 0QF		6704446	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1407	CITY ISLAND WAY	E14 0QF		6704447	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1501	CITY ISLAND WAY	E14 0QF		6704449	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1502	CITY ISLAND WAY	E14 0QF		6704450	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1503	CITY ISLAND WAY	E14 0QF		6704451	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1504	CITY ISLAND WAY	E14 0QF		6704452	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1505	CITY ISLAND WAY	E14 0QF		6704453	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1506	CITY ISLAND WAY	E14 0QF		6704454	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1507	CITY ISLAND WAY	E14 0QF		6704455	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1601	CITY ISLAND WAY	E14 0QF		6704457	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1602	CITY ISLAND WAY	E14 0QF		6704458	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1603	CITY ISLAND WAY	E14 0QF		6704459	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1604	CITY ISLAND WAY	E14 0QF		6704460	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1605	CITY ISLAND WAY	E14 0QF		6704461	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1606	CITY ISLAND WAY	E14 0QF		6704462	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1607	CITY ISLAND WAY	E14 0QF		6704463	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1701	CITY ISLAND WAY	E14 0QF		6704465	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1702	CITY ISLAND WAY	E14 0QF		6704466	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1703	CITY ISLAND WAY	E14 0QF		6704467	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1704	CITY ISLAND WAY	E14 0QF		6704468	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1705	CITY ISLAND WAY	E14 0QF		6704469	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1706	CITY ISLAND WAY	E14 0QF		6704470	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1707	CITY ISLAND WAY	E14 0QF		6704471	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1801	CITY ISLAND WAY	E14 0QF		6704473	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1802	CITY ISLAND WAY	E14 0QF		6704474	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1803	CITY ISLAND WAY	E14 0QF		6704475	TBC	Dwelling
HARMONY BUILDING	31	FLAT 1804	CITY ISLAND WAY	E14 0QF		6704476	TBC	Dwelling
HARMONY BUILDING	31	FLAT 201	CITY ISLAND WAY	E14 0QE		6704361	TBC	Dwelling
HARMONY BUILDING	31	FLAT 202	CITY ISLAND WAY	E14 0QE		6704362	TBC	Dwelling
HARMONY BUILDING	31	FLAT 203	CITY ISLAND WAY	E14 0QE		6704363	TBC	Dwelling
HARMONY BUILDING	31	FLAT 204	CITY ISLAND WAY	E14 0QE		6704364	TBC	Dwelling
HARMONY BUILDING	31	FLAT 301	CITY ISLAND WAY	E14 0QE		6704366	TBC	Dwelling
HARMONY BUILDING	31	FLAT 302	CITY ISLAND WAY	E14 0QE		6704367	TBC	Dwelling
HARMONY BUILDING	31	FLAT 303	CITY ISLAND WAY	E14 0QE		6704368	TBC	Dwelling
HARMONY BUILDING	31	FLAT 304	CITY ISLAND WAY	E14 0QE		6704369	TBC	Dwelling
HARMONY BUILDING	31	FLAT 401	CITY ISLAND WAY	E14 0QE		6704371	TBC	Dwelling
HARMONY BUILDING	31	FLAT 402	CITY ISLAND WAY	E14 0QE		6704372	TBC	Dwelling
HARMONY BUILDING	31	FLAT 403	CITY ISLAND WAY	E14 0QE		6704373	TBC	Dwelling
HARMONY BUILDING	31	FLAT 404	CITY ISLAND WAY	E14 0QE		6704374	TBC	Dwelling
HARMONY BUILDING	31	FLAT 501	CITY ISLAND WAY	E14 0QE		6704376	TBC	Dwelling
HARMONY BUILDING	31	FLAT 502	CITY ISLAND WAY	E14 0QE		6704377	TBC	Dwelling
HARMONY BUILDING	31	FLAT 503	CITY ISLAND WAY	E14 0QE		6704378	TBC	Dwelling
HARMONY BUILDING	31	FLAT 504	CITY ISLAND WAY	E14 0QE		6704379	TBC	Dwelling
HARMONY BUILDING	31	FLAT 601	CITY ISLAND WAY	E14 0QE		6704381	TBC	Dwelling
HARMONY BUILDING	31	FLAT 602	CITY ISLAND WAY	E14 0QE		6704382	TBC	Dwelling
HARMONY BUILDING	31	FLAT 603	CITY ISLAND WAY	E14 0QE		6704383	TBC	Dwelling
HARMONY BUILDING	31	FLAT 604	CITY ISLAND WAY	E14 0QE		6704384	TBC	Dwelling
HARMONY BUILDING	31	FLAT 605	CITY ISLAND WAY	E14 0QE		6704385	TBC	Dwelling
HARMONY BUILDING	31	FLAT 606	CITY ISLAND WAY	E14 0QE		6704386	TBC	Dwelling
HARMONY BUILDING	31	FLAT 702	CITY ISLAND WAY	E14 0QE		6704389	TBC	Dwelling
HARMONY BUILDING	31	FLAT 703	CITY ISLAND WAY	E14 0QE		6704390	TBC	Dwelling
HARMONY BUILDING	31	FLAT 704	CITY ISLAND WAY	E14 0QE		6704391	TBC	Dwelling
HARMONY BUILDING	31	FLAT 705	CITY ISLAND WAY	E14 0QE		6704392	TBC	Dwelling
HARMONY BUILDING	31	FLAT 706	CITY ISLAND WAY	E14 0QE		6704393	TBC	Dwelling
HARMONY BUILDING	31	FLAT 801	CITY ISLAND WAY	E14 0QE		6704395	TBC	Dwelling
HARMONY BUILDING	31	FLAT 802	CITY ISLAND WAY	E14 0QE		6704396	TBC	Dwelling
HARMONY BUILDING	31	FLAT 803	CITY ISLAND WAY	E14 0QE		6704397	TBC	Dwelling
HARMONY BUILDING	31	FLAT 804	CITY ISLAND WAY	E14 0QE		6704398	TBC	Dwelling
HARMONY BUILDING	31	FLAT 805	CITY ISLAND WAY	E14 0QE		6704399	TBC	Dwelling
HARMONY BUILDING	31	FLAT 806	CITY ISLAND WAY	E14 0QE		6704400	TBC	Dwelling
HARMONY BUILDING	31	FLAT 901	CITY ISLAND WAY	E14 0QE		6704402	TBC	Dwelling
HARMONY BUILDING	31	FLAT 902	CITY ISLAND WAY	E14 0QE		6704403	TBC	Dwelling
HARMONY BUILDING	31	FLAT 903	CITY ISLAND WAY	E14 0QE		6704404	TBC	Dwelling
HARMONY BUILDING	31	FLAT 904	CITY ISLAND WAY	E14 0QE		6704405	TBC	Dwelling
HARMONY BUILDING	31	FLAT 905	CITY ISLAND WAY	E14 0QE		6704406	TBC	Dwelling
HARMONY BUILDING	31	FLAT 906	CITY ISLAND WAY	E14 0QE		6704407	TBC	Dwelling

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
HARMONY BUILDING	31	FLAT G01	CITY ISLAND WAY	E14 0QF		6704355	TBC	Dwelling
HARMONY BUILDING	31	FLAT G02	CITY ISLAND WAY	E14 0QF		6704356	TBC	Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 1	COOLFIN ROAD	E16 3EL	1000002190002852	10009012731		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 10	COOLFIN ROAD	E16 3EL	1000002190002861	46017938		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 11	COOLFIN ROAD	E16 3EL	1000002190002862	10009012736		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 12	COOLFIN ROAD	E16 3EL	1000002190002855	46017940		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 14	COOLFIN ROAD	E16 3EL	1000002190002856	46017942		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 15	COOLFIN ROAD	E16 3EL	1000002190002857	10009012737		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 16	COOLFIN ROAD	E16 3EL	1000002190002858	46017944		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 17	COOLFIN ROAD	E16 3EL	1000002190002867	10009012738		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 18	COOLFIN ROAD	E16 3EL	1000002190002868	46017946		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 19	COOLFIN ROAD	E16 3EL	1000002190002869	10009012739		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 2	COOLFIN ROAD	E16 3EL	1000002190002853	46017930		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 20	COOLFIN ROAD	E16 3EL	1000002190002870	46017948		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 21	COOLFIN ROAD	E16 3EL	1000002190002863	10009012740		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 22	COOLFIN ROAD	E16 3EL	1000002190002864	46017950		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 23	COOLFIN ROAD	E16 3EL	1000002190002865	10009012741		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 24	COOLFIN ROAD	E16 3EL	1000002190002866	46017952		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 25	COOLFIN ROAD	E16 3EL	1000002190002875	10009012742		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 26	COOLFIN ROAD	E16 3EL	1000002190002876	46017954		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 27	COOLFIN ROAD	E16 3EL	1000002190002877	10009012743		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 28	COOLFIN ROAD	E16 3EL	1000002190002878	46017956		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 29	COOLFIN ROAD	E16 3EL	1000002190002871	10009012744		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 3	COOLFIN ROAD	E16 3EL	1000002190002854	10009012732		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 30	COOLFIN ROAD	E16 3EL	1000002190002872	46017958		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 31	COOLFIN ROAD	E16 3EL	1000002190002873	10009012745		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 32	COOLFIN ROAD	E16 3EL	1000002190002874	46017960		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 33	COOLFIN ROAD	E16 3EL	1000002190002879	10009012746		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 34	COOLFIN ROAD	E16 3EL	1000002190002880	46017962		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 4	COOLFIN ROAD	E16 3EL	1000002190002848	46017932		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 5	COOLFIN ROAD	E16 3EL	1000002190002849	10009012733		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 6	COOLFIN ROAD	E16 3EL	1000002190002850	46017934		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 7	COOLFIN ROAD	E16 3EL	1000002190002851	10009012734		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 8	COOLFIN ROAD	E16 3EL	1000002190002859	46017936		Dwelling
STANLEY HOLLOWAY COURT	2	FLAT 9	COOLFIN ROAD	E16 3EL	1000002190002860	10009012735		Dwelling
	64		COOLFIN ROAD	E16 3BE	1000002190591559	46017975		Dwelling
	66		COOLFIN ROAD	E16 3BE	1000002190591556	46017976		Dwelling
	68		COOLFIN ROAD	E16 3BE	1000002190591557	46017977		Dwelling
	70		COOLFIN ROAD	E16 3BE	1000002190591553	46017978		Dwelling
	72		COOLFIN ROAD	E16 3BE	1000002190591551	46017980		Dwelling
	74		COOLFIN ROAD	E16 3BE	1000002190591549	46017982		Dwelling
	76		COOLFIN ROAD	E16 3BE	1000002190591546	46017984		Dwelling
CAMELLIA HOUSE	51	FLAT 101	COTTON STREET	E14 0FQ	5000005156163990	6199148	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 102	COTTON STREET	E14 0FQ	5000005156145891	6199149	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 201	COTTON STREET	E14 0FQ	5000005156150775	6199150	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 202	COTTON STREET	E14 0FQ	5000005156168535	6199151	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 203	COTTON STREET	E14 0FQ	5000005156146599	6199152	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 204	COTTON STREET	E14 0FQ	5000005156150845	6199153	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 205	COTTON STREET	E14 0FQ	5000005156154457	6199154	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 206	COTTON STREET	E14 0FQ	5000005156169193	6199155	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 207	COTTON STREET	E14 0FQ	5000005156151568	6199156	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 208	COTTON STREET	E14 0FQ	5000005156177805	6199157	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 301	COTTON STREET	E14 0FQ	5000005156154091	6199158	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 302	COTTON STREET	E14 0FQ	5000005156152509	6199159	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 303	COTTON STREET	E14 0FQ	5000005156147534	6199160	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 304	COTTON STREET	E14 0FQ	5000005156148090	6199161	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 401	COTTON STREET	E14 0FQ	5000005156171247	6199162	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 402	COTTON STREET	E14 0FQ	5000005156147156	6199163	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 403	COTTON STREET	E14 0FQ	5000005156164744	6199164	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 404	COTTON STREET	E14 0FQ	5000005156163988	6199165	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 405	COTTON STREET	E14 0FQ	5000005156170585	6199166	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 406	COTTON STREET	E14 0FQ	5000005156156053	6199167	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 407	COTTON STREET	E14 0FQ	5000005156162736	6199168	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 408	COTTON STREET	E14 0FQ	5000005156160204	6199169	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 501	COTTON STREET	E14 0FQ	5000005156163518	6199170	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 502	COTTON STREET	E14 0FQ	5000005156169646	6199171	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 503	COTTON STREET	E14 0FQ	5000005156146273	6199172	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 504	COTTON STREET	E14 0FQ	5000005156173366	6199173	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 601	COTTON STREET	E14 0FQ	5000005156146559	6199174	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 602	COTTON STREET	E14 0FQ	5000005156164992	6199175	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 603	COTTON STREET	E14 0FQ	5000005156162446	6199176	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 604	COTTON STREET	E14 0FQ	5000005156157101	6199177	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 605	COTTON STREET	E14 0FQ	5000005156150568	6199178	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 606	COTTON STREET	E14 0FQ	5000005156172841	6199179	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 607	COTTON STREET	E14 0FQ	5000005156159028	6199180	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 608	COTTON STREET	E14 0FQ	5000005156163164	6199181	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 701	COTTON STREET	E14 0FQ	5000005156165915	6199182	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 702	COTTON STREET	E14 0FQ	5000005156156289	6199183	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 703	COTTON STREET	E14 0FQ	5000005156151204	6199184	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 704	COTTON STREET	E14 0FQ	5000005156169903	6199185	TBC	Dwelling

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
CAMELLIA HOUSE	51	FLAT 801	COTTON STREET	E14 0FQ	5000005156169224	6199186	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 802	COTTON STREET	E14 0FQ	5000005156146617	6199187	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 803	COTTON STREET	E14 0FQ	5000005156165380	6199188	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 804	COTTON STREET	E14 0FQ	5000005156161872	6199189	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 805	COTTON STREET	E14 0FQ	5000005156166298	6199190	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 806	COTTON STREET	E14 0FQ	5000005156164528	6199191	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 901	COTTON STREET	E14 0FQ	5000005163579317	6199192	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 902	COTTON STREET	E14 0FQ		6199193	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 903	COTTON STREET	E14 0FQ		6199194	TBC	Dwelling
CAMELLIA HOUSE	51	FLAT 904	COTTON STREET	E14 0FQ	5000005156166096	6199195	TBC	Dwelling
	2		COURTAULDS CLOSE	SE28 8RH	1000002190782190	10010194785		Dwelling
	3		COURTAULDS CLOSE	SE28 8RH	1000002190782191	10010194786		Dwelling
	6		DELISLE ROAD	SE28 0JE	1000002190758753	10010203556		Dwelling
	14		DELISLE ROAD	SE28 0JE	1000002190758477	10010203560		Dwelling
	16		DELISLE ROAD	SE28 0JE	1000002190758476	10010203561		Dwelling
	18		DELISLE ROAD	SE28 0JE	1000002148727321	10010203562		Dwelling
	11		DEVALLS CLOSE	E6 5PL	1000002190696657	46021229		Dwelling
	12		DEVALLS CLOSE	E6 5PL	1000002190696656	46021230		Dwelling
	13		DEVALLS CLOSE	E6 5PL	1000002190696655	46021231		Dwelling
	14		DEVALLS CLOSE	E6 5PL	1000002190699227	46021232		Dwelling
	15		DEVALLS CLOSE	E6 5PL	1000002190699228	46021233		Dwelling
	16		DEVALLS CLOSE	E6 5PL	1000002190699229	46021234		Dwelling
	17		DEVALLS CLOSE	E6 5PL	1000002190699230	46021235		Dwelling
	18		DEVALLS CLOSE	E6 5PL	1000002190699231	46021236		Dwelling
	19		DEVALLS CLOSE	E6 5PL	1000002190699232	46021237		Dwelling
	20		DEVALLS CLOSE	E6 5PL	1000002190698531	46021238		Dwelling
	21		DEVALLS CLOSE	E6 5PL	1000002190698528	46021239		Dwelling
	22		DEVALLS CLOSE	E6 5PL	1000002190698529	46021240		Dwelling
	23		DEVALLS CLOSE	E6 5PL	1000002190698530	46021241		Dwelling
	24		DEVALLS CLOSE	E6 5PL	1000002190696298	46021242		Dwelling
	25		DEVALLS CLOSE	E6 5PL	1000002190696297	46021243		Dwelling
	19		EAST HAM MANOR WAY	E6 5NA		46022953		Dwelling
	1		EPSTEIN ROAD	SE28 8DA	1000002190781419	100020962070		Dwelling
	3		EPSTEIN ROAD	SE28 8DA	1000002190781420	100020962071		Dwelling
	5		EPSTEIN ROAD	SE28 8DA	1000002190781421	100020962072		Dwelling
	7		EPSTEIN ROAD	SE28 8DA	1000002190781422	100020962073		Dwelling
	9		EPSTEIN ROAD	SE28 8DA	1000002190781452	100020962074		Dwelling
	11		EPSTEIN ROAD	SE28 8DA	1000002190782025	100020962075		Dwelling
	13		EPSTEIN ROAD	SE28 8DA	1000002190782026	100020962076		Dwelling
	15		EPSTEIN ROAD	SE28 8DA	1000002190782027	100020962077		Dwelling
	17		EPSTEIN ROAD	SE28 8DA	1000002190782028	10010194798		Dwelling
	19		EPSTEIN ROAD	SE28 8DA	1000002190782029	100023267033		Dwelling
	21		EPSTEIN ROAD	SE28 8DQ	1000002190782019	100020962080		Dwelling
	22		EPSTEIN ROAD	SE28 8EJ	1000002190781998	100020962081		Dwelling
	23		EPSTEIN ROAD	SE28 8DQ	1000002190782020	100020962082		Dwelling
	47		EPSTEIN ROAD	SE28 8DQ	1000002190782021	100020962106		Dwelling
	49		EPSTEIN ROAD	SE28 8DQ	1000002190782022	100020962108		Dwelling
	4		FELSTED ROAD	E16 3HL	1000002190629514	46088239		Dwelling
	8		FELSTED ROAD	E16 3HL	1000002190629576	46088223		Dwelling
	10		FELSTED ROAD	E16 3HL	1000002190629577	46088224		Dwelling
	12		FELSTED ROAD	E16 3HL	1000002190629578	46088225		Dwelling
	14		FELSTED ROAD	E16 3HL	1000002190629575	10012837119		Dwelling
	16		FELSTED ROAD	E16 3HL	1000002190629574	46088226		Dwelling
	18		FELSTED ROAD	E16 3HL	1000002190629573	46088227		Dwelling
	20		FELSTED ROAD	E16 3HL	1000002190629572	46088228		Dwelling
	22		FELSTED ROAD	E16 3HL	1000002190629571	46088229		Dwelling
6A	6A		FELSTED ROAD	E16 3HL	1000002191026394	10008999585		Dwelling
6B	6B		FELSTED ROAD	E16 3HL	1000002191026395	10034508946		Dwelling
	339		FISHGUARD WAY	E16 2RZ	1000002148823881	10008990593		Dwelling
	341		FISHGUARD WAY	E16 2RZ	1000002148823882	10008990594		Dwelling
	343		FISHGUARD WAY	E16 2RZ	1000002148823883	10008990595		Dwelling
	345		FISHGUARD WAY	E16 2RZ	1000002148823884	10008990596		Dwelling
	347		FISHGUARD WAY	E16 2RZ	1000002148823885	10008990598		Dwelling
	349		FISHGUARD WAY	E16 2RZ	1000002148823886	10008990582		Dwelling
	351		FISHGUARD WAY	E16 2RZ	1000002148823877	10008990569		Dwelling
	353		FISHGUARD WAY	E16 2RZ	1000002148823887	10008990570		Dwelling
	355		FISHGUARD WAY	E16 2RZ	1000002148823888	10008990571		Dwelling
	357		FISHGUARD WAY	E16 2RZ	1000002148823879	10008990572		Dwelling
	359		FISHGUARD WAY	E16 2RZ	1000002148823889	10008990573		Dwelling
	361		FISHGUARD WAY	E16 2RZ	1000002148823890	10008990574		Dwelling
	363		FISHGUARD WAY	E16 2RZ	1000002148823891	10008990575		Dwelling
	365		FISHGUARD WAY	E16 2RZ	1000002148823892	10008990576		Dwelling
	367		FISHGUARD WAY	E16 2RZ	1000002148823893	10008990577		Dwelling
	369		FISHGUARD WAY	E16 2RZ	1000002148823878	10008990578		Dwelling
	371		FISHGUARD WAY	E16 2RZ	1000002148823894	10008990579		Dwelling
	373		FISHGUARD WAY	E16 2RZ	1000002148823895	10008990580		Dwelling
	375		FISHGUARD WAY	E16 2RZ	1000002148823896	10008990581		Dwelling
	377		FISHGUARD WAY	E16 2RZ	1000002148823897	10008990583		Dwelling
	379		FISHGUARD WAY	E16 2RZ	1000002148823898	10008990567		Dwelling
	381		FISHGUARD WAY	E16 2RZ	1000002148823899	10008990554		Dwelling

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	383		FISHGUARD WAY	E16 2RZ	1000002148823900	10008990555		Dwelling
	385		FISHGUARD WAY	E16 2RZ	1000002148823901	10008990556		Dwelling
	387		FISHGUARD WAY	E16 2RZ	1000002148823902	10008990557		Dwelling
	389		FISHGUARD WAY	E16 2RZ	1000002148823903	10008990558		Dwelling
	391		FISHGUARD WAY	E16 2RZ	1000002148823904	10008990559		Dwelling
	393		FISHGUARD WAY	E16 2RZ	1000002148823905	10008990560		Dwelling
	395		FISHGUARD WAY	E16 2RZ	1000002148823906	10008990561		Dwelling
	397		FISHGUARD WAY	E16 2RZ	1000002148823907	10008990562		Dwelling
	399		FISHGUARD WAY	E16 2RZ	1000002148823908	10008990563		Dwelling
	401		FISHGUARD WAY	E16 2RZ	1000002148823909	10008990564		Dwelling
	403		FISHGUARD WAY	E16 2RZ	1000002148823910	10008990565		Dwelling
	405		FISHGUARD WAY	E16 2RZ	1000002148823911	10008990566		Dwelling
	407		FISHGUARD WAY	E16 2RZ	1000002148825414	10008990568		Dwelling
	409		FISHGUARD WAY	E16 2RZ	1000002148825178	10008990553		Dwelling
	411		FISHGUARD WAY	E16 2RZ	1000002148825397	10008986084		Dwelling
	413		FISHGUARD WAY	E16 2RZ	1000002148825398	10008986085		Dwelling
	415		FISHGUARD WAY	E16 2RZ	1000002148825399	10008986086		Dwelling
	417		FISHGUARD WAY	E16 2RZ	1000002148825400	10008986087		Dwelling
	419		FISHGUARD WAY	E16 2RZ	1000002148823918	10008986077		Dwelling
	421		FISHGUARD WAY	E16 2RZ	1000002148825401	10008986066		Dwelling
	423		FISHGUARD WAY	E16 2RZ	1000002148825402	10008986067		Dwelling
	425		FISHGUARD WAY	E16 2RZ	1000002148825403	10008986068		Dwelling
	427		FISHGUARD WAY	E16 2RZ	1000002148825404	10008986069		Dwelling
	429		FISHGUARD WAY	E16 2RZ	1000002148825405	10008986070		Dwelling
	431		FISHGUARD WAY	E16 2RZ	1000002148825406	10008986071		Dwelling
	433		FISHGUARD WAY	E16 2RZ	1000002148825407	10008986072		Dwelling
	435		FISHGUARD WAY	E16 2RZ	1000002148825408	10008986073		Dwelling
	437		FISHGUARD WAY	E16 2RZ	1000002148819888	10008986074		Dwelling
	439		FISHGUARD WAY	E16 2RZ	1000002148825409	10008986075		Dwelling
	441		FISHGUARD WAY	E16 2RZ	1000002148825410	10008986076		Dwelling
	443		FISHGUARD WAY	E16 2RZ	1000002148825411	10009007452		Dwelling
	445		FISHGUARD WAY	E16 2RZ	1000002148825412	10009007453		Dwelling
	447		FISHGUARD WAY	E16 2RZ	1000002148825413	10009007454		Dwelling
	449		FISHGUARD WAY	E16 2RZ	1000002148825324	10009007455		Dwelling
	7		FLETCHER CLOSE	E6 6FT	1000002190696296	46091146		Dwelling
	8		FLETCHER CLOSE	E6 6FT	1000002190696341	46083768		Dwelling
	9		FLETCHER CLOSE	E6 6FT	1000002190696345	46083769		Dwelling
	10		FLETCHER CLOSE	E6 6FT	1000002190696344	46083762		Dwelling
	11		FLETCHER CLOSE	E6 6FT	1000002190696343	46083763		Dwelling
	5		GALSWORTHY CLOSE	SE28 8DB	1000002190781423	100020966503		Dwelling
	6		GALSWORTHY CLOSE	SE28 8DB	1000002190781424	100020966504		Dwelling
	7		GALSWORTHY CLOSE	SE28 8DB	1000002190781425	100020966505		Dwelling
	8		GALSWORTHY CLOSE	SE28 8DB	1000002190781426	100020966506		Dwelling
	9		GALSWORTHY CLOSE	SE28 8DB	1000002190781427	100020966507		Dwelling
	10		GALSWORTHY CLOSE	SE28 8DB	1000002190781428	100020966508		Dwelling
	11		GALSWORTHY CLOSE	SE28 8DB	1000002190781429	100020966509		Dwelling
	12		GALSWORTHY CLOSE	SE28 8DB	1000002190781430	100020966510		Dwelling
	1		GASELEE STREET	E14 9QZ	1000002190513802	6081987		Dwelling
	2		GRESHAM ROAD	E16 3DU	1000002190591985	46032432		Dwelling
	4		GRESHAM ROAD	E16 3DU	1000002190591986	46032435		Dwelling
	6		GRESHAM ROAD	E16 3DU	1000002190591987	46032439		Dwelling
	8		GRESHAM ROAD	E16 3DU	1000002190591969	46032444		Dwelling
	10		GRESHAM ROAD	E16 3DU	1000002190591970	46032447		Dwelling
	12		GRESHAM ROAD	E16 3DU	1000002190591945	46032451		Dwelling
	14		GRESHAM ROAD	E16 3DU	1000002190591946	46032456		Dwelling
	16		GRESHAM ROAD	E16 3DU	1000002190591947	46032460		Dwelling
	18		GRESHAM ROAD	E16 3DU	1000002190592443	46032464		Dwelling
	20		GRESHAM ROAD	E16 3DU	1000002190592444	46032467		Dwelling
	22		GRESHAM ROAD	E16 3DU	1000002190592445	46032471		Dwelling
	24		GRESHAM ROAD	E16 3DU	1000002190592446	46032476		Dwelling
	26		GRESHAM ROAD	E16 3DU	1000002190592447	46032480		Dwelling
	28		GRESHAM ROAD	E16 3DU	1000002190592448	46032484		Dwelling
	30		GRESHAM ROAD	E16 3DU	1000002190592449	46032487		Dwelling
	32		GRESHAM ROAD	E16 3DU	1000002190592450	46032491		Dwelling
	34		GRESHAM ROAD	E16 3DU	1000002190592451	46032494		Dwelling
	36		GRESHAM ROAD	E16 3DU	1000002190592452	46032496		Dwelling
	2		HUNTINGDON STREET	E16 1HS	1000002190554526	46039256		Dwelling
	4		HUNTINGDON STREET	E16 1HS	1000002190554527	46039257		Dwelling
	6		HUNTINGDON STREET	E16 1HS	1000002190554528	46039258		Dwelling
	152		LESLIE ROAD	E16 3AZ	1000002190591936	46045119		Dwelling
	154		LESLIE ROAD	E16 3AZ	1000002190591938	46045120		Dwelling
	156		LESLIE ROAD	E16 3AZ	1000002190591940	46045121		Dwelling
	168		LESLIE ROAD	E16 3AZ	1000002190591937	46045127		Dwelling
	170		LESLIE ROAD	E16 3AZ	1000002190591939	46045128		Dwelling
	172		LESLIE ROAD	E16 3AZ	1000002190591941	46045129		Dwelling
	174		LESLIE ROAD	E16 3AZ	1000002190591942	46045130		Dwelling
	176		LESLIE ROAD	E16 3AZ	1000002190591943	46045131		Dwelling
	178		LESLIE ROAD	E16 3AZ	1000002190591812	46045132		Dwelling
	1		LOWESTOFT MEWS	E16 2ST	1000002148836926	10008991298		Dwelling
	2		LOWESTOFT MEWS	E16 2ST	1000002148825415	10008991299		Dwelling

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
	3		LOWESTOFT MEWS	E16 2ST	1000002148825416	10008991300		Dwelling
	4		LOWESTOFT MEWS	E16 2ST	1000002148825417	10008991301		Dwelling
	5		LOWESTOFT MEWS	E16 2ST	1000002148825418	10008991302		Dwelling
	6		LOWESTOFT MEWS	E16 2ST	1000002148823920	10008991303		Dwelling
	7		LOWESTOFT MEWS	E16 2ST	1000002148823880	10008991304		Dwelling
	8		LOWESTOFT MEWS	E16 2ST	1000002148825419	10008991305		Dwelling
	9		LOWESTOFT MEWS	E16 2ST	1000002148825420	10008991281		Dwelling
	10		LOWESTOFT MEWS	E16 2ST	1000002148825421	10008991282		Dwelling
	11		LOWESTOFT MEWS	E16 2ST	1000002148825422	10008991283		Dwelling
	12		LOWESTOFT MEWS	E16 2ST	1000002148827029	10008991284		Dwelling
	13		LOWESTOFT MEWS	E16 2ST	1000002148825423	10008991285		Dwelling
	14		LOWESTOFT MEWS	E16 2ST	1000002148825424	10008991286		Dwelling
	15		LOWESTOFT MEWS	E16 2ST	1000002148823923	10008991287		Dwelling
	16		LOWESTOFT MEWS	E16 2ST	1000002148825425	10008991288		Dwelling
	17		LOWESTOFT MEWS	E16 2ST	1000002148827030	10008991289		Dwelling
	18		LOWESTOFT MEWS	E16 2ST	1000002148825426	10008991290		Dwelling
	19		LOWESTOFT MEWS	E16 2ST	1000002148825427	10008991291		Dwelling
	20		LOWESTOFT MEWS	E16 2ST	1000002148825428	10008991292		Dwelling
	21		LOWESTOFT MEWS	E16 2ST	1000002148823922	10008991293		Dwelling
	22		LOWESTOFT MEWS	E16 2ST	1000002148825429	10008991294		Dwelling
	23		LOWESTOFT MEWS	E16 2ST	1000002148823914	10008991295		Dwelling
	24		LOWESTOFT MEWS	E16 2ST	1000002148827031	10008991296		Dwelling
	25		LOWESTOFT MEWS	E16 2ST	1000002148823912	10008991272		Dwelling
	26		LOWESTOFT MEWS	E16 2ST	1000002148825430	10008991273		Dwelling
	27		LOWESTOFT MEWS	E16 2ST	1000002148825449	10008991274		Dwelling
	28		LOWESTOFT MEWS	E16 2ST	1000002148823924	10008991275		Dwelling
	29		LOWESTOFT MEWS	E16 2ST	1000002148823919	10008991276		Dwelling
	30		LOWESTOFT MEWS	E16 2ST	1000002148825431	10008991277		Dwelling
	31		LOWESTOFT MEWS	E16 2ST	1000002148823916	10008991278		Dwelling
	32		LOWESTOFT MEWS	E16 2ST	1000002148825432	10008991279		Dwelling
	33		LOWESTOFT MEWS	E16 2ST	1000002148827032	10008991280		Dwelling
	34		LOWESTOFT MEWS	E16 2ST	1000002148825433	10008986113		Dwelling
	35		LOWESTOFT MEWS	E16 2ST	1000002148825434	10008986100		Dwelling
	36		LOWESTOFT MEWS	E16 2ST	1000002148825435	10008986101		Dwelling
	37		LOWESTOFT MEWS	E16 2ST	1000002148825436	10008986102		Dwelling
	38		LOWESTOFT MEWS	E16 2ST	1000002148827033	10008986103		Dwelling
	39		LOWESTOFT MEWS	E16 2ST	1000002148825437	10008986104		Dwelling
	40		LOWESTOFT MEWS	E16 2ST	1000002148825438	10008986105		Dwelling
	41		LOWESTOFT MEWS	E16 2ST	1000002148825439	10008986106		Dwelling
	42		LOWESTOFT MEWS	E16 2ST	1000002148827034	10008986107		Dwelling
	43		LOWESTOFT MEWS	E16 2ST	1000002148823915	10008986108		Dwelling
	44		LOWESTOFT MEWS	E16 2ST	1000002148825440	10008986109		Dwelling
	45		LOWESTOFT MEWS	E16 2ST	1000002148825441	10008986110		Dwelling
	46		LOWESTOFT MEWS	E16 2ST	1000002148825442	10008986111		Dwelling
	47		LOWESTOFT MEWS	E16 2ST	1000002148823913	10008986112		Dwelling
	48		LOWESTOFT MEWS	E16 2ST	1000002148825443	10008986114		Dwelling
	49		LOWESTOFT MEWS	E16 2ST	1000002148823917	10008986115		Dwelling
	50		LOWESTOFT MEWS	E16 2ST	1000002148827035	10008986099		Dwelling
	51		LOWESTOFT MEWS	E16 2ST	1000002148825444	10008986088		Dwelling
	52		LOWESTOFT MEWS	E16 2ST	1000002148823921	10008986089		Dwelling
	53		LOWESTOFT MEWS	E16 2ST	1000002148825175	10008986090		Dwelling
	54		LOWESTOFT MEWS	E16 2ST	1000002148825445	10008986091		Dwelling
	55		LOWESTOFT MEWS	E16 2ST	1000002148825446	10008986092		Dwelling
	56		LOWESTOFT MEWS	E16 2ST	1000002148827036	10008986093		Dwelling
	57		LOWESTOFT MEWS	E16 2ST	1000002148825447	10008986094		Dwelling
	58		LOWESTOFT MEWS	E16 2ST	1000002148825448	10008986095		Dwelling
	59		LOWESTOFT MEWS	E16 2ST	1000002148824957	10008986096		Dwelling
	60		LOWESTOFT MEWS	E16 2ST	1000002148825450	10008986097		Dwelling
	21		MUNDAY ROAD	E16 3QJ	1000002190592917	46086366		Dwelling
	23		MUNDAY ROAD	E16 3QJ	1000002190592918	46091675		Dwelling
	25		MUNDAY ROAD	E16 3QJ	1000002190592919	46086367		Dwelling
	27		MUNDAY ROAD	E16 3QJ	1000002190592920	46086365		Dwelling
	51		NEWACRES ROAD	SE28 0LB	1000002190758774	10010194479		Dwelling
	52		NEWACRES ROAD	SE28 0LB	1000002190758771	10010210489		Dwelling
	56		NEWACRES ROAD	SE28 0LA	1000002190758780	10010204280		Dwelling
	57		NEWACRES ROAD	SE28 0LA	1000002190758781	10010204281		Dwelling
	58		NEWACRES ROAD	SE28 0LA	1000002190758778	10010204282		Dwelling
	59		NEWACRES ROAD	SE28 0LA	1000002190758779	10010204283		Dwelling
	60		NEWACRES ROAD	SE28 0LA	1000002190758776	10010204284		Dwelling
	61		NEWACRES ROAD	SE28 0LA	1000002190758777	10010204285		Dwelling
	103		NEWMARSH ROAD	SE28 8TA	1000002190882670	200001928932		Dwelling
	105		NEWMARSH ROAD	SE28 8TA	1000002190887758	200001928933		Dwelling
	10		PITFIELD CRESCENT	SE28 8RG	1000002190782208	100020993941		Dwelling
	12		PITFIELD CRESCENT	SE28 8RG	1000002190782214	100020993943		Dwelling
	14		PITFIELD CRESCENT	SE28 8RG	1000002190782215	100020993945		Dwelling
	16		PITFIELD CRESCENT	SE28 8RG	1000002190782216	100020993947		Dwelling
	18		PITFIELD CRESCENT	SE28 8RG	1000002190782213	100020993949		Dwelling
	4		POMFRET PLACE	E14 0FX	5000005156164662	6199201	TBC	Dwelling
243A	243A		POPLAR HIGH STREET	E14 0BE	1000002190512655	6082994		Dwelling
	457		PRINCE REGENT LANE	E16 3HX	1000002190630149	46059196		Dwelling

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
	459		PRINCE REGENT LANE	E16 3HX	1000002190630152	46059197		Dwelling
	461		PRINCE REGENT LANE	E16 3HX	1000002190630151	46059198		Dwelling
	463		PRINCE REGENT LANE	E16 3HX	1000002190630148	46059199		Dwelling
	465		PRINCE REGENT LANE	E16 3HX	1000002190630147	46059200		Dwelling
	467		PRINCE REGENT LANE	E16 3HX	1000002190630150	46059201		Dwelling
ANCHOR HOUSE		FLAT 1	PRINCE REGENT LANE	E16 3DP	1000002190629995	46058902		Dwelling
ANCHOR HOUSE		FLAT 10	PRINCE REGENT LANE	E16 3DP	1000002190630063	46058906		Dwelling
ANCHOR HOUSE		FLAT 11	PRINCE REGENT LANE	E16 3DP	1000002190630064	46058900		Dwelling
ANCHOR HOUSE		FLAT 12	PRINCE REGENT LANE	E16 3DP	1000002190630065	46058901		Dwelling
ANCHOR HOUSE		FLAT 2	PRINCE REGENT LANE	E16 3DP	1000002190629993	46058899		Dwelling
ANCHOR HOUSE		FLAT 3	PRINCE REGENT LANE	E16 3DP	1000002190629994	46058898		Dwelling
ANCHOR HOUSE		FLAT 4	PRINCE REGENT LANE	E16 3DP	1000002190629996	46058903		Dwelling
ANCHOR HOUSE		FLAT 5	PRINCE REGENT LANE	E16 3DP	1000002190629997	46058895		Dwelling
ANCHOR HOUSE		FLAT 6	PRINCE REGENT LANE	E16 3DP	1000002190629998	46058896		Dwelling
ANCHOR HOUSE		FLAT 7	PRINCE REGENT LANE	E16 3DP	1000002190630021	46058908		Dwelling
ANCHOR HOUSE		FLAT 8	PRINCE REGENT LANE	E16 3DP	1000002190630022	46058894		Dwelling
ANCHOR HOUSE		FLAT 9	PRINCE REGENT LANE	E16 3DP	1000002190630023	46058897		Dwelling
	76		PRINCESS ALICE WAY	SE28 0HQ	1000002148697799	100020996136		Dwelling
	17		RADLAND ROAD	E16 1LN	1000002190592921	46084778		Dwelling
	8		RENFREW CLOSE	E6 5PG	1000002190696535	46060724		Dwelling
	10		RENFREW CLOSE	E6 5PG	1000002190696536	46060726		Dwelling
	12		RENFREW CLOSE	E6 5PG	1000002190696537	46060728		Dwelling
	14		RENFREW CLOSE	E6 5PG	1000002190696538	46060730		Dwelling
	56		RENFREW CLOSE	E6 5PG	1000002190696529	46060772		Dwelling
	58		RENFREW CLOSE	E6 5PG	1000002190696530	46060774		Dwelling
	60		RENFREW CLOSE	E6 5PG	1000002190696531	46060776		Dwelling
	62		RENFREW CLOSE	E6 5PG	1000002190696526	46060778		Dwelling
	64		RENFREW CLOSE	E6 5PG	1000002190696527	46060780		Dwelling
	66		RENFREW CLOSE	E6 5PG	1000002190696528	46060782		Dwelling
	68		RENFREW CLOSE	E6 5PG	1000002190696555	46060784		Dwelling
	70		RENFREW CLOSE	E6 5PG	1000002190696556	46060786		Dwelling
	72		RENFREW CLOSE	E6 5PG	1000002190696557	46060788		Dwelling
	74		RENFREW CLOSE	E6 5PG	1000002190696552	46060790		Dwelling
	76		RENFREW CLOSE	E6 5PG	1000002190696553	46060792		Dwelling
	78		RENFREW CLOSE	E6 5PG	1000002190696554	46060794		Dwelling
	80		RENFREW CLOSE	E6 5PG	1000002190696561	46060796		Dwelling
	82		RENFREW CLOSE	E6 5PG	1000002190696562	46060798		Dwelling
	84		RENFREW CLOSE	E6 5PG	1000002190696563	46060800		Dwelling
	86		RENFREW CLOSE	E6 5PG	1000002190696558	46060802		Dwelling
	88		RENFREW CLOSE	E6 5PG	1000002190696559	46060804		Dwelling
	90		RENFREW CLOSE	E6 5PG	1000002190696560	46060806		Dwelling
	86		RICHARD HOUSE DRIVE	E16 3RF	1000002190629639	46089717		Dwelling
	88		RICHARD HOUSE DRIVE	E16 3RF	1000002190629647	46088592		Dwelling
	90		RICHARD HOUSE DRIVE	E16 3RF	1000002190629646	46088593		Dwelling
	92		RICHARD HOUSE DRIVE	E16 3RF	1000002190629645	46088182		Dwelling
	94		RICHARD HOUSE DRIVE	E16 3RF	1000002190629644	46088594		Dwelling
	96		RICHARD HOUSE DRIVE	E16 3RF	1000002190629643	46089718		Dwelling
	5		ROEBOURNE WAY	E16 2JH	1000002148674711	46061481		Dwelling
	6		ROEBOURNE WAY	E16 2JH	1000002148674710	46061482		Dwelling
	17		ROEBOURNE WAY	E16 2JH	1000002148674727	46061485		Dwelling
	18		ROEBOURNE WAY	E16 2JH	1000002148674728	46061486		Dwelling
	19		ROEBOURNE WAY	E16 2JH	1000002148674729	46061487		Dwelling
	20		ROEBOURNE WAY	E16 2JH	1000002148674730	46061488		Dwelling
	21		ROEBOURNE WAY	E16 2JH	1000002148674731	46061489		Dwelling
	22		ROEBOURNE WAY	E16 2JH	1000002148674732	46061490		Dwelling
	23		ROEBOURNE WAY	E16 2JH	1000002148674733	46061491		Dwelling
	24		ROEBOURNE WAY	E16 2JH	1000002148674734	46061492		Dwelling
	25		ROEBOURNE WAY	E16 2JH	1000002148674735	46061493		Dwelling
	26		ROEBOURNE WAY	E16 2JH	1000002148674736	46061494		Dwelling
	1		ROMAN SQUARE	SE28 8RQ	1000002190782227	100023267137		Dwelling
	3		ROMAN SQUARE	SE28 8RQ	1000002190782228	100023267138		Dwelling
	5		ROMAN SQUARE	SE28 8RQ	1000002190782225	100023267139		Dwelling
	7		ROMAN SQUARE	SE28 8RQ	1000002190782226	100023267140		Dwelling
	9		ROMAN SQUARE	SE28 8RQ	1000002190782224	100023267141		Dwelling
	11		ROMAN SQUARE	SE28 8RQ	1000002190782223	100023267142		Dwelling
	13		ROMAN SQUARE	SE28 8RQ	1000002190782222	100023267143		Dwelling
	31		ROMAN SQUARE	SE28 8RQ	1000002190782311	100023267152		Dwelling
	33		ROMAN SQUARE	SE28 8RQ	1000002190782310	100023267153		Dwelling
	1		ROPE TERRACE	E16 2PQ		10093132507		Dwelling
	2		ROPE TERRACE	E16 2PH		10093132501		Dwelling
	3		ROPE TERRACE	E16 2PQ		10093132508		Dwelling
	4		ROPE TERRACE	E16 2PH		10093132502		Dwelling
	5		ROPE TERRACE	E16 2PQ		10093132509		Dwelling
	6		ROPE TERRACE	E16 2PH		10093132503		Dwelling
	7		ROPE TERRACE	E16 2PQ		10093132510		Dwelling
	8		ROPE TERRACE	E16 2PH		10093132504		Dwelling
	10		ROPE TERRACE	E16 2PH		10093132505		Dwelling
	11		ROPE TERRACE	E16 2PQ		10093132512		Dwelling
	12		ROPE TERRACE	E16 2PH		10093132506		Dwelling
	13		ROPE TERRACE	E16 2PQ		10093132513		Dwelling

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
MASTHEAD HOUSE	9	71	ROYAL CREST AVENUE	E16 2PG		10093132454		Dwelling
MASTHEAD HOUSE	9	72	ROYAL CREST AVENUE	E16 2PG		10093132455		Dwelling
	1		SAIGASSO CLOSE	E16 3HZ	1000002190629199	46063595		Dwelling
	2		SAIGASSO CLOSE	E16 3HZ	1000002190629636	46063596		Dwelling
	4		SAIGASSO CLOSE	E16 3HZ	1000002190629203	46063597		Dwelling
	6		SAIGASSO CLOSE	E16 3HZ	1000002190629202	46063598		Dwelling
	8		SAIGASSO CLOSE	E16 3HZ	1000002190629201	46063599		Dwelling
	10		SAIGASSO CLOSE	E16 3HZ	1000002190629200	46063600		Dwelling
	2		SHEERNESS MEWS	E16 2SR	1000002190003015	46081894		Dwelling
	4		SHEERNESS MEWS	E16 2SR	1000002190003016	46081896		Dwelling
	6		SHEERNESS MEWS	E16 2SR	1000002190003009	46081898		Dwelling
	8		SHEERNESS MEWS	E16 2SR	1000002190003010	46081900		Dwelling
	10		SHEERNESS MEWS	E16 2SR	1000002190003011	10008990539		Dwelling
	12		SHEERNESS MEWS	E16 2SR	1000002190003012	10008990541		Dwelling
	14		SHEERNESS MEWS	E16 2SR	1000002190003021	10008990543		Dwelling
	16		SHEERNESS MEWS	E16 2SR	1000002190003022	10008990545		Dwelling
	18		SHEERNESS MEWS	E16 2SR	1000002190003023	10008990547		Dwelling
	20		SHEERNESS MEWS	E16 2SR	1000002190003024	10008990549		Dwelling
	22		SHEERNESS MEWS	E16 2SR	1000002190003017	10008989257		Dwelling
	24		SHEERNESS MEWS	E16 2SR	1000002190003018	10008989259		Dwelling
	26		SHEERNESS MEWS	E16 2SR	1000002190003019	10008989261		Dwelling
	28		SHEERNESS MEWS	E16 2SR	1000002190003020	10008989263		Dwelling
	30		SHEERNESS MEWS	E16 2SR	1000002190003026	10008989265		Dwelling
	32		SHEERNESS MEWS	E16 2SR	1000002190003027	10008989241		Dwelling
	34		SHEERNESS MEWS	E16 2SR	1000002190003028	10008989243		Dwelling
	36		SHEERNESS MEWS	E16 2SR	1000002190003029	10008989245		Dwelling
	38		SHEERNESS MEWS	E16 2SR	1000002190003025	10008989247		Dwelling
	40		SHEERNESS MEWS	E16 2SR	1000002190002973	10008989249		Dwelling
	42		SHEERNESS MEWS	E16 2SR	1000002190002968	10008989252		Dwelling
	44		SHEERNESS MEWS	E16 2SR	1000002190002969	10008989254		Dwelling
	46		SHEERNESS MEWS	E16 2SR	1000002190002970	10008989256		Dwelling
	48		SHEERNESS MEWS	E16 2SR	1000002190002964	10008991676		Dwelling
	50		SHEERNESS MEWS	E16 2SR	1000002190002965	10008991678		Dwelling
	52		SHEERNESS MEWS	E16 2SR	1000002190002966	10008991680		Dwelling
	54		SHEERNESS MEWS	E16 2SR	1000002190002967	10008991682		Dwelling
	56		SHEERNESS MEWS	E16 2SR	1000002190002974	10008991684		Dwelling
	58		SHEERNESS MEWS	E16 2SR	1000002190002975	10008996703		Dwelling
	60		SHEERNESS MEWS	E16 2SR	1000002190002976	10008996705		Dwelling
	62		SHEERNESS MEWS	E16 2SR	1000002190002977	10008996707		Dwelling
	64		SHEERNESS MEWS	E16 2SR	1000002190002971	10008996709		Dwelling
	66		SHEERNESS MEWS	E16 2SR	1000002190002972	10008989251		Dwelling
	1		SHIPMAN ROAD	E16 3DT	1000002190591978	46066580		Dwelling
	3		SHIPMAN ROAD	E16 3DT	1000002190591977	46066581		Dwelling
	5		SHIPMAN ROAD	E16 3DT	1000002190591976	46066582		Dwelling
	7		SHIPMAN ROAD	E16 3DT	1000002190591975	46066583		Dwelling
	9		SHIPMAN ROAD	E16 3DT	1000002190591974	46066584		Dwelling
	11		SHIPMAN ROAD	E16 3DT	1000002190591973	46066585		Dwelling
	13		SHIPMAN ROAD	E16 3DT	1000002190592480	46066586		Dwelling
	15		SHIPMAN ROAD	E16 3DT	1000002190592493	46066587		Dwelling
	17		SHIPMAN ROAD	E16 3DT	1000002190592492	46066588		Dwelling
	19		SHIPMAN ROAD	E16 3DT	1000002190592491	46066589		Dwelling
	21		SHIPMAN ROAD	E16 3DT	1000002190592490	46066590		Dwelling
	23		SHIPMAN ROAD	E16 3DT	1000002190592489	46066591		Dwelling
	25		SHIPMAN ROAD	E16 3DT	1000002190592488	46066592		Dwelling
	27		SHIPMAN ROAD	E16 3DT	1000002190592487	46066593		Dwelling
	29		SHIPMAN ROAD	E16 3DT	1000002190592486	46066594		Dwelling
	31		SHIPMAN ROAD	E16 3DT	1000002190592485	46066595		Dwelling
	33		SHIPMAN ROAD	E16 3DT	1000002190592484	46066596		Dwelling
	35		SHIPMAN ROAD	E16 3DT	1000002190592495	46066597		Dwelling
	37		SHIPMAN ROAD	E16 3DT	1000002190592494	46066598		Dwelling
	39		SHIPMAN ROAD	E16 3DT	1000002190630533	46066599		Dwelling
	41		SHIPMAN ROAD	E16 3DT	1000002190630532	46066600		Dwelling
	43		SHIPMAN ROAD	E16 3DT	1000002190630527	46066601		Dwelling
	45		SHIPMAN ROAD	E16 3DT	1000002190630526	46066602		Dwelling
	47		SHIPMAN ROAD	E16 3DT	1000002190630525	46066603		Dwelling
	50		SHIPMAN ROAD	E16 3BF		10090850698	TBC	Dwelling
	52		SHIPMAN ROAD	E16 3BF		10090850699	TBC	Dwelling
	54		SHIPMAN ROAD	E16 3BF		10090850700	TBC	Dwelling
	56		SHIPMAN ROAD	E16 3BF		10090850701	TBC	Dwelling
	58		SHIPMAN ROAD	E16 3BF		10090850702	TBC	Dwelling
	60		SHIPMAN ROAD	E16 3BF		10090850703	TBC	Dwelling
	62		SHIPMAN ROAD	E16 3BF		10090850704	TBC	Dwelling
	64		SHIPMAN ROAD	E16 3BF		10090850705	TBC	Dwelling
	66		SHIPMAN ROAD	E16 3BF		10090850706	TBC	Dwelling
	68		SHIPMAN ROAD	E16 3BF		10090850707	TBC	Dwelling
	70		SHIPMAN ROAD	E16 3BF		10090850708	TBC	Dwelling
	72		SHIPMAN ROAD	E16 3BF		10090850709	TBC	Dwelling
	74		SHIPMAN ROAD	E16 3BF		10090850710	TBC	Dwelling
	76		SHIPMAN ROAD	E16 3BF		10090850711	TBC	Dwelling
	78		SHIPMAN ROAD	E16 3BF		10090850712	TBC	Dwelling

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
	80		SHIPMAN ROAD	E16 3BF		10090850713	TBC	Dwelling
	82		SHIPMAN ROAD	E16 3BF		10090850714	TBC	Dwelling
	84		SHIPMAN ROAD	E16 3BF		10090850715	TBC	Dwelling
	86		SHIPMAN ROAD	E16 3BF		10090850716	TBC	Dwelling
	88		SHIPMAN ROAD	E16 3BF		10090850717	TBC	Dwelling
	90		SHIPMAN ROAD	E16 3BF		10090850718	TBC	Dwelling
	92		SHIPMAN ROAD	E16 3BF		10090850719	TBC	Dwelling
	94		SHIPMAN ROAD	E16 3BF		10090850720	TBC	Dwelling
	96		SHIPMAN ROAD	E16 3BF		10090850721	TBC	Dwelling
	98		SHIPMAN ROAD	E16 3BF		10090850722	TBC	Dwelling
	100		SHIPMAN ROAD	E16 3BF		10090850723	TBC	Dwelling
	23		SILVER BIRCH CLOSE	SE28 8RW	1000002190782144	100021003545		Dwelling
	24		SILVER BIRCH CLOSE	SE28 8RW	1000002190782143	100021003546		Dwelling
	25		SILVER BIRCH CLOSE	SE28 8RW	1000002190782142	100021003547		Dwelling
	26		SILVER BIRCH CLOSE	SE28 8RW	1000002190782141	100021003548		Dwelling
	27		SILVER BIRCH CLOSE	SE28 8RW	1000002190782140	100021003549		Dwelling
	28		SILVER BIRCH CLOSE	SE28 8RW	1000002190782139	100021003550		Dwelling
ST LAWRENCE COTTAGES		FLAT 3	ST LAWRENCE STREET	E14 9QR	1000002190513799	6083148		Dwelling
ST LAWRENCE COTTAGES		FLAT 4	ST LAWRENCE STREET	E14 9QR	1000002190513798	6083149		Dwelling
ST LAWRENCE COTTAGES		FLAT 5	ST LAWRENCE STREET	E14 9QR	1000002190513797	6083150		Dwelling
ST LAWRENCE COTTAGES		FLAT 6	ST LAWRENCE STREET	E14 9QR	1000002190513796	6083151		Dwelling
	26		STARBOARD WAY	E16 2PF		10093132035	TBC	Dwelling
	28		STARBOARD WAY	E16 2PF		10093132036	TBC	Dwelling
	30		STARBOARD WAY	E16 2PF		10093132037	TBC	Dwelling
	31		STARBOARD WAY	E16 2NZ		10093132018	TBC	Dwelling
	32		STARBOARD WAY	E16 2PF		10093132038	TBC	Dwelling
	33		STARBOARD WAY	E16 2NZ		10093132019	TBC	Dwelling
	34		STARBOARD WAY	E16 2PF		10093132039	TBC	Dwelling
	35		STARBOARD WAY	E16 2NZ		10093132020	TBC	Dwelling
	36		STARBOARD WAY	E16 2PF		10093132040	TBC	Dwelling
	37		STARBOARD WAY	E16 2NZ		10093132021	TBC	Dwelling
	38		STARBOARD WAY	E16 2PF		10093132041	TBC	Dwelling
	39		STARBOARD WAY	E16 2NZ		10093132022	TBC	Dwelling
	6		STRAIT ROAD	E6 5PE	1000002190660620	46071362		Dwelling
	8		STRAIT ROAD	E6 5PE	1000002190660621	46071363		Dwelling
	10		STRAIT ROAD	E6 5PE	1000002190660622	46071364		Dwelling
	12		STRAIT ROAD	E6 5PE	1000002190660625	46071365		Dwelling
	14		STRAIT ROAD	E6 5PE	1000002190660624	46071366		Dwelling
	16		STRAIT ROAD	E6 5PE	1000002190660623	46071367		Dwelling
	71		SUNSET ROAD	SE28 8RS	1000002190782410	100021006712		Dwelling
	72		SUNSET ROAD	SE28 8RS	1000002190782409	100021006713		Dwelling
	73		SUNSET ROAD	SE28 8RS	1000002190782408	100021006714		Dwelling
	74		SUNSET ROAD	SE28 8RS	1000002190782407	100021006715		Dwelling
	75		SUNSET ROAD	SE28 8RS	1000002190782406	100021006716		Dwelling
	76		SUNSET ROAD	SE28 8RS	1000002190782405	100021006717		Dwelling
	3		TALLIS CLOSE	E16 3AY	1000002190591902	46072999		Dwelling
	4		TALLIS CLOSE	E16 3AY	1000002190591903	46073000		Dwelling
	5		TALLIS CLOSE	E16 3AY	1000002190591904	46073001		Dwelling
	6		TALLIS CLOSE	E16 3AY	1000002190591905	46073002		Dwelling
	7		TALLIS CLOSE	E16 3AY	1000002190591906	46073003		Dwelling
	8		TALLIS CLOSE	E16 3AY	1000002190591907	46073004		Dwelling
	9		TALLIS CLOSE	E16 3AY	1000002190591908	46073005		Dwelling
	10		TALLIS CLOSE	E16 3AY	1000002190591909	46073006		Dwelling
	11		TALLIS CLOSE	E16 3AY	1000002190591910	46073007		Dwelling
	12		TALLIS CLOSE	E16 3AY	1000002190591911	46073008		Dwelling
	77		TARLING ROAD	E16 1HN	1000002190554531	46073132		Dwelling
	79		TARLING ROAD	E16 1HN	1000002190554530	46073133		Dwelling
	81		TARLING ROAD	E16 1HN	1000002190554529	46073134		Dwelling
	83		TARLING ROAD	E16 1HN	1000002190553968	46073135		Dwelling
	1		TASMAN WALK	E16 3JA	1000002190629568	46073155		Dwelling
	2		TASMAN WALK	E16 3JA	1000002190629569	46073156		Dwelling
	3		TASMAN WALK	E16 3JA	1000002190629570	46073157		Dwelling
	4		TASMAN WALK	E16 3JA	1000002190629197	46073158		Dwelling
	5		TASMAN WALK	E16 3JA	1000002190629198	46073159		Dwelling
	6		TASMAN WALK	E16 3JA	1000002190629224	46073160		Dwelling
	7		TASMAN WALK	E16 3JA	1000002190629223	46073161		Dwelling
	8		TASMAN WALK	E16 3JA	1000002190629222	46073162		Dwelling
	9		TASMAN WALK	E16 3JA	1000002190629196	46073163		Dwelling
	10		TASMAN WALK	E16 3JA	1000002190629195	46073164		Dwelling
	8		THROCKMORTON ROAD	E16 3DW	1000002190904149	46256692		Dwelling
	10		THROCKMORTON ROAD	E16 3DW	1000002190591979	46074292		Dwelling
	12		THROCKMORTON ROAD	E16 3DW	1000002190591980	46074294		Dwelling
	14		THROCKMORTON ROAD	E16 3DW	1000002190591981	46074295		Dwelling
	16		THROCKMORTON ROAD	E16 3DW	1000002190591982	46074297		Dwelling
	18		THROCKMORTON ROAD	E16 3DW	1000002190591983	46074299		Dwelling
	22		THROCKMORTON ROAD	E16 3DW	5000005133125362	10014035652		Dwelling
	45		THROCKMORTON ROAD	E16 3DN	1000002190591991	46074309		Dwelling
	47		THROCKMORTON ROAD	E16 3DN	1000002190591990	46074310		Dwelling
	49		THROCKMORTON ROAD	E16 3DN	1000002190591989	46074311		Dwelling
	51		THROCKMORTON ROAD	E16 3DN	1000002190591988	46074312		Dwelling

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
	53		THROCKMORTON ROAD	E16 3DN	1000002190592010	46074313		Dwelling
	55		THROCKMORTON ROAD	E16 3DN	1000002190591971	46074314		Dwelling
	57		THROCKMORTON ROAD	E16 3DN	1000002190591961	46074315		Dwelling
	20A		THROCKMORTON ROAD	E16 3DW		10012839113		Dwelling
	20B		THROCKMORTON ROAD	E16 3DW		10012839114		Dwelling
	15		TRADER ROAD	E6 6FR	1000002190698539	46085444		Dwelling
	16		TRADER ROAD	E6 6FR	1000002190696348	46091496		Dwelling
	17		TRADER ROAD	E6 6FR	1000002190696349	46085445		Dwelling
	18		TRADER ROAD	E6 6FR	1000002190696350	46085446		Dwelling
	33		TRADER ROAD	E6 6FR	1000002190696342	46085458		Dwelling
	34		TRADER ROAD	E6 6FR	1000002190698538	46091500		Dwelling
	35		TRADER ROAD	E6 6FR	1000002190698537	46085459		Dwelling
	36		TRADER ROAD	E6 6FR	1000002190698536	46085460		Dwelling
	37		TRADER ROAD	E6 6FR	1000002190698535	46091501		Dwelling
	38		TRADER ROAD	E6 6FR	1000002190698534	46085461		Dwelling
	39		TRADER ROAD	E6 6FR	1000002190698532	46085462		Dwelling
	2		VANDOME CLOSE	E16 3SA	1000002190591536	46076412		Dwelling
	4		VANDOME CLOSE	E16 3SA	1000002190591537	46076414		Dwelling
	6		VANDOME CLOSE	E16 3SA	1000002190591538	46076416		Dwelling
	8		VANDOME CLOSE	E16 3SA	1000002190591533	46076418		Dwelling
	10		VANDOME CLOSE	E16 3SA	1000002190591534	46076419		Dwelling
	12		VANDOME CLOSE	E16 3SA	1000002190591535	46076420		Dwelling
	14		VANDOME CLOSE	E16 3SA	1000002190591542	46076421		Dwelling
	16		VANDOME CLOSE	E16 3SA	1000002190591543	46076422		Dwelling
	18		VANDOME CLOSE	E16 3SA	1000002190591544	46076423		Dwelling
	20		VANDOME CLOSE	E16 3SA	1000002190591539	46076424		Dwelling
	22		VANDOME CLOSE	E16 3SA	1000002190591540	46076455		Dwelling
	24		VANDOME CLOSE	E16 3SA	1000002190591541	46076456		Dwelling
	26		VANDOME CLOSE	E16 3SA	1000002190591885	46076457		Dwelling
	28		VANDOME CLOSE	E16 3SA	1000002190591886	46076458		Dwelling
	30		VANDOME CLOSE	E16 3SA	1000002190591887	46076459		Dwelling
	32		VANDOME CLOSE	E16 3SA	1000002190591882	46076460		Dwelling
	34		VANDOME CLOSE	E16 3SA	1000002190591883	46076461		Dwelling
	36		VANDOME CLOSE	E16 3SA	1000002190591884	46076462		Dwelling
	38		VANDOME CLOSE	E16 3SA	1000002190591891	46076463		Dwelling
	40		VANDOME CLOSE	E16 3SA	1000002190591892	46076464		Dwelling
	42		VANDOME CLOSE	E16 3SA	1000002190591893	46076465		Dwelling
	44		VANDOME CLOSE	E16 3SA	1000002190591888	46076466		Dwelling
	46		VANDOME CLOSE	E16 3SA	1000002190591889	46076467		Dwelling
	48		VANDOME CLOSE	E16 3SA	1000002190591890	46076468		Dwelling
	50		VANDOME CLOSE	E16 3SE	1000002190591897	46076469		Dwelling
	52		VANDOME CLOSE	E16 3SE	1000002190591898	46076470		Dwelling
	54		VANDOME CLOSE	E16 3SE	1000002190591899	46076471		Dwelling
	56		VANDOME CLOSE	E16 3SE	1000002190591894	46076472		Dwelling
	58		VANDOME CLOSE	E16 3SE	1000002190591895	46076473		Dwelling
	60		VANDOME CLOSE	E16 3SE	1000002190591896	46076474		Dwelling
	62		VANDOME CLOSE	E16 3SE	1000002190591873	46076475		Dwelling
	64		VANDOME CLOSE	E16 3SE	1000002190591874	46076476		Dwelling
	66		VANDOME CLOSE	E16 3SE	1000002190591875	46076477		Dwelling
	68		VANDOME CLOSE	E16 3SE	1000002190591870	46076478		Dwelling
	70		VANDOME CLOSE	E16 3SE	1000002190591871	46076479		Dwelling
	72		VANDOME CLOSE	E16 3SE	1000002190591872	46076480		Dwelling
	74		VANDOME CLOSE	E16 3SE	1000002190591879	46076481		Dwelling
	76		VANDOME CLOSE	E16 3SE	1000002190591880	46076482		Dwelling
	78		VANDOME CLOSE	E16 3SE	1000002190591881	46076483		Dwelling
	80		VANDOME CLOSE	E16 3SE	1000002190591876	46076484		Dwelling
	82		VANDOME CLOSE	E16 3SE	1000002190591877	46076485		Dwelling
	84		VANDOME CLOSE	E16 3SE	1000002190591878	46076486		Dwelling
	86		VANDOME CLOSE	E16 3SE	1000002190591809	46076487		Dwelling
	88		VANDOME CLOSE	E16 3SE	1000002190591810	46076488		Dwelling
	90		VANDOME CLOSE	E16 3SE	1000002190591811	46076489		Dwelling
	92		VANDOME CLOSE	E16 3SE	1000002190591806	46076490		Dwelling
	94		VANDOME CLOSE	E16 3SE	1000002190591807	46076491		Dwelling
	96		VANDOME CLOSE	E16 3SE	1000002190591808	46076492		Dwelling
	98		VANDOME CLOSE	E16 3SE	1000002190591828	46076493		Dwelling
	100		VANDOME CLOSE	E16 3SE	1000002190591829	46076494		Dwelling
	102		VANDOME CLOSE	E16 3SE	1000002190591830	46076495		Dwelling
	104		VANDOME CLOSE	E16 3SE	1000002190591825	46076496		Dwelling
	106		VANDOME CLOSE	E16 3SE	1000002190591826	46076497		Dwelling
	108		VANDOME CLOSE	E16 3SE	1000002190591827	46076498		Dwelling
	110		VANDOME CLOSE	E16 3SE	1000002190591834	46076499		Dwelling
	112		VANDOME CLOSE	E16 3SE	1000002190591835	46076500		Dwelling
	114		VANDOME CLOSE	E16 3SE	1000002190591836	46076501		Dwelling
	116		VANDOME CLOSE	E16 3SE	1000002190591831	46076502		Dwelling
	118		VANDOME CLOSE	E16 3SE	1000002190591832	46076503		Dwelling
	120		VANDOME CLOSE	E16 3SE	1000002190591833	46076504		Dwelling
	41		WAREPOINT DRIVE	SE28 0HG	1000002148697797	100021014015		Dwelling
	43		WAREPOINT DRIVE	SE28 0HG	1000002148697798	100021014016		Dwelling
	45		WAREPOINT DRIVE	SE28 0HG	1000002148697891	100021014018		Dwelling
	47		WAREPOINT DRIVE	SE28 0HG	1000002148697893	200001866119		Dwelling

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
	49		WAREPOINT DRIVE	SE28 0HG	1000002148697894	100021014019		Dwelling
	51		WAREPOINT DRIVE	SE28 0HG	1000002148697895	100021014020		Dwelling
ARORA TOWER	2	FLAT 1	WATERVIEW DRIVE	SE10 0TW		10010253837	TBC	Dwelling
ARORA TOWER	2	FLAT 10	WATERVIEW DRIVE	SE10 0TW		10010253846	TBC	Dwelling
ARORA TOWER	2	FLAT 100	WATERVIEW DRIVE	SE10 0TX		10010253936	TBC	Dwelling
ARORA TOWER	2	FLAT 11	WATERVIEW DRIVE	SE10 0TW		10010253847	TBC	Dwelling
ARORA TOWER	2	FLAT 12	WATERVIEW DRIVE	SE10 0TW		10010253848	TBC	Dwelling
ARORA TOWER	2	FLAT 13	WATERVIEW DRIVE	SE10 0TW		10010253849	TBC	Dwelling
ARORA TOWER	2	FLAT 14	WATERVIEW DRIVE	SE10 0TW		10010253850	TBC	Dwelling
ARORA TOWER	2	FLAT 15	WATERVIEW DRIVE	SE10 0TW		10010253851	TBC	Dwelling
ARORA TOWER	2	FLAT 16	WATERVIEW DRIVE	SE10 0TW		10010253852	TBC	Dwelling
ARORA TOWER	2	FLAT 17	WATERVIEW DRIVE	SE10 0TW		10010253853	TBC	Dwelling
ARORA TOWER	2	FLAT 18	WATERVIEW DRIVE	SE10 0TW		10010253854	TBC	Dwelling
ARORA TOWER	2	FLAT 19	WATERVIEW DRIVE	SE10 0TW		10010253855	TBC	Dwelling
ARORA TOWER	2	FLAT 2	WATERVIEW DRIVE	SE10 0TW		10010253838	TBC	Dwelling
ARORA TOWER	2	FLAT 20	WATERVIEW DRIVE	SE10 0TW		10010253856	TBC	Dwelling
ARORA TOWER	2	FLAT 21	WATERVIEW DRIVE	SE10 0TW		10010253857	TBC	Dwelling
ARORA TOWER	2	FLAT 22	WATERVIEW DRIVE	SE10 0TW		10010253858	TBC	Dwelling
ARORA TOWER	2	FLAT 23	WATERVIEW DRIVE	SE10 0TW		10010253859	TBC	Dwelling
ARORA TOWER	2	FLAT 24	WATERVIEW DRIVE	SE10 0TW		10010253860	TBC	Dwelling
ARORA TOWER	2	FLAT 25	WATERVIEW DRIVE	SE10 0TW		10010253861	TBC	Dwelling
ARORA TOWER	2	FLAT 26	WATERVIEW DRIVE	SE10 0TW		10010253862	TBC	Dwelling
ARORA TOWER	2	FLAT 27	WATERVIEW DRIVE	SE10 0TW		10010253863	TBC	Dwelling
ARORA TOWER	2	FLAT 28	WATERVIEW DRIVE	SE10 0TW		10010253864	TBC	Dwelling
ARORA TOWER	2	FLAT 29	WATERVIEW DRIVE	SE10 0TW		10010253865	TBC	Dwelling
ARORA TOWER	2	FLAT 3	WATERVIEW DRIVE	SE10 0TW		10010253839	TBC	Dwelling
ARORA TOWER	2	FLAT 30	WATERVIEW DRIVE	SE10 0TW		10010253866	TBC	Dwelling
ARORA TOWER	2	FLAT 31	WATERVIEW DRIVE	SE10 0TW		10010253867	TBC	Dwelling
ARORA TOWER	2	FLAT 32	WATERVIEW DRIVE	SE10 0TW		10010253868	TBC	Dwelling
ARORA TOWER	2	FLAT 33	WATERVIEW DRIVE	SE10 0TW		10010253869	TBC	Dwelling
ARORA TOWER	2	FLAT 34	WATERVIEW DRIVE	SE10 0TW		10010253870	TBC	Dwelling
ARORA TOWER	2	FLAT 35	WATERVIEW DRIVE	SE10 0TW		10010253871	TBC	Dwelling
ARORA TOWER	2	FLAT 36	WATERVIEW DRIVE	SE10 0TW		10010253872	TBC	Dwelling
ARORA TOWER	2	FLAT 37	WATERVIEW DRIVE	SE10 0TW		10010253873	TBC	Dwelling
ARORA TOWER	2	FLAT 38	WATERVIEW DRIVE	SE10 0TW		10010253874	TBC	Dwelling
ARORA TOWER	2	FLAT 39	WATERVIEW DRIVE	SE10 0TW		10010253875	TBC	Dwelling
ARORA TOWER	2	FLAT 4	WATERVIEW DRIVE	SE10 0TW		10010253840	TBC	Dwelling
ARORA TOWER	2	FLAT 40	WATERVIEW DRIVE	SE10 0TW		10010253876	TBC	Dwelling
ARORA TOWER	2	FLAT 41	WATERVIEW DRIVE	SE10 0TW		10010253877	TBC	Dwelling
ARORA TOWER	2	FLAT 42	WATERVIEW DRIVE	SE10 0TW		10010253878	TBC	Dwelling
ARORA TOWER	2	FLAT 43	WATERVIEW DRIVE	SE10 0TW		10010253879	TBC	Dwelling
ARORA TOWER	2	FLAT 44	WATERVIEW DRIVE	SE10 0TW		10010253880	TBC	Dwelling
ARORA TOWER	2	FLAT 45	WATERVIEW DRIVE	SE10 0TW		10010253881	TBC	Dwelling
ARORA TOWER	2	FLAT 46	WATERVIEW DRIVE	SE10 0TW		10010253882	TBC	Dwelling
ARORA TOWER	2	FLAT 47	WATERVIEW DRIVE	SE10 0TW		10010253883	TBC	Dwelling
ARORA TOWER	2	FLAT 48	WATERVIEW DRIVE	SE10 0TW		10010253884	TBC	Dwelling
ARORA TOWER	2	FLAT 49	WATERVIEW DRIVE	SE10 0TW		10010253885	TBC	Dwelling
ARORA TOWER	2	FLAT 5	WATERVIEW DRIVE	SE10 0TW		10010253841	TBC	Dwelling
ARORA TOWER	2	FLAT 50	WATERVIEW DRIVE	SE10 0TW		10010253886	TBC	Dwelling
ARORA TOWER	2	FLAT 51	WATERVIEW DRIVE	SE10 0TW		10010253887	TBC	Dwelling
ARORA TOWER	2	FLAT 52	WATERVIEW DRIVE	SE10 0TW		10010253888	TBC	Dwelling
ARORA TOWER	2	FLAT 53	WATERVIEW DRIVE	SE10 0TW		10010253889	TBC	Dwelling
ARORA TOWER	2	FLAT 54	WATERVIEW DRIVE	SE10 0TW		10010253890	TBC	Dwelling
ARORA TOWER	2	FLAT 55	WATERVIEW DRIVE	SE10 0TW		10010253891	TBC	Dwelling
ARORA TOWER	2	FLAT 56	WATERVIEW DRIVE	SE10 0TW		10010253892	TBC	Dwelling
ARORA TOWER	2	FLAT 57	WATERVIEW DRIVE	SE10 0TW		10010253893	TBC	Dwelling
ARORA TOWER	2	FLAT 58	WATERVIEW DRIVE	SE10 0TW		10010253894	TBC	Dwelling
ARORA TOWER	2	FLAT 59	WATERVIEW DRIVE	SE10 0TW		10010253895	TBC	Dwelling
ARORA TOWER	2	FLAT 6	WATERVIEW DRIVE	SE10 0TW		10010253842	TBC	Dwelling
ARORA TOWER	2	FLAT 60	WATERVIEW DRIVE	SE10 0TX		10010253896	TBC	Dwelling
ARORA TOWER	2	FLAT 61	WATERVIEW DRIVE	SE10 0TX		10010253897	TBC	Dwelling
ARORA TOWER	2	FLAT 62	WATERVIEW DRIVE	SE10 0TX		10010253898	TBC	Dwelling
ARORA TOWER	2	FLAT 63	WATERVIEW DRIVE	SE10 0TX		10010253899	TBC	Dwelling
ARORA TOWER	2	FLAT 64	WATERVIEW DRIVE	SE10 0TX		10010253900	TBC	Dwelling
ARORA TOWER	2	FLAT 65	WATERVIEW DRIVE	SE10 0TX		10010253901	TBC	Dwelling
ARORA TOWER	2	FLAT 66	WATERVIEW DRIVE	SE10 0TX		10010253902	TBC	Dwelling
ARORA TOWER	2	FLAT 67	WATERVIEW DRIVE	SE10 0TX		10010253903	TBC	Dwelling
ARORA TOWER	2	FLAT 68	WATERVIEW DRIVE	SE10 0TX		10010253904	TBC	Dwelling
ARORA TOWER	2	FLAT 69	WATERVIEW DRIVE	SE10 0TX		10010253905	TBC	Dwelling
ARORA TOWER	2	FLAT 7	WATERVIEW DRIVE	SE10 0TW		10010253843	TBC	Dwelling
ARORA TOWER	2	FLAT 70	WATERVIEW DRIVE	SE10 0TX		10010253906	TBC	Dwelling
ARORA TOWER	2	FLAT 71	WATERVIEW DRIVE	SE10 0TX		10010253907	TBC	Dwelling
ARORA TOWER	2	FLAT 72	WATERVIEW DRIVE	SE10 0TX		10010253908	TBC	Dwelling
ARORA TOWER	2	FLAT 73	WATERVIEW DRIVE	SE10 0TX		10010253909	TBC	Dwelling
ARORA TOWER	2	FLAT 74	WATERVIEW DRIVE	SE10 0TX		10010253910	TBC	Dwelling
ARORA TOWER	2	FLAT 75	WATERVIEW DRIVE	SE10 0TX		10010253911	TBC	Dwelling
ARORA TOWER	2	FLAT 76	WATERVIEW DRIVE	SE10 0TX		10010253912	TBC	Dwelling
ARORA TOWER	2	FLAT 77	WATERVIEW DRIVE	SE10 0TX		10010253913	TBC	Dwelling
ARORA TOWER	2	FLAT 78	WATERVIEW DRIVE	SE10 0TX		10010253914	TBC	Dwelling
ARORA TOWER	2	FLAT 79	WATERVIEW DRIVE	SE10 0TX		10010253915	TBC	Dwelling

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
ARORA TOWER	2	FLAT 8	WATERVIEW DRIVE	SE10 0TW		10010253844	TBC	Dwelling
ARORA TOWER	2	FLAT 80	WATERVIEW DRIVE	SE10 0TX		10010253916	TBC	Dwelling
ARORA TOWER	2	FLAT 81	WATERVIEW DRIVE	SE10 0TX		10010253917	TBC	Dwelling
ARORA TOWER	2	FLAT 82	WATERVIEW DRIVE	SE10 0TX		10010253918	TBC	Dwelling
ARORA TOWER	2	FLAT 83	WATERVIEW DRIVE	SE10 0TX		10010253919	TBC	Dwelling
ARORA TOWER	2	FLAT 84	WATERVIEW DRIVE	SE10 0TX		10010253920	TBC	Dwelling
ARORA TOWER	2	FLAT 85	WATERVIEW DRIVE	SE10 0TX		10010253921	TBC	Dwelling
ARORA TOWER	2	FLAT 86	WATERVIEW DRIVE	SE10 0TX		10010253922	TBC	Dwelling
ARORA TOWER	2	FLAT 87	WATERVIEW DRIVE	SE10 0TX		10010253923	TBC	Dwelling
ARORA TOWER	2	FLAT 88	WATERVIEW DRIVE	SE10 0TX		10010253924	TBC	Dwelling
ARORA TOWER	2	FLAT 89	WATERVIEW DRIVE	SE10 0TX		10010253925	TBC	Dwelling
ARORA TOWER	2	FLAT 9	WATERVIEW DRIVE	SE10 0TW		10010253845	TBC	Dwelling
ARORA TOWER	2	FLAT 90	WATERVIEW DRIVE	SE10 0TX		10010253926	TBC	Dwelling
ARORA TOWER	2	FLAT 91	WATERVIEW DRIVE	SE10 0TX		10010253927	TBC	Dwelling
ARORA TOWER	2	FLAT 92	WATERVIEW DRIVE	SE10 0TX		10010253928	TBC	Dwelling
ARORA TOWER	2	FLAT 93	WATERVIEW DRIVE	SE10 0TX		10010253929	TBC	Dwelling
ARORA TOWER	2	FLAT 94	WATERVIEW DRIVE	SE10 0TX		10010253930	TBC	Dwelling
ARORA TOWER	2	FLAT 95	WATERVIEW DRIVE	SE10 0TX		10010253931	TBC	Dwelling
ARORA TOWER	2	FLAT 96	WATERVIEW DRIVE	SE10 0TX		10010253932	TBC	Dwelling
ARORA TOWER	2	FLAT 97	WATERVIEW DRIVE	SE10 0TX		10010253933	TBC	Dwelling
ARORA TOWER	2	FLAT 98	WATERVIEW DRIVE	SE10 0TX		10010253934	TBC	Dwelling
ARORA TOWER	2	FLAT 99	WATERVIEW DRIVE	SE10 0TX		10010253935	TBC	Dwelling
THE RENOVATION	4	FLAT 1	WOOLWICH MANOR WAY	E16 2GE	1000002148674609	46252814		Dwelling
THE RENOVATION	4	FLAT 10	WOOLWICH MANOR WAY	E16 2GE	1000002148674614	46252823		Dwelling
THE RENOVATION	4	FLAT 11	WOOLWICH MANOR WAY	E16 2GE	1000002148674623	46252824		Dwelling
THE RENOVATION	4	FLAT 12	WOOLWICH MANOR WAY	E16 2GE	1000002148674624	46252825		Dwelling
THE RENOVATION	4	FLAT 13	WOOLWICH MANOR WAY	E16 2GE	1000002148674625	46252775		Dwelling
THE RENOVATION	4	FLAT 14	WOOLWICH MANOR WAY	E16 2GE	1000002148674626	46252826		Dwelling
THE RENOVATION	4	FLAT 15	WOOLWICH MANOR WAY	E16 2GE	1000002148674619	46252827		Dwelling
THE RENOVATION	4	FLAT 16	WOOLWICH MANOR WAY	E16 2GE	1000002148674620	46252828		Dwelling
THE RENOVATION	4	FLAT 17	WOOLWICH MANOR WAY	E16 2GE	1000002148674621	46252829		Dwelling
THE RENOVATION	4	FLAT 18	WOOLWICH MANOR WAY	E16 2GE	1000002148674622	46252830		Dwelling
THE RENOVATION	4	FLAT 19	WOOLWICH MANOR WAY	E16 2GE	1000002148674627	46252831		Dwelling
THE RENOVATION	4	FLAT 2	WOOLWICH MANOR WAY	E16 2GE	1000002148674610	46252815		Dwelling
THE RENOVATION	4	FLAT 3	WOOLWICH MANOR WAY	E16 2GE	1000002148674615	46252816		Dwelling
THE RENOVATION	4	FLAT 4	WOOLWICH MANOR WAY	E16 2GE	1000002148674616	46252817		Dwelling
THE RENOVATION	4	FLAT 5	WOOLWICH MANOR WAY	E16 2GE	1000002148674617	46252818		Dwelling
THE RENOVATION	4	FLAT 6	WOOLWICH MANOR WAY	E16 2GE	1000002148674618	46252819		Dwelling
THE RENOVATION	4	FLAT 7	WOOLWICH MANOR WAY	E16 2GE	1000002148674611	46252820		Dwelling
THE RENOVATION	4	FLAT 8	WOOLWICH MANOR WAY	E16 2GE	1000002148674612	46252821		Dwelling
THE RENOVATION	4	FLAT 9	WOOLWICH MANOR WAY	E16 2GE	1000002148674613	46252822		Dwelling
THE FORMATION	6	FLAT 1	WOOLWICH MANOR WAY	E16 2GF	1000002148674632	10009007513		Dwelling
THE FORMATION	6	FLAT 2	WOOLWICH MANOR WAY	E16 2GF	1000002148674633	10009007514		Dwelling
THE FORMATION	6	FLAT 3	WOOLWICH MANOR WAY	E16 2GF	1000002148674634	10009007515		Dwelling
THE FORMATION	6	FLAT 4	WOOLWICH MANOR WAY	E16 2GF	1000002148674629	10009007516		Dwelling
THE FORMATION	6	FLAT 5	WOOLWICH MANOR WAY	E16 2GF	1000002148674630	10009007517		Dwelling
THE FORMATION	6	FLAT 6	WOOLWICH MANOR WAY	E16 2GF	1000002148674631	10009007518		Dwelling
NOVA COURT WEST	4	FLAT 1	YABSLEY STREET	E14 9SA	1000002190902429	6358518	TBC	Dwelling
NOVA COURT WEST	4	FLAT 10	YABSLEY STREET	E14 9SA	1000002190902430	6358527	TBC	Dwelling
NOVA COURT WEST	4	FLAT 11	YABSLEY STREET	E14 9SA	1000002190905043	6358528	TBC	Dwelling
NOVA COURT WEST	4	FLAT 12	YABSLEY STREET	E14 9SA	1000002190902431	6358529	TBC	Dwelling
NOVA COURT WEST	4	FLAT 13	YABSLEY STREET	E14 9SA	1000002190902432	6358530	TBC	Dwelling
NOVA COURT WEST	4	FLAT 14	YABSLEY STREET	E14 9SA	1000002190902433	6358531	TBC	Dwelling
NOVA COURT WEST	4	FLAT 2	YABSLEY STREET	E14 9SA	1000002190902434	6358519	TBC	Dwelling
NOVA COURT WEST	4	FLAT 3	YABSLEY STREET	E14 9SA	1000002190905042	6358520	TBC	Dwelling
NOVA COURT WEST	4	FLAT 4	YABSLEY STREET	E14 9SA	1000002190902435	6358521	TBC	Dwelling
NOVA COURT WEST	4	FLAT 5	YABSLEY STREET	E14 9SA	1000002190902436	6358522	TBC	Dwelling
NOVA COURT WEST	4	FLAT 6	YABSLEY STREET	E14 9SA	1000002190904059	6358523	TBC	Dwelling
NOVA COURT WEST	4	FLAT 7	YABSLEY STREET	E14 9SA	1000002190902437	6358524	TBC	Dwelling
NOVA COURT WEST	4	FLAT 8	YABSLEY STREET	E14 9SA	1000002190902704	6358525	TBC	Dwelling
NOVA COURT WEST	4	FLAT 9	YABSLEY STREET	E14 9SA	1000002190902438	6358526	TBC	Dwelling
NOVA COURT EAST	6	FLAT 1	YABSLEY STREET	E14 9RX	1000002190895253	6358503	TBC	Dwelling
NOVA COURT EAST	6	FLAT 10	YABSLEY STREET	E14 9RX	1000002190895254	6358512	TBC	Dwelling
NOVA COURT EAST	6	FLAT 11	YABSLEY STREET	E14 9RX	1000002190895255	6358513	TBC	Dwelling
NOVA COURT EAST	6	FLAT 12	YABSLEY STREET	E14 9RX	1000002190895252	6358514	TBC	Dwelling
NOVA COURT EAST	6	FLAT 13	YABSLEY STREET	E14 9RX	1000002190895256	6358515	TBC	Dwelling
NOVA COURT EAST	6	FLAT 14	YABSLEY STREET	E14 9RX	1000002190895257	6358516	TBC	Dwelling
NOVA COURT EAST	6	FLAT 2	YABSLEY STREET	E14 9RX	1000002190895258	6358504	TBC	Dwelling
NOVA COURT EAST	6	FLAT 3	YABSLEY STREET	E14 9RX	1000002190895259	6358505	TBC	Dwelling
NOVA COURT EAST	6	FLAT 4	YABSLEY STREET	E14 9RX	1000002190895260	6358506	TBC	Dwelling
NOVA COURT EAST	6	FLAT 5	YABSLEY STREET	E14 9RX	1000002190895261	6358507	TBC	Dwelling
NOVA COURT EAST	6	FLAT 6	YABSLEY STREET	E14 9RX	1000002190895262	6358508	TBC	Dwelling
NOVA COURT EAST	6	FLAT 7	YABSLEY STREET	E14 9RX	1000002190895263	6358509	TBC	Dwelling
NOVA COURT EAST	6	FLAT 8	YABSLEY STREET	E14 9RX	1000002190895264	6358510	TBC	Dwelling
NOVA COURT EAST	6	FLAT 9	YABSLEY STREET	E14 9RX	1000002190895265	6358511	TBC	Dwelling

FIRST TIER COMMUNITY BUILDINGS v1.1

Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Base Function
CHURCH OF THE ASCENSION			BAXTER ROAD	E16 3HJ	1000002190630768	46250803	
CALVERTON PRIMARY SCHOOL			KING GEORGE AVENUE	E16 3ET	1000002190629291	46096228	
APPLEBY HEALTH CENTRE	63		APPLEBY ROAD	E16 1LQ	1000002190872110	46250576	
ASCENSION CHURCH CENTRE		ASCENSION CENTRE LUNCH CLUB	BAXTER ROAD	E16 3HJ		10034508628	

INTERMEDIATE TIER DWELLINGS v1.1

Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
THE MAST	2	FLAT 101	ALBERT BASIN WAY	E16 2QZ	1000002190951869	10034511565	TBC	Dwelling
THE MAST	2	FLAT 102	ALBERT BASIN WAY	E16 2QZ	1000002190959560	10034511566	TBC	Dwelling
THE MAST	2	FLAT 103	ALBERT BASIN WAY	E16 2QZ	1000002190957956	10034511567	TBC	Dwelling
THE MAST	2	FLAT 104	ALBERT BASIN WAY	E16 2QZ	1000002190959561	10034511568	TBC	Dwelling
THE MAST	2	FLAT 201	ALBERT BASIN WAY	E16 2QZ	1000002190959562	10034511607	TBC	Dwelling
THE MAST	2	FLAT 202	ALBERT BASIN WAY	E16 2QZ	1000002190959759	10034511569	TBC	Dwelling
THE MAST	2	FLAT 203	ALBERT BASIN WAY	E16 2QZ	1000002190951870	10034511570	TBC	Dwelling
THE MAST	2	FLAT 204	ALBERT BASIN WAY	E16 2QZ	1000002190949915	10034511571	TBC	Dwelling
THE MAST	2	FLAT 205	ALBERT BASIN WAY	E16 2QZ	1000002190959760	10034511572	TBC	Dwelling
THE MAST	2	FLAT 206	ALBERT BASIN WAY	E16 2QZ	1000002190959761	10034511573	TBC	Dwelling
THE MAST	2	FLAT 301	ALBERT BASIN WAY	E16 2QZ	1000002190959762	10034511574	TBC	Dwelling
THE MAST	2	FLAT 302	ALBERT BASIN WAY	E16 2QZ	1000002190959763	10034511575	TBC	Dwelling
THE MAST	2	FLAT 303	ALBERT BASIN WAY	E16 2QZ	1000002190959764	10034511576	TBC	Dwelling
THE MAST	2	FLAT 304	ALBERT BASIN WAY	E16 2QZ	1000002190953117	10034511577	TBC	Dwelling
THE MAST	2	FLAT 305	ALBERT BASIN WAY	E16 2QZ	1000002190959765	10034511578	TBC	Dwelling
THE MAST	2	FLAT 306	ALBERT BASIN WAY	E16 2QZ	1000002190959766	10034511579	TBC	Dwelling
THE MAST	2	FLAT 401	ALBERT BASIN WAY	E16 2QZ	1000002190959767	10034511580	TBC	Dwelling
THE MAST	2	FLAT 402	ALBERT BASIN WAY	E16 2QZ	1000002190959768	10034511581	TBC	Dwelling
THE MAST	2	FLAT 403	ALBERT BASIN WAY	E16 2QZ	1000002190959769	10034511582	TBC	Dwelling
THE MAST	2	FLAT 404	ALBERT BASIN WAY	E16 2QZ	1000002190959770	10034511583	TBC	Dwelling
THE MAST	2	FLAT 405	ALBERT BASIN WAY	E16 2QZ	1000002190959771	10034511584	TBC	Dwelling
THE MAST	2	FLAT 406	ALBERT BASIN WAY	E16 2QZ	1000002190959772	10034511585	TBC	Dwelling
THE MAST	2	FLAT 501	ALBERT BASIN WAY	E16 2QZ	1000002190959773	10034511586	TBC	Dwelling
THE MAST	2	FLAT 502	ALBERT BASIN WAY	E16 2QZ	1000002190959774	10034511587	TBC	Dwelling
THE MAST	2	FLAT 503	ALBERT BASIN WAY	E16 2QZ	1000002190959775	10034511588	TBC	Dwelling
THE MAST	2	FLAT 504	ALBERT BASIN WAY	E16 2QZ	1000002190959776	10034511589	TBC	Dwelling
THE MAST	2	FLAT 505	ALBERT BASIN WAY	E16 2QZ	1000002190959777	10034511590	TBC	Dwelling
THE MAST	2	FLAT 506	ALBERT BASIN WAY	E16 2QZ	1000002190959778	10034511591	TBC	Dwelling
THE MAST	2	FLAT 601	ALBERT BASIN WAY	E16 2QZ	1000002190959779	10034511592	TBC	Dwelling
THE MAST	2	FLAT 602	ALBERT BASIN WAY	E16 2QZ	1000002190959780	10034511593	TBC	Dwelling
THE MAST	2	FLAT 603	ALBERT BASIN WAY	E16 2QZ	1000002190959781	10034511594	TBC	Dwelling
THE MAST	2	FLAT 604	ALBERT BASIN WAY	E16 2QZ	1000002190959782	10034511595	TBC	Dwelling
THE MAST	2	FLAT 605	ALBERT BASIN WAY	E16 2QZ	1000002190959783	10034511596	TBC	Dwelling
THE MAST	2	FLAT 606	ALBERT BASIN WAY	E16 2QZ	1000002190959784	10034511597	TBC	Dwelling
THE MAST	2	FLAT 701	ALBERT BASIN WAY	E16 2QZ	1000002190959785	10034511598	TBC	Dwelling
THE MAST	2	FLAT 702	ALBERT BASIN WAY	E16 2QZ	1000002190959786	10034511599	TBC	Dwelling
THE MAST	2	FLAT 703	ALBERT BASIN WAY	E16 2QZ	1000002190959787	10034511600	TBC	Dwelling
THE MAST	2	FLAT 704	ALBERT BASIN WAY	E16 2QZ	1000002190959788	10034511601	TBC	Dwelling
THE MAST	2	FLAT 705	ALBERT BASIN WAY	E16 2QZ	1000002190959789	10034511602	TBC	Dwelling
THE MAST	2	FLAT 706	ALBERT BASIN WAY	E16 2QZ	1000002190959790	10034511603	TBC	Dwelling
THE MAST	2	FLAT 801	ALBERT BASIN WAY	E16 2QZ	1000002190959791	10034511604	TBC	Dwelling
THE MAST	2	FLAT 802	ALBERT BASIN WAY	E16 2QZ	1000002190959792	10034511605	TBC	Dwelling
THE MAST	2	FLAT 803	ALBERT BASIN WAY	E16 2QZ	1000002190959793	10034511606	TBC	Dwelling
LATITUDE COURT	3	FLAT 101	ALBERT BASIN WAY	E16 2QP	1000002190936543	10034508882	TBC	Dwelling
LATITUDE COURT	3	FLAT 102	ALBERT BASIN WAY	E16 2QP	1000002190936541	10034508883	TBC	Dwelling
LATITUDE COURT	3	FLAT 103	ALBERT BASIN WAY	E16 2QP	1000002190936542	10034508884	TBC	Dwelling
LATITUDE COURT	3	FLAT 104	ALBERT BASIN WAY	E16 2QP	1000002190935474	10034508885	TBC	Dwelling
LATITUDE COURT	3	FLAT 105	ALBERT BASIN WAY	E16 2QP	1000002190935476	10034508886	TBC	Dwelling
LATITUDE COURT	3	FLAT 106	ALBERT BASIN WAY	E16 2QP	1000002190935475	10034508888	TBC	Dwelling
LATITUDE COURT	3	FLAT 107	ALBERT BASIN WAY	E16 2QP	1000002190935472	10034508890	TBC	Dwelling
LATITUDE COURT	3	FLAT 108	ALBERT BASIN WAY	E16 2QP	1000002190935473	10034508887	TBC	Dwelling
LATITUDE COURT	3	FLAT 109	ALBERT BASIN WAY	E16 2QP	1000002190935471	10034508889	TBC	Dwelling
LATITUDE COURT	3	FLAT 201	ALBERT BASIN WAY	E16 2QP	1000002190937199	10034508891	TBC	Dwelling
LATITUDE COURT	3	FLAT 202	ALBERT BASIN WAY	E16 2QP	1000002190937200	10034508892	TBC	Dwelling
LATITUDE COURT	3	FLAT 203	ALBERT BASIN WAY	E16 2QP	1000002190935470	10034508893	TBC	Dwelling
LATITUDE COURT	3	FLAT 204	ALBERT BASIN WAY	E16 2QP	1000002190951292	10034508894	TBC	Dwelling
LATITUDE COURT	3	FLAT 205	ALBERT BASIN WAY	E16 2QP	1000002190937193	10034508895	TBC	Dwelling
LATITUDE COURT	3	FLAT 206	ALBERT BASIN WAY	E16 2QP	1000002190937197	10034508896	TBC	Dwelling
LATITUDE COURT	3	FLAT 207	ALBERT BASIN WAY	E16 2QP	1000002190937196	10034508897	TBC	Dwelling
LATITUDE COURT	3	FLAT 208	ALBERT BASIN WAY	E16 2QP	1000002190937192	10034508898	TBC	Dwelling
LATITUDE COURT	3	FLAT 209	ALBERT BASIN WAY	E16 2QP	1000002190937195	10034508899	TBC	Dwelling
LATITUDE COURT	3	FLAT 210	ALBERT BASIN WAY	E16 2QP	1000002190939968	10034508900	TBC	Dwelling
LATITUDE COURT	3	FLAT 301	ALBERT BASIN WAY	E16 2QP	1000002190937191	10034508901	TBC	Dwelling
LATITUDE COURT	3	FLAT 302	ALBERT BASIN WAY	E16 2QP	1000002190937184	10034508902	TBC	Dwelling
LATITUDE COURT	3	FLAT 303	ALBERT BASIN WAY	E16 2QP	1000002190937188	10034508903	TBC	Dwelling
LATITUDE COURT	3	FLAT 304	ALBERT BASIN WAY	E16 2QP	1000002190937187	10034508904	TBC	Dwelling
LATITUDE COURT	3	FLAT 305	ALBERT BASIN WAY	E16 2QP	1000002190937190	10034508905	TBC	Dwelling
LATITUDE COURT	3	FLAT 306	ALBERT BASIN WAY	E16 2QP	1000002190937186	10034508906	TBC	Dwelling
LATITUDE COURT	3	FLAT 307	ALBERT BASIN WAY	E16 2QP	1000002190937189	10034508907	TBC	Dwelling
LATITUDE COURT	3	FLAT 308	ALBERT BASIN WAY	E16 2QP	1000002190937183	10034508908	TBC	Dwelling
LATITUDE COURT	3	FLAT 309	ALBERT BASIN WAY	E16 2QP	1000002190937185	10034508909	TBC	Dwelling
LATITUDE COURT	3	FLAT 310	ALBERT BASIN WAY	E16 2QP	1000002190935742	10034508910	TBC	Dwelling
LATITUDE COURT	3	FLAT 401	ALBERT BASIN WAY	E16 2QP	1000002190939967	10034508913	TBC	Dwelling
LATITUDE COURT	3	FLAT 402	ALBERT BASIN WAY	E16 2QP	1000002190937221	10034508914	TBC	Dwelling
LATITUDE COURT	3	FLAT 403	ALBERT BASIN WAY	E16 2QP	1000002190937219	10034508915	TBC	Dwelling
LATITUDE COURT	3	FLAT 404	ALBERT BASIN WAY	E16 2QP	1000002190937218	10034508916	TBC	Dwelling
LATITUDE COURT	3	FLAT 405	ALBERT BASIN WAY	E16 2QP	1000002190937220	10034508917	TBC	Dwelling
LATITUDE COURT	3	FLAT 406	ALBERT BASIN WAY	E16 2QP	1000002190937181	10034508918	TBC	Dwelling
LATITUDE COURT	3	FLAT 407	ALBERT BASIN WAY	E16 2QP	1000002190937180	10034508919	TBC	Dwelling

INTERMEDIATE TIER DWELLINGS v1.1

Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
LATITUDE COURT	3	FLAT 408	ALBERT BASIN WAY	E16 2QP	1000002190937182	10034508920	TBC	Dwelling
LATITUDE COURT	3	FLAT 409	ALBERT BASIN WAY	E16 2QP	1000002190937217	10034508921	TBC	Dwelling
LATITUDE COURT	3	FLAT 410	ALBERT BASIN WAY	E16 2QP	1000002190936069	10034508922	TBC	Dwelling
LATITUDE COURT	3	FLAT 501	ALBERT BASIN WAY	E16 2QP	1000002190936655	10034508923	TBC	Dwelling
LATITUDE COURT	3	FLAT 502	ALBERT BASIN WAY	E16 2QP	1000002190937215	10034508924	TBC	Dwelling
LATITUDE COURT	3	FLAT 503	ALBERT BASIN WAY	E16 2QP	1000002190937214	10034508925	TBC	Dwelling
LATITUDE COURT	3	FLAT 504	ALBERT BASIN WAY	E16 2QP	1000002190937216	10034508926	TBC	Dwelling
LATITUDE COURT	3	FLAT 505	ALBERT BASIN WAY	E16 2QP	1000002190937213	10034508927	TBC	Dwelling
LATITUDE COURT	3	FLAT 506	ALBERT BASIN WAY	E16 2QP	1000002190937210	10034508928	TBC	Dwelling
LATITUDE COURT	3	FLAT 507	ALBERT BASIN WAY	E16 2QP	1000002190937212	10034508929	TBC	Dwelling
LATITUDE COURT	3	FLAT 508	ALBERT BASIN WAY	E16 2QP	1000002190937209	10034508930	TBC	Dwelling
LATITUDE COURT	3	FLAT 509	ALBERT BASIN WAY	E16 2QP	1000002190937208	10034508931	TBC	Dwelling
LATITUDE COURT	3	FLAT 510	ALBERT BASIN WAY	E16 2QP	1000002190937211	10034508932	TBC	Dwelling
LATITUDE COURT	3	FLAT 601	ALBERT BASIN WAY	E16 2QP	1000002190937206	10034508933	TBC	Dwelling
LATITUDE COURT	3	FLAT 602	ALBERT BASIN WAY	E16 2QP	1000002190937205	10034508934	TBC	Dwelling
LATITUDE COURT	3	FLAT 603	ALBERT BASIN WAY	E16 2QP	1000002190937203	10034508935	TBC	Dwelling
LATITUDE COURT	3	FLAT 604	ALBERT BASIN WAY	E16 2QP	1000002190937204	10034508936	TBC	Dwelling
LATITUDE COURT	3	FLAT 605	ALBERT BASIN WAY	E16 2QP	1000002190933505	10034508937	TBC	Dwelling
LATITUDE COURT	3	FLAT 606	ALBERT BASIN WAY	E16 2QP	1000002190937207	10034508938	TBC	Dwelling
LATITUDE COURT	3	FLAT 607	ALBERT BASIN WAY	E16 2QP	1000002190937224	10034508939	TBC	Dwelling
LATITUDE COURT	3	FLAT 608	ALBERT BASIN WAY	E16 2QP	1000002190937201	10034508940	TBC	Dwelling
LATITUDE COURT	3	FLAT 609	ALBERT BASIN WAY	E16 2QP	1000002190937202	10034508941	TBC	Dwelling
LATITUDE COURT	3	FLAT 610	ALBERT BASIN WAY	E16 2QP	1000002190937225	10034508942	TBC	Dwelling
LATITUDE COURT	3	FLAT 701	ALBERT BASIN WAY	E16 2QP	1000002190937223	10034508911	TBC	Dwelling
LATITUDE COURT	3	FLAT 702	ALBERT BASIN WAY	E16 2QP	1000002190937222	10034508912	TBC	Dwelling
SOUTH LODGE	1	FLAT 1	AUDLEY DRIVE	E16 1TP	1000002190587910	10008998188		Dwelling
SOUTH LODGE	1	FLAT 2	AUDLEY DRIVE	E16 1TP	1000002190587911	10008998189		Dwelling
SOUTH LODGE	1	FLAT 3	AUDLEY DRIVE	E16 1TP	1000002190587912	10008998190		Dwelling
SOUTH LODGE	1	FLAT 4	AUDLEY DRIVE	E16 1TP	1000002190587906	10008998191		Dwelling
SOUTH LODGE	1	FLAT 5	AUDLEY DRIVE	E16 1TP	1000002190587907	10008998192		Dwelling
SOUTH LODGE	1	FLAT 6	AUDLEY DRIVE	E16 1TP	1000002190587908	10008998193		Dwelling
SOUTH LODGE	1	FLAT 7	AUDLEY DRIVE	E16 1TP	1000002190587909	10008998194		Dwelling
SOUTH LODGE	1	FLAT 8	AUDLEY DRIVE	E16 1TP	1000002190587913	10008998195		Dwelling
SOUTH LODGE	1	FLAT 9	AUDLEY DRIVE	E16 1TP	1000002190587914	10008998196		Dwelling
FATHOM COURT	2	FLAT 101	BASIN APPROACH	E16 2FF	1000002191007562	10014035291	TBC	Dwelling
FATHOM COURT	2	FLAT 102	BASIN APPROACH	E16 2FF	1000002191007571	10014035292	TBC	Dwelling
FATHOM COURT	2	FLAT 103	BASIN APPROACH	E16 2FF	1000002191007572	10014035293	TBC	Dwelling
FATHOM COURT	2	FLAT 104	BASIN APPROACH	E16 2FF	1000002191007573	10014035294	TBC	Dwelling
FATHOM COURT	2	FLAT 105	BASIN APPROACH	E16 2FF	1000002191007574	10014035295	TBC	Dwelling
FATHOM COURT	2	FLAT 106	BASIN APPROACH	E16 2FF	1000002191007567	10014035296	TBC	Dwelling
FATHOM COURT	2	FLAT 107	BASIN APPROACH	E16 2FF	1000002191007568	10014035297	TBC	Dwelling
FATHOM COURT	2	FLAT 108	BASIN APPROACH	E16 2FF	1000002191007569	10014035298	TBC	Dwelling
FATHOM COURT	2	FLAT 109	BASIN APPROACH	E16 2FF	1000002191007570	10014035299	TBC	Dwelling
FATHOM COURT	2	FLAT 201	BASIN APPROACH	E16 2FF	1000002191007579	10014035300	TBC	Dwelling
FATHOM COURT	2	FLAT 202	BASIN APPROACH	E16 2FF	1000002191007580	10014035301	TBC	Dwelling
FATHOM COURT	2	FLAT 203	BASIN APPROACH	E16 2FF	1000002191007581	10014035302	TBC	Dwelling
FATHOM COURT	2	FLAT 204	BASIN APPROACH	E16 2FF	1000002191007582	10014035303	TBC	Dwelling
FATHOM COURT	2	FLAT 205	BASIN APPROACH	E16 2FF	1000002191007575	10014035304	TBC	Dwelling
FATHOM COURT	2	FLAT 206	BASIN APPROACH	E16 2FF	1000002191007576	10014035305	TBC	Dwelling
FATHOM COURT	2	FLAT 207	BASIN APPROACH	E16 2FF	1000002191007577	10014035306	TBC	Dwelling
FATHOM COURT	2	FLAT 208	BASIN APPROACH	E16 2FF	1000002191007578	10014035307	TBC	Dwelling
FATHOM COURT	2	FLAT 209	BASIN APPROACH	E16 2FF	1000002191007587	10014035308	TBC	Dwelling
FATHOM COURT	2	FLAT 210	BASIN APPROACH	E16 2FF	1000002191007588	10014035309	TBC	Dwelling
FATHOM COURT	2	FLAT 301	BASIN APPROACH	E16 2FF	1000002191007591	10014035310	TBC	Dwelling
FATHOM COURT	2	FLAT 302	BASIN APPROACH	E16 2FF	1000002191007592	10014035311	TBC	Dwelling
FATHOM COURT	2	FLAT 303	BASIN APPROACH	E16 2FF	1000002191007593	10014035312	TBC	Dwelling
FATHOM COURT	2	FLAT 304	BASIN APPROACH	E16 2FF	1000002191007594	10014035313	TBC	Dwelling
FATHOM COURT	2	FLAT 305	BASIN APPROACH	E16 2FF	1000002191007603	10014035314	TBC	Dwelling
FATHOM COURT	2	FLAT 306	BASIN APPROACH	E16 2FF	1000002191007604	10014035315	TBC	Dwelling
FATHOM COURT	2	FLAT 307	BASIN APPROACH	E16 2FF	1000002191007605	10014035316	TBC	Dwelling
FATHOM COURT	2	FLAT 308	BASIN APPROACH	E16 2FF	1000002191007606	10014035317	TBC	Dwelling
FATHOM COURT	2	FLAT 309	BASIN APPROACH	E16 2FF	1000002191007599	10014035318	TBC	Dwelling
FATHOM COURT	2	FLAT 310	BASIN APPROACH	E16 2FF	1000002191007600	10014035319	TBC	Dwelling
FATHOM COURT	2	FLAT 401	BASIN APPROACH	E16 2FF	1000002191007601	10014035320	TBC	Dwelling
FATHOM COURT	2	FLAT 402	BASIN APPROACH	E16 2FF	1000002191007602	10014035321	TBC	Dwelling
FATHOM COURT	2	FLAT 403	BASIN APPROACH	E16 2FF	1000002191007611	10014035322	TBC	Dwelling
FATHOM COURT	2	FLAT 404	BASIN APPROACH	E16 2FF	1000002191007612	10014035323	TBC	Dwelling
FATHOM COURT	2	FLAT 405	BASIN APPROACH	E16 2FF	1000002191007613	10014035324	TBC	Dwelling
FATHOM COURT	2	FLAT 406	BASIN APPROACH	E16 2FF	1000002191007614	10014035325	TBC	Dwelling
FATHOM COURT	2	FLAT 407	BASIN APPROACH	E16 2FF	1000002191007607	10014035326	TBC	Dwelling
FATHOM COURT	2	FLAT 408	BASIN APPROACH	E16 2FF	1000002191007608	10014035327	TBC	Dwelling
FATHOM COURT	2	FLAT 409	BASIN APPROACH	E16 2FF	1000002191007609	10014035328	TBC	Dwelling
FATHOM COURT	2	FLAT 410	BASIN APPROACH	E16 2FF	1000002191007610	10014035329	TBC	Dwelling
FATHOM COURT	2	FLAT 501	BASIN APPROACH	E16 2FF	1000002191007589	10014035330	TBC	Dwelling
FATHOM COURT	2	FLAT 502	BASIN APPROACH	E16 2FF	1000002191007590	10014035331	TBC	Dwelling
FATHOM COURT	2	FLAT 503	BASIN APPROACH	E16 2FF	1000002191007583	10014035332	TBC	Dwelling
FATHOM COURT	2	FLAT 504	BASIN APPROACH	E16 2FF	1000002191007584	10014035333	TBC	Dwelling
FATHOM COURT	2	FLAT 505	BASIN APPROACH	E16 2FF	1000002191007585	10014035334	TBC	Dwelling
FATHOM COURT	2	FLAT 506	BASIN APPROACH	E16 2FF	1000002191007586	10014035335	TBC	Dwelling

INTERMEDIATE TIER DWELLINGS v1.1

Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
FATHOM COURT	2	FLAT 507	BASIN APPROACH	E16 2FF	1000002191007595	10014035336	TBC	Dwelling
FATHOM COURT	2	FLAT 508	BASIN APPROACH	E16 2FF	1000002191007596	10014035337	TBC	Dwelling
FATHOM COURT	2	FLAT 509	BASIN APPROACH	E16 2FF	1000002191007597	10014035338	TBC	Dwelling
FATHOM COURT	2	FLAT 510	BASIN APPROACH	E16 2FF	1000002191007598	10014035339	TBC	Dwelling
FATHOM COURT	2	FLAT 601	BASIN APPROACH	E16 2FF	1000002191007619	10014035340	TBC	Dwelling
FATHOM COURT	2	FLAT 602	BASIN APPROACH	E16 2FF	1000002191007620	10014035341	TBC	Dwelling
FATHOM COURT	2	FLAT 603	BASIN APPROACH	E16 2FF	1000002191007621	10014035342	TBC	Dwelling
FATHOM COURT	2	FLAT 604	BASIN APPROACH	E16 2FF	1000002191007622	10014035343	TBC	Dwelling
FATHOM COURT	2	FLAT 605	BASIN APPROACH	E16 2FF	1000002191007615	10014035344	TBC	Dwelling
FATHOM COURT	2	FLAT 606	BASIN APPROACH	E16 2FF	1000002191007616	10014035345	TBC	Dwelling
FATHOM COURT	2	FLAT 607	BASIN APPROACH	E16 2FF	1000002191007617	10014035346	TBC	Dwelling
FATHOM COURT	2	FLAT 608	BASIN APPROACH	E16 2FF	1000002191007618	10014035347	TBC	Dwelling
FATHOM COURT	2	FLAT 609	BASIN APPROACH	E16 2FF	1000002191007628	10014035348	TBC	Dwelling
FATHOM COURT	2	FLAT 610	BASIN APPROACH	E16 2FF	1000002191007629	10014035349	TBC	Dwelling
FATHOM COURT	2	FLAT 701	BASIN APPROACH	E16 2FF	1000002191007630	10014035350	TBC	Dwelling
FATHOM COURT	2	FLAT 702	BASIN APPROACH	E16 2FF	1000002191007631	10014035351	TBC	Dwelling
THE GALLEY	3	FLAT 101	BASIN APPROACH	E16 2QW	1000002190967414	10034509506	TBC	Dwelling
THE GALLEY	3	FLAT 102	BASIN APPROACH	E16 2QW	1000002190967416	10034509507	TBC	Dwelling
THE GALLEY	3	FLAT 103	BASIN APPROACH	E16 2QW	1000002190967417	10034509535	TBC	Dwelling
THE GALLEY	3	FLAT 104	BASIN APPROACH	E16 2QW	1000002190967415	10034509537	TBC	Dwelling
THE GALLEY	3	FLAT 201	BASIN APPROACH	E16 2QW	1000002190967418	10034509538	TBC	Dwelling
THE GALLEY	3	FLAT 202	BASIN APPROACH	E16 2QW	1000002190959525	10034509544	TBC	Dwelling
THE GALLEY	3	FLAT 203	BASIN APPROACH	E16 2QW	1000002190940858	10034509550	TBC	Dwelling
THE GALLEY	3	FLAT 204	BASIN APPROACH	E16 2QW	1000002190967419	10034509547	TBC	Dwelling
THE GALLEY	3	FLAT 205	BASIN APPROACH	E16 2QW	1000002190972447	10034509552	TBC	Dwelling
THE GALLEY	3	FLAT 206	BASIN APPROACH	E16 2QW	1000002190972414	10034509551	TBC	Dwelling
THE GALLEY	3	FLAT 301	BASIN APPROACH	E16 2QW	1000002190972446	10034509553	TBC	Dwelling
THE GALLEY	3	FLAT 302	BASIN APPROACH	E16 2QW	1000002190972415	10034509554	TBC	Dwelling
THE GALLEY	3	FLAT 303	BASIN APPROACH	E16 2QW	1000002190972445	10034509556	TBC	Dwelling
THE GALLEY	3	FLAT 304	BASIN APPROACH	E16 2QW	1000002190972416	10034509557	TBC	Dwelling
THE GALLEY	3	FLAT 305	BASIN APPROACH	E16 2QW	1000002190972439	10034509555	TBC	Dwelling
THE GALLEY	3	FLAT 306	BASIN APPROACH	E16 2QW	1000002190972424	10034509558	TBC	Dwelling
THE GALLEY	3	FLAT 401	BASIN APPROACH	E16 2QW	1000002190972438	10034509559	TBC	Dwelling
THE GALLEY	3	FLAT 402	BASIN APPROACH	E16 2QW	1000002190972437	10034509560	TBC	Dwelling
THE GALLEY	3	FLAT 403	BASIN APPROACH	E16 2QW	1000002190972436	10034509561	TBC	Dwelling
THE GALLEY	3	FLAT 404	BASIN APPROACH	E16 2QW	1000002190972443	10034509563	TBC	Dwelling
THE GALLEY	3	FLAT 405	BASIN APPROACH	E16 2QW	1000002190972442	10034509562	TBC	Dwelling
THE GALLEY	3	FLAT 406	BASIN APPROACH	E16 2QW	1000002190972441	10034509564	TBC	Dwelling
THE GALLEY	3	FLAT 501	BASIN APPROACH	E16 2QW	1000002190972440	10034509565	TBC	Dwelling
THE GALLEY	3	FLAT 502	BASIN APPROACH	E16 2QW	1000002190972431	10034509566	TBC	Dwelling
THE GALLEY	3	FLAT 503	BASIN APPROACH	E16 2QW	1000002190972430	10034509567	TBC	Dwelling
THE GALLEY	3	FLAT 504	BASIN APPROACH	E16 2QW	1000002190972429	10034509568	TBC	Dwelling
THE GALLEY	3	FLAT 505	BASIN APPROACH	E16 2QW	1000002190972428	10034509569	TBC	Dwelling
THE GALLEY	3	FLAT 506	BASIN APPROACH	E16 2QW	1000002190972435	10034509570	TBC	Dwelling
THE GALLEY	3	FLAT 601	BASIN APPROACH	E16 2QW	1000002190972434	10034509571	TBC	Dwelling
THE GALLEY	3	FLAT 602	BASIN APPROACH	E16 2QW	1000002190972433	10034509572	TBC	Dwelling
THE GALLEY	3	FLAT 603	BASIN APPROACH	E16 2QW	1000002190972432	10034509573	TBC	Dwelling
THE GALLEY	3	FLAT 604	BASIN APPROACH	E16 2QW	1000002190972423	10034509574	TBC	Dwelling
THE GALLEY	3	FLAT 605	BASIN APPROACH	E16 2QW	1000002190972422	10034509575	TBC	Dwelling
THE GALLEY	3	FLAT 606	BASIN APPROACH	E16 2QW	1000002190972421	10034509576	TBC	Dwelling
THE GALLEY	3	FLAT 701	BASIN APPROACH	E16 2QW	1000002190972420	10034509577	TBC	Dwelling
THE GALLEY	3	FLAT 702	BASIN APPROACH	E16 2QW	1000002190972427	10034509578	TBC	Dwelling
THE GALLEY	3	FLAT 703	BASIN APPROACH	E16 2QW	1000002190972426	10034509579	TBC	Dwelling
THE GALLEY	3	FLAT 704	BASIN APPROACH	E16 2QW	1000002190972425	10034509580	TBC	Dwelling
THE GALLEY	3	FLAT 705	BASIN APPROACH	E16 2QW	1000002190972413	10034509581	TBC	Dwelling
THE GALLEY	3	FLAT 706	BASIN APPROACH	E16 2QW	1000002190972448	10034509582	TBC	Dwelling
THE GALLEY	3	FLAT 801	BASIN APPROACH	E16 2QW	1000002190972419	10034509583	TBC	Dwelling
THE GALLEY	3	FLAT 802	BASIN APPROACH	E16 2QW	1000002190972418	10034509584	TBC	Dwelling
THE GALLEY	3	FLAT 803	BASIN APPROACH	E16 2QW	1000002190972417	10034509585	TBC	Dwelling
THE HELM	4	FLAT 101	BASIN APPROACH	E16 2QX	1000002190959527	10034509500	TBC	Dwelling
THE HELM	4	FLAT 102	BASIN APPROACH	E16 2QX	1000002190960187	10034509501	TBC	Dwelling
THE HELM	4	FLAT 103	BASIN APPROACH	E16 2QX	1000002190959528	10034509502	TBC	Dwelling
THE HELM	4	FLAT 104	BASIN APPROACH	E16 2QX	1000002190959529	10034509503	TBC	Dwelling
THE HELM	4	FLAT 201	BASIN APPROACH	E16 2QX	1000002190959530	10034509508	TBC	Dwelling
THE HELM	4	FLAT 202	BASIN APPROACH	E16 2QX	1000002190959531	10034509509	TBC	Dwelling
THE HELM	4	FLAT 203	BASIN APPROACH	E16 2QX	1000002190959532	10034509510	TBC	Dwelling
THE HELM	4	FLAT 204	BASIN APPROACH	E16 2QX	1000002190959533	10034509511	TBC	Dwelling
THE HELM	4	FLAT 205	BASIN APPROACH	E16 2QX	1000002190959534	10034509512	TBC	Dwelling
THE HELM	4	FLAT 206	BASIN APPROACH	E16 2QX	1000002190959535	10034509513	TBC	Dwelling
THE HELM	4	FLAT 301	BASIN APPROACH	E16 2QX	1000002190959536	10034509514	TBC	Dwelling
THE HELM	4	FLAT 302	BASIN APPROACH	E16 2QX	1000002190959537	10034509515	TBC	Dwelling
THE HELM	4	FLAT 303	BASIN APPROACH	E16 2QX	1000002190959538	10034509516	TBC	Dwelling
THE HELM	4	FLAT 304	BASIN APPROACH	E16 2QX	1000002190959539	10034509517	TBC	Dwelling
THE HELM	4	FLAT 305	BASIN APPROACH	E16 2QX	1000002190959540	10034509518	TBC	Dwelling
THE HELM	4	FLAT 306	BASIN APPROACH	E16 2QX	1000002190959541	10034509519	TBC	Dwelling
THE HELM	4	FLAT 401	BASIN APPROACH	E16 2QX	1000002190959542	10034509520	TBC	Dwelling
THE HELM	4	FLAT 402	BASIN APPROACH	E16 2QX	1000002190959543	10034509521	TBC	Dwelling
THE HELM	4	FLAT 403	BASIN APPROACH	E16 2QX	1000002190959544	10034509522	TBC	Dwelling
THE HELM	4	FLAT 404	BASIN APPROACH	E16 2QX	1000002190953118	10034509523	TBC	Dwelling

INTERMEDIATE TIER DWELLINGS v1.1

Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
THE HELM	4	FLAT 405	BASIN APPROACH	E16 2QX	1000002190959545	10034509524	TBC	Dwelling
THE HELM	4	FLAT 406	BASIN APPROACH	E16 2QX	1000002190959546	10034509525	TBC	Dwelling
THE HELM	4	FLAT 501	BASIN APPROACH	E16 2QX	1000002190959547	10034509526	TBC	Dwelling
THE HELM	4	FLAT 502	BASIN APPROACH	E16 2QX	1000002190959548	10034509527	TBC	Dwelling
THE HELM	4	FLAT 503	BASIN APPROACH	E16 2QX	1000002190959549	10034509528	TBC	Dwelling
THE HELM	4	FLAT 504	BASIN APPROACH	E16 2QX	1000002190959550	10034509529	TBC	Dwelling
THE HELM	4	FLAT 505	BASIN APPROACH	E16 2QX	1000002190982465	10034509530	TBC	Dwelling
THE HELM	4	FLAT 506	BASIN APPROACH	E16 2QX	1000002190982464	10034509531	TBC	Dwelling
THE HELM	4	FLAT 601	BASIN APPROACH	E16 2QX	1000002190959551	10034509532	TBC	Dwelling
THE HELM	4	FLAT 602	BASIN APPROACH	E16 2QX	1000002190959552	10034509539	TBC	Dwelling
THE HELM	4	FLAT 603	BASIN APPROACH	E16 2QX	1000002190959553	10034509536	TBC	Dwelling
THE HELM	4	FLAT 604	BASIN APPROACH	E16 2QX	1000002190959554	10034509540	TBC	Dwelling
THE HELM	4	FLAT 701	BASIN APPROACH	E16 2QX	1000002190959556	10034509543	TBC	Dwelling
THE HELM	4	FLAT 702	BASIN APPROACH	E16 2QX	1000002190959557	10034509545	TBC	Dwelling
THE HELM	4	FLAT 703	BASIN APPROACH	E16 2QX	1000002190959558	10034509546	TBC	Dwelling
THE HELM	4	FLAT 801	BASIN APPROACH	E16 2QX	1000002190959559	10034509548	TBC	Dwelling
THE HELM	4	FLAT 802	BASIN APPROACH	E16 2QX	1000002190938481	10034509549	TBC	Dwelling
	47		CAMEL ROAD	E16 2DE	1000002190661350	46010637	CADP	Dwelling
	49		CAMEL ROAD	E16 2DE	1000002190661351	46010639	CADP	Dwelling
LILY NICHOLS HOUSE	6	FLAT 1	CONNAUGHT ROAD	E16 2AD	1000002190627673	10009000158	TBC	Dwelling
LILY NICHOLS HOUSE	6	FLAT 2	CONNAUGHT ROAD	E16 2AD	1000002190627674	10009000159	TBC	Dwelling
LILY NICHOLS HOUSE	6	FLAT 3	CONNAUGHT ROAD	E16 2AD	1000002190627675	10009000160	TBC	Dwelling
LILY NICHOLS HOUSE	6	FLAT 4	CONNAUGHT ROAD	E16 2AD	1000002190627669	10009000161	TBC	Dwelling
LILY NICHOLS HOUSE	6	FLAT 5	CONNAUGHT ROAD	E16 2AD	1000002190627670	10009000162	TBC	Dwelling
LILY NICHOLS HOUSE	6	FLAT 6	CONNAUGHT ROAD	E16 2AD	1000002190627671	10009000163	TBC	Dwelling
LILY NICHOLS HOUSE	6	FLAT 7	CONNAUGHT ROAD	E16 2AD	1000002190627672	10009000164	TBC	Dwelling
LILY NICHOLS HOUSE	6	FLAT 8	CONNAUGHT ROAD	E16 2AD	1000002190627676	10009000165	TBC	Dwelling
LILY NICHOLS HOUSE	6	FLAT 9	CONNAUGHT ROAD	E16 2AD	1000002190627677	10009000166	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 1	CONNAUGHT ROAD	E16 2AE	1000002190627665	10009000168	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 10	CONNAUGHT ROAD	E16 2AE	1000002190627584	10009000177	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 11	CONNAUGHT ROAD	E16 2AE	1000002190627585	10009000178	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 12	CONNAUGHT ROAD	E16 2AE	1000002190627586	10009000179	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 13	CONNAUGHT ROAD	E16 2AE	1000002190627580	10009000180	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 14	CONNAUGHT ROAD	E16 2AE	1000002190627581	10009000181	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 15	CONNAUGHT ROAD	E16 2AE	1000002190627582	10009000182	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 16	CONNAUGHT ROAD	E16 2AE	1000002190627583	10009000183	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 17	CONNAUGHT ROAD	E16 2AE	1000002190627591	10009000184	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 18	CONNAUGHT ROAD	E16 2AE	1000002190627592	10009000185	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 19	CONNAUGHT ROAD	E16 2AE	1000002190627593	10009000186	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 2	CONNAUGHT ROAD	E16 2AE	1000002190627666	10009000169	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 20	CONNAUGHT ROAD	E16 2AE	1000002190627594	10009000187	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 21	CONNAUGHT ROAD	E16 2AE	1000002190627587	10009000188	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 22	CONNAUGHT ROAD	E16 2AE	1000002190627588	10009000189	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 23	CONNAUGHT ROAD	E16 2AE	1000002190627589	10009000190	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 24	CONNAUGHT ROAD	E16 2AE	1000002190627590	10009000191	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 25	CONNAUGHT ROAD	E16 2AE	1000002190627596	10009000192	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 26	CONNAUGHT ROAD	E16 2AE	1000002190627597	10009000193	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 27	CONNAUGHT ROAD	E16 2AE	1000002190627598	10009000194	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 28	CONNAUGHT ROAD	E16 2AE	1000002190627599	10009000195	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 3	CONNAUGHT ROAD	E16 2AE	1000002190627667	10009000170	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 4	CONNAUGHT ROAD	E16 2AE	1000002190627661	10009000171	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 5	CONNAUGHT ROAD	E16 2AE	1000002190627662	10009000172	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 6	CONNAUGHT ROAD	E16 2AE	1000002190627663	10009000173	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 7	CONNAUGHT ROAD	E16 2AE	1000002190627664	10009000174	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 8	CONNAUGHT ROAD	E16 2AE	1000002190627668	10009000175	TBC	Dwelling
ROYAL CONNAUGHT APARTM	8	FLAT 9	CONNAUGHT ROAD	E16 2AE	1000002190627595	10009000176	TBC	Dwelling
	1		CONSTABLE AVENUE	E16 1TZ	1000002190588332	46251652		Dwelling
	2		CONSTABLE AVENUE	E16 1TZ	1000002190588331	46251644		Dwelling
	3		CONSTABLE AVENUE	E16 1TZ	1000002190588330	46251645		Dwelling
	4		CONSTABLE AVENUE	E16 1TZ	1000002190588329	46251646		Dwelling
	5		CONSTABLE AVENUE	E16 1TZ	1000002190588328	46251647		Dwelling
	6		CONSTABLE AVENUE	E16 1TZ	1000002190588327	46251648		Dwelling
	7		CONSTABLE AVENUE	E16 1TZ	1000002190588326	46251649		Dwelling
	8		CONSTABLE AVENUE	E16 1TZ	1000002190588325	46251650		Dwelling
	9		CONSTABLE AVENUE	E16 1TZ	1000002190588324	46251651		Dwelling
BECKET HOUSE	10	FLAT 1	CONSTABLE AVENUE	E16 1TZ	1000002190588312	46054235		Dwelling
BECKET HOUSE	10	FLAT 2	CONSTABLE AVENUE	E16 1TZ	1000002190588313	46054236		Dwelling
BECKET HOUSE	10	FLAT 3	CONSTABLE AVENUE	E16 1TZ	1000002190588314	46054276		Dwelling
BECKET HOUSE	10	FLAT 4	CONSTABLE AVENUE	E16 1TZ	1000002190588309	46054277		Dwelling
BECKET HOUSE	10	FLAT 5	CONSTABLE AVENUE	E16 1TZ	1000002190588310	46054278		Dwelling
BECKET HOUSE	10	FLAT 6	CONSTABLE AVENUE	E16 1TZ	1000002190588311	46252715		Dwelling
BLENHEIM HOUSE	11	FLAT 1	CONSTABLE AVENUE	E16 1TZ	1000002190588306	46253853		Dwelling
BLENHEIM HOUSE	11	FLAT 2	CONSTABLE AVENUE	E16 1TZ	1000002190588307	46254088		Dwelling
BLENHEIM HOUSE	11	FLAT 3	CONSTABLE AVENUE	E16 1TZ	1000002190588308	46254086		Dwelling
BLENHEIM HOUSE	11	FLAT 4	CONSTABLE AVENUE	E16 1TZ	1000002190588303	46254085		Dwelling
BLENHEIM HOUSE	11	FLAT 5	CONSTABLE AVENUE	E16 1TZ	1000002190588304	46254084		Dwelling
BLENHEIM HOUSE	11	FLAT 6	CONSTABLE AVENUE	E16 1TZ	1000002190588305	46254087		Dwelling
	12		CONSTABLE AVENUE	E16 1TZ	1000002190588323	46251653		Dwelling
	13		CONSTABLE AVENUE	E16 1TZ	1000002190588322	46251654		Dwelling

INTERMEDIATE TIER DWELLINGS v1.1

Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
	14		CONSTABLE AVENUE	E16 1TZ	1000002190588321	46251655		Dwelling
	15		CONSTABLE AVENUE	E16 1TZ	1000002190588320	46251656		Dwelling
	16		CONSTABLE AVENUE	E16 1TZ	1000002190588319	46251825		Dwelling
	17		CONSTABLE AVENUE	E16 1TZ	1000002190588318	46251657		Dwelling
	18		CONSTABLE AVENUE	E16 1TZ	1000002190588317	46251658		Dwelling
	19		CONSTABLE AVENUE	E16 1TZ	1000002190588316	46251659		Dwelling
	20		CONSTABLE AVENUE	E16 1TZ	1000002190588315	46251660		Dwelling
	1		CONSTANCE STREET	E16 2DQ	1000002190661410	46017902		Dwelling
	3		CONSTANCE STREET	E16 2DQ	1000002190661408	46017903		Dwelling
	5		CONSTANCE STREET	E16 2DQ	1000002190661406	46017904		Dwelling
	7		CONSTANCE STREET	E16 2DQ	1000002190661404	46017905		Dwelling
	9		CONSTANCE STREET	E16 2DQ	1000002190661392	46017906		Dwelling
	11		CONSTANCE STREET	E16 2DQ	1000002190661389	46017907		Dwelling
	13		CONSTANCE STREET	E16 2DQ	1000002190661387	46017908		Dwelling
	23		CONSTANCE STREET	E16 2DQ	1000002190661393	46017913		Dwelling
	25		CONSTANCE STREET	E16 2DQ	1000002190661411	46017914		Dwelling
	27		CONSTANCE STREET	E16 2DQ	1000002190661409	46017915		Dwelling
	29		CONSTANCE STREET	E16 2DQ	1000002190661407	46017916		Dwelling
	31		CONSTANCE STREET	E16 2DQ	1000002190661405	46017917		Dwelling
	33		CONSTANCE STREET	E16 2DQ	1000002190661394	46017918		Dwelling
	35		CONSTANCE STREET	E16 2DQ	1000002190661390	46017919		Dwelling
	37		CONSTANCE STREET	E16 2DQ	1000002190661388	46017920		Dwelling
	47		CONSTANCE STREET	E16 2DQ	1000002190661391	46017925		Dwelling
	96		DREW ROAD	E16 2DG	1000002190661275	46022223	CADP	Dwelling
	98		DREW ROAD	E16 2DG	1000002190661273	46022224	CADP	Dwelling
	100		DREW ROAD	E16 2DG	1000002190661271	46022225	CADP	Dwelling
	102		DREW ROAD	E16 2DG	1000002190661269	46022226	CADP	Dwelling
	104		DREW ROAD	E16 2DG	1000002190661268	46022227	CADP	Dwelling
	106		DREW ROAD	E16 2DG	1000002190661283	46022228	CADP	Dwelling
	108		DREW ROAD	E16 2DG	1000002191022827	46022229	CADP	Dwelling
	110		DREW ROAD	E16 2DG	1000002190661285	46022230	CADP	Dwelling
	112		DREW ROAD	E16 2DG	1000002190661279	46022231	CADP	Dwelling
	114		DREW ROAD	E16 2DG	1000002190661277	46022232	CADP	Dwelling
	116		DREW ROAD	E16 2DG	1000002190661276	46022233	CADP	Dwelling
	118		DREW ROAD	E16 2DG	1000002190661274	46022234	CADP	Dwelling
	120		DREW ROAD	E16 2DG	1000002190661272	46022235	CADP	Dwelling
	122		DREW ROAD	E16 2DG	1000002190661270	46022236	CADP	Dwelling
	124		DREW ROAD	E16 2DG	1000002190661267	46022237	CADP	Dwelling
	126		DREW ROAD	E16 2DG	1000002190661284	46022238	CADP	Dwelling
	128		DREW ROAD	E16 2DG	1000002190661282	46022239	CADP	Dwelling
	130		DREW ROAD	E16 2DG	1000002190661286	46022240	CADP	Dwelling
	132		DREW ROAD	E16 2DG	1000002190661280	46022241	CADP	Dwelling
	134		DREW ROAD	E16 2DG	1000002190661278	46022242	CADP	Dwelling
	136		DREW ROAD	E16 2DG	1000002190661358	10008985562	CADP	Dwelling
	138		DREW ROAD	E16 2DG	1000002190661359	10008985563	CADP	Dwelling
	140		DREW ROAD	E16 2DG	1000002190661361	10008985564	CADP	Dwelling
	142		DREW ROAD	E16 2DG	1000002190661363	10008985565	CADP	Dwelling
	144		DREW ROAD	E16 2DG	1000002190661365	10008985566	CADP	Dwelling
	146		DREW ROAD	E16 2DG	1000002190661367	10008985567	CADP	Dwelling
	148		DREW ROAD	E16 2DG	1000002190661369	10008985568	CADP	Dwelling
	150		DREW ROAD	E16 2DG	1000002190661371	10008985569	CADP	Dwelling
	152		DREW ROAD	E16 2DG	1000002190661373	10008985570	CADP	Dwelling
	154		DREW ROAD	E16 2DG	1000002190661375	10008985571	CADP	Dwelling
	156		DREW ROAD	E16 2DG	1000002190661377	10008985572	CADP	Dwelling
	158		DREW ROAD	E16 2DG	1000002190661357	10008985573	CADP	Dwelling
	160		DREW ROAD	E16 2DG	1000002190661360	10008985574	CADP	Dwelling
	162		DREW ROAD	E16 2DG	1000002190661362	10008985575	CADP	Dwelling
	164		DREW ROAD	E16 2DG	1000002190661364	10008985576	CADP	Dwelling
	166		DREW ROAD	E16 2DG	1000002190661366	10008985577	CADP	Dwelling
	168		DREW ROAD	E16 2DG	1000002190661368	10008985578	CADP	Dwelling
	170		DREW ROAD	E16 2DG	1000002190661370	10008985579	CADP	Dwelling
	172		DREW ROAD	E16 2DG	1000002190661372	10008985580	CADP	Dwelling
	174		DREW ROAD	E16 2DG	1000002190661374	10008985581	CADP	Dwelling
	176		DREW ROAD	E16 2DG	1000002190661376	10008985582	CADP	Dwelling
	178		DREW ROAD	E16 2DG	1000002190661378	10008985583	CADP	Dwelling
	93		EVELYN ROAD	E16 1UU	1000002190888590	10009018551		Dwelling
	95		EVELYN ROAD	E16 1UU	1000002190888591	10009018552		Dwelling
	97		EVELYN ROAD	E16 1UU	1000002190888592	10009018553		Dwelling
	99		EVELYN ROAD	E16 1UU	1000002190888593	10009018554		Dwelling
	101		EVELYN ROAD	E16 1UU	1000002190888594	10009018555		Dwelling
	103		EVELYN ROAD	E16 1UU	1000002190888595	10009018556		Dwelling
	105		EVELYN ROAD	E16 1UU	1000002190888852	10009018557		Dwelling
	107		EVELYN ROAD	E16 1UU	1000002190888596	10009018558		Dwelling
	109		EVELYN ROAD	E16 1UU	1000002190888597	10009018559		Dwelling
	111		EVELYN ROAD	E16 1UU	1000002190888598	10009018560		Dwelling
	113		EVELYN ROAD	E16 1UU	1000002190888853	10009018561		Dwelling
	115		EVELYN ROAD	E16 1UU	1000002190888599	10009018562		Dwelling
MALCOLM SARGENT HOUSE	117	FLAT 1	EVELYN ROAD	E16 1UU	1000002190588019	46253839		Dwelling
MALCOLM SARGENT HOUSE	117	FLAT 2	EVELYN ROAD	E16 1UU	1000002190588020	46253916		Dwelling

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
MALCOLM SARGENT HOUSE	117	FLAT 3	EVELYN ROAD	E16 1UU	1000002190588021	46253917		Dwelling
MALCOLM SARGENT HOUSE	117	FLAT 4	EVELYN ROAD	E16 1UU	1000002190588015	46253918		Dwelling
MALCOLM SARGENT HOUSE	117	FLAT 5	EVELYN ROAD	E16 1UU	1000002190588016	46253919		Dwelling
MALCOLM SARGENT HOUSE	117	FLAT 6	EVELYN ROAD	E16 1UU	1000002190588017	46253920		Dwelling
MALCOLM SARGENT HOUSE	117	FLAT 7	EVELYN ROAD	E16 1UU	1000002190588018	46253921		Dwelling
MALCOLM SARGENT HOUSE	117	FLAT 8	EVELYN ROAD	E16 1UU	1000002190588022	46253922		Dwelling
MALCOLM SARGENT HOUSE	117	FLAT 9	EVELYN ROAD	E16 1UU	1000002190588023	46253923		Dwelling
HENRY PURCELL HOUSE	119	FLAT 1	EVELYN ROAD	E16 1UU	1000002190588010	46253924		Dwelling
HENRY PURCELL HOUSE	119	FLAT 2	EVELYN ROAD	E16 1UU	1000002190588011	46253925		Dwelling
HENRY PURCELL HOUSE	119	FLAT 3	EVELYN ROAD	E16 1UU	1000002190588006	46253840		Dwelling
HENRY PURCELL HOUSE	119	FLAT 4	EVELYN ROAD	E16 1UU	1000002190588007	46253926		Dwelling
HENRY PURCELL HOUSE	119	FLAT 5	EVELYN ROAD	E16 1UU	1000002190588008	46253927		Dwelling
HENRY PURCELL HOUSE	119	FLAT 6	EVELYN ROAD	E16 1UU	1000002190588009	46253928		Dwelling
HENRY PURCELL HOUSE	119	FLAT 7	EVELYN ROAD	E16 1UU	1000002190588012	46253929		Dwelling
HENRY PURCELL HOUSE	119	FLAT 8	EVELYN ROAD	E16 1UU	1000002190588013	46253930		Dwelling
HENRY PURCELL HOUSE	119	FLAT 9	EVELYN ROAD	E16 1UU	1000002190588014	46253931		Dwelling
	1		FAIRFAX MEWS	E16 1TY	1000002190588203	46251635		Dwelling
	2		FAIRFAX MEWS	E16 1TY	1000002190588202	46251634		Dwelling
	3		FAIRFAX MEWS	E16 1TY	1000002190588201	46251633		Dwelling
	4		FAIRFAX MEWS	E16 1TY	1000002190588200	46251632		Dwelling
	5		FAIRFAX MEWS	E16 1TY	1000002190588199	46251631		Dwelling
	6		FAIRFAX MEWS	E16 1TY	1000002190588198	46251630		Dwelling
	7		FAIRFAX MEWS	E16 1TY	1000002190588197	46251629		Dwelling
BEAUFORT HOUSE	8	FLAT 1	FAIRFAX MEWS	E16 1TY	1000002190588194	46253852		Dwelling
BEAUFORT HOUSE	8	FLAT 2	FAIRFAX MEWS	E16 1TY	1000002190588195	46254083		Dwelling
BEAUFORT HOUSE	8	FLAT 3	FAIRFAX MEWS	E16 1TY	1000002190588196	46254081		Dwelling
BEAUFORT HOUSE	8	FLAT 4	FAIRFAX MEWS	E16 1TY	1000002190588191	46254080		Dwelling
BEAUFORT HOUSE	8	FLAT 5	FAIRFAX MEWS	E16 1TY	1000002190588192	46254079		Dwelling
BEAUFORT HOUSE	8	FLAT 6	FAIRFAX MEWS	E16 1TY	1000002190588193	46254082		Dwelling
CHARLOTTE HOUSE	9	FLAT 1	FAIRFAX MEWS	E16 1TY	1000002190588275	46253851		Dwelling
CHARLOTTE HOUSE	9	FLAT 2	FAIRFAX MEWS	E16 1TY	1000002190588276	46254078		Dwelling
CHARLOTTE HOUSE	9	FLAT 3	FAIRFAX MEWS	E16 1TY	1000002190588277	46254077		Dwelling
CHARLOTTE HOUSE	9	FLAT 4	FAIRFAX MEWS	E16 1TY	1000002190588272	46254076		Dwelling
CHARLOTTE HOUSE	9	FLAT 5	FAIRFAX MEWS	E16 1TY	1000002190588273	46254075		Dwelling
CHARLOTTE HOUSE	9	FLAT 6	FAIRFAX MEWS	E16 1TY	1000002190588274	46254074		Dwelling
	10		FAIRFAX MEWS	E16 1TY	1000002190588271	46251636		Dwelling
	11		FAIRFAX MEWS	E16 1TY	1000002190588270	46251637		Dwelling
	12		FAIRFAX MEWS	E16 1TY	1000002190588269	46251638		Dwelling
	13		FAIRFAX MEWS	E16 1TY	1000002190588268	46251639		Dwelling
	14		FAIRFAX MEWS	E16 1TY	1000002190588267	46251640		Dwelling
	15		FAIRFAX MEWS	E16 1TY	1000002190588266	46251641		Dwelling
	16		FAIRFAX MEWS	E16 1TY	1000002190588265	46251642		Dwelling
	17		FAIRFAX MEWS	E16 1TY	1000002190588264	46251643		Dwelling
	1		FROBISHER YARD	E16 2GY		10093131177	TBC	Dwelling
	2		FROBISHER YARD	E16 2GY		10093131178	TBC	Dwelling
	3		FROBISHER YARD	E16 2GY		10093131179	TBC	Dwelling
	4		FROBISHER YARD	E16 2GY		10093131180	TBC	Dwelling
	5		FROBISHER YARD	E16 2GY		10093131181	TBC	Dwelling
	6		FROBISHER YARD	E16 2GY		10093131182	TBC	Dwelling
	7		FROBISHER YARD	E16 2GY		10093131183	TBC	Dwelling
	8		FROBISHER YARD	E16 2GY		10093131184	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 100	FROBISHER YARD	E16 2GY		10093131288	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 101	FROBISHER YARD	E16 2GY		10093131289	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 102	FROBISHER YARD	E16 2GY		10093131290	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 72	FROBISHER YARD	E16 2GY		10093131256	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 73	FROBISHER YARD	E16 2GY		10093131261	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 74	FROBISHER YARD	E16 2GY		10093131262	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 76	FROBISHER YARD	E16 2GY		10093131264	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 77	FROBISHER YARD	E16 2GY		10093131265	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 78	FROBISHER YARD	E16 2GY		10093131266	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 79	FROBISHER YARD	E16 2GY		10093131267	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 80	FROBISHER YARD	E16 2GY		10093131268	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 81	FROBISHER YARD	E16 2GY		10093131269	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 82	FROBISHER YARD	E16 2GY		10093131270	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 83	FROBISHER YARD	E16 2GY		10093131271	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 84	FROBISHER YARD	E16 2GY		10093131272	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 85	FROBISHER YARD	E16 2GY		10093131273	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 86	FROBISHER YARD	E16 2GY		10093131274	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 87	FROBISHER YARD	E16 2GY		10093131275	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 88	FROBISHER YARD	E16 2GY		10093131276	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 89	FROBISHER YARD	E16 2GY		10093131277	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 90	FROBISHER YARD	E16 2GY		10093131278	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 91	FROBISHER YARD	E16 2GY		10093131279	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 92	FROBISHER YARD	E16 2GY		10093131280	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 93	FROBISHER YARD	E16 2GY		10093131281	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 94	FROBISHER YARD	E16 2GY		10093131282	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 95	FROBISHER YARD	E16 2GY		10093131283	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 96	FROBISHER YARD	E16 2GY		10093131284	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 97	FROBISHER YARD	E16 2GY		10093131285	TBC	Dwelling

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
SAMUEL BUILDING	9	FLAT 98	FROBISHER YARD	E16 2GY		10093131286	TBC	Dwelling
SAMUEL BUILDING	9	FLAT 99	FROBISHER YARD	E16 2GY		10093131287	TBC	Dwelling
BOYD BUILDING	10	FLAT 31	FROBISHER YARD	E16 2GY		10093131109	TBC	Dwelling
BOYD BUILDING	10	FLAT 32	FROBISHER YARD	E16 2GY		10093131110	TBC	Dwelling
BOYD BUILDING	10	FLAT 33	FROBISHER YARD	E16 2GY		10093131111	TBC	Dwelling
BOYD BUILDING	10	FLAT 34	FROBISHER YARD	E16 2GY		10093131112	TBC	Dwelling
BOYD BUILDING	10	FLAT 35	FROBISHER YARD	E16 2GY		10093131113	TBC	Dwelling
BOYD BUILDING	10	FLAT 36	FROBISHER YARD	E16 2GY		10093131114	TBC	Dwelling
BOYD BUILDING	10	FLAT 37	FROBISHER YARD	E16 2GY		10093131115	TBC	Dwelling
BOYD BUILDING	10	FLAT 38	FROBISHER YARD	E16 2GY		10093131116	TBC	Dwelling
BOYD BUILDING	10	FLAT 39	FROBISHER YARD	E16 2GY		10093131117	TBC	Dwelling
BOYD BUILDING	10	FLAT 40	FROBISHER YARD	E16 2GY		10093131118	TBC	Dwelling
BOYD BUILDING	10	FLAT 41	FROBISHER YARD	E16 2GY		10093131119	TBC	Dwelling
BOYD BUILDING	10	FLAT 42	FROBISHER YARD	E16 2GY		10093131120	TBC	Dwelling
BOYD BUILDING	10	FLAT 43	FROBISHER YARD	E16 2GY		10093131121	TBC	Dwelling
BOYD BUILDING	10	FLAT 44	FROBISHER YARD	E16 2GY		10093131122	TBC	Dwelling
BOYD BUILDING	10	FLAT 45	FROBISHER YARD	E16 2GY		10093131123	TBC	Dwelling
BOYD BUILDING	10	FLAT 46	FROBISHER YARD	E16 2GY		10093131124	TBC	Dwelling
BOYD BUILDING	10	FLAT 47	FROBISHER YARD	E16 2GY		10093131125	TBC	Dwelling
BOYD BUILDING	10	FLAT 48	FROBISHER YARD	E16 2GY		10093131126	TBC	Dwelling
BOYD BUILDING	10	FLAT 49	FROBISHER YARD	E16 2GY		10093131127	TBC	Dwelling
BOYD BUILDING	10	FLAT 50	FROBISHER YARD	E16 2GY		10093131128	TBC	Dwelling
BOYD BUILDING	10	FLAT 51	FROBISHER YARD	E16 2GY		10093131129	TBC	Dwelling
BOYD BUILDING	10	FLAT 52	FROBISHER YARD	E16 2GY		10093131130	TBC	Dwelling
BOYD BUILDING	3	FLAT 72	HUDSON WAY	E16 2GW		10093131150	TBC	Dwelling
BOYD BUILDING	3	FLAT 73	HUDSON WAY	E16 2GW		10093131151	TBC	Dwelling
BOYD BUILDING	3	FLAT 74	HUDSON WAY	E16 2GW		10093131152	TBC	Dwelling
BOYD BUILDING	3	FLAT 75	HUDSON WAY	E16 2GW		10093131153	TBC	Dwelling
BOYD BUILDING	3	FLAT 76	HUDSON WAY	E16 2GW		10093131154	TBC	Dwelling
BOYD BUILDING	3	FLAT 77	HUDSON WAY	E16 2GW		10093131155	TBC	Dwelling
BOYD BUILDING	3	FLAT 78	HUDSON WAY	E16 2GW		10093131156	TBC	Dwelling
BOYD BUILDING	3	FLAT 79	HUDSON WAY	E16 2GW		10093131157	TBC	Dwelling
BOYD BUILDING	3	FLAT 80	HUDSON WAY	E16 2GW		10093131158	TBC	Dwelling
BOYD BUILDING	3	FLAT 81	HUDSON WAY	E16 2GW		10093131159	TBC	Dwelling
BOYD BUILDING	3	FLAT 82	HUDSON WAY	E16 2GW		10093131160	TBC	Dwelling
BOYD BUILDING	3	FLAT 83	HUDSON WAY	E16 2GW		10093131161	TBC	Dwelling
BOYD BUILDING	3	FLAT 84	HUDSON WAY	E16 2GW		10093131162	TBC	Dwelling
BOYD BUILDING	3	FLAT 85	HUDSON WAY	E16 2GW		10093131163	TBC	Dwelling
BOYD BUILDING	3	FLAT 86	HUDSON WAY	E16 2GW		10093131164	TBC	Dwelling
BOYD BUILDING	3	FLAT 87	HUDSON WAY	E16 2GW		10093131165	TBC	Dwelling
BOYD BUILDING	3	FLAT 88	HUDSON WAY	E16 2GW		10093131166	TBC	Dwelling
BOYD BUILDING	3	FLAT 89	HUDSON WAY	E16 2GW		10093131167	TBC	Dwelling
BOYD BUILDING	3	FLAT 90	HUDSON WAY	E16 2GW		10093131168	TBC	Dwelling
BOYD BUILDING	3	FLAT 91	HUDSON WAY	E16 2GW		10093131169	TBC	Dwelling
BOYD BUILDING	3	FLAT 92	HUDSON WAY	E16 2GW		10093131170	TBC	Dwelling
BOYD BUILDING	3	FLAT 93	HUDSON WAY	E16 2GW		10093131171	TBC	Dwelling
BOYD BUILDING	3	FLAT 94	HUDSON WAY	E16 2GW		10093131172	TBC	Dwelling
	5		HUDSON WAY	E16 2GW		10093131173	TBC	Dwelling
	7		HUDSON WAY	E16 2GW		10093131174	TBC	Dwelling
	9		HUDSON WAY	E16 2GW		10093131175	TBC	Dwelling
	11		HUDSON WAY	E16 2GW		10093131176	TBC	Dwelling
BOYD BUILDING	13	FLAT 53	HUDSON WAY	E16 2GW		10093131131	TBC	Dwelling
BOYD BUILDING	13	FLAT 54	HUDSON WAY	E16 2GW		10093131132	TBC	Dwelling
BOYD BUILDING	13	FLAT 55	HUDSON WAY	E16 2GW		10093131133	TBC	Dwelling
BOYD BUILDING	13	FLAT 56	HUDSON WAY	E16 2GW		10093131134	TBC	Dwelling
BOYD BUILDING	13	FLAT 57	HUDSON WAY	E16 2GW		10093131135	TBC	Dwelling
BOYD BUILDING	13	FLAT 58	HUDSON WAY	E16 2GW		10093131136	TBC	Dwelling
BOYD BUILDING	13	FLAT 59	HUDSON WAY	E16 2GW		10093131137	TBC	Dwelling
BOYD BUILDING	13	FLAT 60	HUDSON WAY	E16 2GW		10093131138	TBC	Dwelling
BOYD BUILDING	13	FLAT 61	HUDSON WAY	E16 2GW		10093131139	TBC	Dwelling
BOYD BUILDING	13	FLAT 62	HUDSON WAY	E16 2GW		10093131140	TBC	Dwelling
BOYD BUILDING	13	FLAT 63	HUDSON WAY	E16 2GW		10093131141	TBC	Dwelling
BOYD BUILDING	13	FLAT 64	HUDSON WAY	E16 2GW		10093131142	TBC	Dwelling
BOYD BUILDING	13	FLAT 65	HUDSON WAY	E16 2GW		10093131143	TBC	Dwelling
BOYD BUILDING	13	FLAT 66	HUDSON WAY	E16 2GW		10093131144	TBC	Dwelling
BOYD BUILDING	13	FLAT 67	HUDSON WAY	E16 2GW		10093131145	TBC	Dwelling
BOYD BUILDING	13	FLAT 68	HUDSON WAY	E16 2GW		10093131146	TBC	Dwelling
BOYD BUILDING	13	FLAT 69	HUDSON WAY	E16 2GW		10093131147	TBC	Dwelling
BOYD BUILDING	13	FLAT 70	HUDSON WAY	E16 2GW		10093131148	TBC	Dwelling
BOYD BUILDING	13	FLAT 71	HUDSON WAY	E16 2GW		10093131149	TBC	Dwelling
	9		JULIA GARFIELD MEWS	E16 1UB	1000002190587992	46089504		Dwelling
	10		JULIA GARFIELD MEWS	E16 1UB	1000002190587997	46089505		Dwelling
	11		JULIA GARFIELD MEWS	E16 1UB	1000002190587993	46089506		Dwelling
	12		JULIA GARFIELD MEWS	E16 1UB	1000002190587998	46089507		Dwelling
	13		JULIA GARFIELD MEWS	E16 1UB	1000002190587994	46089508		Dwelling
	14		JULIA GARFIELD MEWS	E16 1UB	1000002190587999	46089509		Dwelling
	15		JULIA GARFIELD MEWS	E16 1UB	1000002190587995	46089510		Dwelling
	16		JULIA GARFIELD MEWS	E16 1UB	1000002190588000	46089511		Dwelling
	17		JULIA GARFIELD MEWS	E16 1UB	1000002190587996	46089512		Dwelling

INTERMEDIATE TIER DWELLINGS v1.1

Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
MAGDALEN HOUSE	8	FLAT 1	KEATS AVENUE	E16 1TW	1000002190588220	46250479		Dwelling
MAGDELEN HOUSE	8	FLAT 2	KEATS AVENUE	E16 1TW	1000002190588221	10008999194		Dwelling
MAGDELEN HOUSE	8	FLAT 3	KEATS AVENUE	E16 1TW	1000002190588222	10008999195		Dwelling
MAGDELEN HOUSE	8	FLAT 4	KEATS AVENUE	E16 1TW	1000002190588217	10008999196		Dwelling
MAGDELEN HOUSE	8	FLAT 5	KEATS AVENUE	E16 1TW	1000002190588218	10008999197		Dwelling
MAGDELEN HOUSE	8	FLAT 6	KEATS AVENUE	E16 1TW	1000002190588219	10008999198		Dwelling
BALMORAL HOUSE	9	FLAT 1	KEATS AVENUE	E16 1TW	1000002190588214	46089314		Dwelling
BALMORAL HOUSE	9	FLAT 2	KEATS AVENUE	E16 1TW	1000002190588215	46089322		Dwelling
BALMORAL HOUSE	9	FLAT 3	KEATS AVENUE	E16 1TW	1000002190588216	46089323		Dwelling
BALMORAL HOUSE	9	FLAT 4	KEATS AVENUE	E16 1TW	1000002190588211	46082779		Dwelling
BALMORAL HOUSE	9	FLAT 5	KEATS AVENUE	E16 1TW	1000002190588212	46082766		Dwelling
BALMORAL HOUSE	9	FLAT 6	KEATS AVENUE	E16 1TW	1000002190588213	46082767		Dwelling
	10		KEATS AVENUE	E16 1TW	1000002190588210	46089427		Dwelling
	11		KEATS AVENUE	E16 1TW	1000002190588209	46089315		Dwelling
	12		KEATS AVENUE	E16 1TW	1000002190588208	46089316		Dwelling
	13		KEATS AVENUE	E16 1TW	1000002190588207	46089689		Dwelling
	14		KEATS AVENUE	E16 1TW	1000002190588206	46089413		Dwelling
	15		KEATS AVENUE	E16 1TW	1000002190588205	46251626		Dwelling
	16		KEATS AVENUE	E16 1TW	1000002190588204	46082768		Dwelling
AIRD POINT	1	FLAT 1	LOCK SIDE WAY	E16 2GZ		10093130915	TBC	Dwelling
AIRD POINT	1	FLAT 10	LOCK SIDE WAY	E16 2GZ		10093130924	TBC	Dwelling
AIRD POINT	1	FLAT 11	LOCK SIDE WAY	E16 2GZ		10093130925	TBC	Dwelling
AIRD POINT	1	FLAT 12	LOCK SIDE WAY	E16 2GZ		10093130926	TBC	Dwelling
AIRD POINT	1	FLAT 13	LOCK SIDE WAY	E16 2GZ		10093130927	TBC	Dwelling
AIRD POINT	1	FLAT 14	LOCK SIDE WAY	E16 2GZ		10093130928	TBC	Dwelling
AIRD POINT	1	FLAT 15	LOCK SIDE WAY	E16 2GZ		10093130929	TBC	Dwelling
AIRD POINT	1	FLAT 16	LOCK SIDE WAY	E16 2GZ		10093130930	TBC	Dwelling
AIRD POINT	1	FLAT 17	LOCK SIDE WAY	E16 2GZ		10093130931	TBC	Dwelling
AIRD POINT	1	FLAT 18	LOCK SIDE WAY	E16 2GZ		10093130932	TBC	Dwelling
AIRD POINT	1	FLAT 19	LOCK SIDE WAY	E16 2GZ		10093130933	TBC	Dwelling
AIRD POINT	1	FLAT 2	LOCK SIDE WAY	E16 2GZ		10093130916	TBC	Dwelling
AIRD POINT	1	FLAT 20	LOCK SIDE WAY	E16 2GZ		10093130934	TBC	Dwelling
AIRD POINT	1	FLAT 21	LOCK SIDE WAY	E16 2GZ		10093130935	TBC	Dwelling
AIRD POINT	1	FLAT 22	LOCK SIDE WAY	E16 2GZ		10093130936	TBC	Dwelling
AIRD POINT	1	FLAT 23	LOCK SIDE WAY	E16 2GZ		10093130937	TBC	Dwelling
AIRD POINT	1	FLAT 24	LOCK SIDE WAY	E16 2GZ		10093130938	TBC	Dwelling
AIRD POINT	1	FLAT 25	LOCK SIDE WAY	E16 2GZ		10093130939	TBC	Dwelling
AIRD POINT	1	FLAT 26	LOCK SIDE WAY	E16 2GZ		10093130940	TBC	Dwelling
AIRD POINT	1	FLAT 27	LOCK SIDE WAY	E16 2GZ		10093130941	TBC	Dwelling
AIRD POINT	1	FLAT 3	LOCK SIDE WAY	E16 2GZ		10093130917	TBC	Dwelling
AIRD POINT	1	FLAT 4	LOCK SIDE WAY	E16 2GZ		10093130918	TBC	Dwelling
AIRD POINT	1	FLAT 5	LOCK SIDE WAY	E16 2GZ		10093130919	TBC	Dwelling
AIRD POINT	1	FLAT 6	LOCK SIDE WAY	E16 2GZ		10093130920	TBC	Dwelling
AIRD POINT	1	FLAT 7	LOCK SIDE WAY	E16 2GZ		10093130921	TBC	Dwelling
AIRD POINT	1	FLAT 8	LOCK SIDE WAY	E16 2GZ		10093130922	TBC	Dwelling
AIRD POINT	1	FLAT 9	LOCK SIDE WAY	E16 2GZ		10093130923	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 1	LOCK SIDE WAY	E16 2HA		10093130943	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 10	LOCK SIDE WAY	E16 2HA		10093130952	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 11	LOCK SIDE WAY	E16 2HA		10093130953	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 12	LOCK SIDE WAY	E16 2HA		10093130954	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 13	LOCK SIDE WAY	E16 2HA		10093130955	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 14	LOCK SIDE WAY	E16 2HA		10093130956	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 15	LOCK SIDE WAY	E16 2HA		10093130957	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 16	LOCK SIDE WAY	E16 2HA		10093130958	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 17	LOCK SIDE WAY	E16 2HA		10093130959	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 18	LOCK SIDE WAY	E16 2HA		10093130960	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 19	LOCK SIDE WAY	E16 2HA		10093130961	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 2	LOCK SIDE WAY	E16 2HA		10093130944	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 20	LOCK SIDE WAY	E16 2HA		10093130962	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 21	LOCK SIDE WAY	E16 2HA		10093130963	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 22	LOCK SIDE WAY	E16 2HA		10093130964	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 23	LOCK SIDE WAY	E16 2HA		10093130965	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 24	LOCK SIDE WAY	E16 2HA		10093130966	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 25	LOCK SIDE WAY	E16 2HA		10093130967	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 26	LOCK SIDE WAY	E16 2HA		10093130968	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 27	LOCK SIDE WAY	E16 2HA		10093130969	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 28	LOCK SIDE WAY	E16 2HA		10093130970	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 29	LOCK SIDE WAY	E16 2HA		10093130971	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 3	LOCK SIDE WAY	E16 2HA		10093130945	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 4	LOCK SIDE WAY	E16 2HA		10093130946	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 5	LOCK SIDE WAY	E16 2HA		10093130947	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 6	LOCK SIDE WAY	E16 2HA		10093130948	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 7	LOCK SIDE WAY	E16 2HA		10093130949	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 8	LOCK SIDE WAY	E16 2HA		10093130950	TBC	Dwelling
RENDEL APARTMENTS	3	FLAT 9	LOCK SIDE WAY	E16 2HA		10093130951	TBC	Dwelling
	5		LOCK SIDE WAY	E16 2HA		10093130972	TBC	Dwelling
	7		LOCK SIDE WAY	E16 2HA		10093130973	TBC	Dwelling
	9		LOCK SIDE WAY	E16 2HA		10093130974	TBC	Dwelling
	11		LOCK SIDE WAY	E16 2HA		10093130975	TBC	Dwelling

INTERMEDIATE TIER DWELLINGS v1.1

Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
	13		LOCK SIDE WAY	E16 2HA		10093130976	TBC	Dwelling
	15		LOCK SIDE WAY	E16 2HA		10093130977	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 1	LOCK SIDE WAY	E16 2HU		10093130979	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 10	LOCK SIDE WAY	E16 2HU		10093130988	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 11	LOCK SIDE WAY	E16 2HU		10093130989	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 12	LOCK SIDE WAY	E16 2HU		10093130990	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 13	LOCK SIDE WAY	E16 2HU		10093130991	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 14	LOCK SIDE WAY	E16 2HU		10093130992	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 15	LOCK SIDE WAY	E16 2HU		10093130993	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 16	LOCK SIDE WAY	E16 2HU		10093130994	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 17	LOCK SIDE WAY	E16 2HU		10093130995	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 18	LOCK SIDE WAY	E16 2HU		10093130996	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 19	LOCK SIDE WAY	E16 2HU		10093130997	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 2	LOCK SIDE WAY	E16 2HU		10093130980	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 20	LOCK SIDE WAY	E16 2HU		10093130998	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 21	LOCK SIDE WAY	E16 2HU		10093130999	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 22	LOCK SIDE WAY	E16 2HU		10093131000	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 23	LOCK SIDE WAY	E16 2HU		10093131001	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 24	LOCK SIDE WAY	E16 2HU		10093131002	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 25	LOCK SIDE WAY	E16 2HU		10093131003	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 26	LOCK SIDE WAY	E16 2HU		10093131004	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 27	LOCK SIDE WAY	E16 2HU		10093131005	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 3	LOCK SIDE WAY	E16 2HU		10093130981	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 4	LOCK SIDE WAY	E16 2HU		10093130982	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 5	LOCK SIDE WAY	E16 2HU		10093130983	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 6	LOCK SIDE WAY	E16 2HU		10093130984	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 7	LOCK SIDE WAY	E16 2HU		10093130985	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 8	LOCK SIDE WAY	E16 2HU		10093130986	TBC	Dwelling
MORTON APARTMENTS	17	FLAT 9	LOCK SIDE WAY	E16 2HU		10093130987	TBC	Dwelling
	19		LOCK SIDE WAY	E16 2HU		10093131006	TBC	Dwelling
	21		LOCK SIDE WAY	E16 2HU		10093131007	TBC	Dwelling
	23		LOCK SIDE WAY	E16 2HU		10093131008	TBC	Dwelling
	25		LOCK SIDE WAY	E16 2HU		10093131009	TBC	Dwelling
	27		LOCK SIDE WAY	E16 2HU		10093131010	TBC	Dwelling
	29		LOCK SIDE WAY	E16 2HU		10093131011	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 1	LOCK SIDE WAY	E16 2JQ		10093131013	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 10	LOCK SIDE WAY	E16 2JQ		10093131022	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 11	LOCK SIDE WAY	E16 2JQ		10093131023	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 12	LOCK SIDE WAY	E16 2JQ		10093131024	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 13	LOCK SIDE WAY	E16 2JQ		10093131025	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 14	LOCK SIDE WAY	E16 2JQ		10093131026	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 15	LOCK SIDE WAY	E16 2JQ		10093131027	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 16	LOCK SIDE WAY	E16 2JQ		10093131028	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 17	LOCK SIDE WAY	E16 2JQ		10093131029	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 18	LOCK SIDE WAY	E16 2JQ		10093131030	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 19	LOCK SIDE WAY	E16 2JQ		10093131031	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 2	LOCK SIDE WAY	E16 2JQ		10093131014	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 20	LOCK SIDE WAY	E16 2JQ		10093131032	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 21	LOCK SIDE WAY	E16 2JQ		10093131033	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 22	LOCK SIDE WAY	E16 2JQ		10093131034	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 23	LOCK SIDE WAY	E16 2JQ		10093131035	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 24	LOCK SIDE WAY	E16 2JQ		10093131036	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 25	LOCK SIDE WAY	E16 2JQ		10093131037	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 26	LOCK SIDE WAY	E16 2JQ		10093131038	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 27	LOCK SIDE WAY	E16 2JQ		10093131039	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 28	LOCK SIDE WAY	E16 2JQ		10093131040	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 3	LOCK SIDE WAY	E16 2JQ		10093131015	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 4	LOCK SIDE WAY	E16 2JQ		10093131016	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 5	LOCK SIDE WAY	E16 2JQ		10093131017	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 6	LOCK SIDE WAY	E16 2JQ		10093131018	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 7	LOCK SIDE WAY	E16 2JQ		10093131019	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 8	LOCK SIDE WAY	E16 2JQ		10093131020	TBC	Dwelling
BAILLIE APARTMENTS	31	FLAT 9	LOCK SIDE WAY	E16 2JQ		10093131021	TBC	Dwelling
	1		PANKHURST AVENUE	E16 1UT	1000002190588029	46253846		Dwelling
RUSSELL FLINT HOUSE	2	FLAT 1	PANKHURST AVENUE	E16 1UT	1000002190588034	46250475		Dwelling
RUSSELL FLINT HOUSE	2	FLAT 2	PANKHURST AVENUE	E16 1UT	1000002190588035	46252410		Dwelling
RUSSELL FLINT HOUSE	2	FLAT 3	PANKHURST AVENUE	E16 1UT	1000002190588036	46252411		Dwelling
RUSSELL FLINT HOUSE	2	FLAT 4	PANKHURST AVENUE	E16 1UT	1000002190588030	46252412		Dwelling
RUSSELL FLINT HOUSE	2	FLAT 5	PANKHURST AVENUE	E16 1UT	1000002190588031	46252413		Dwelling
RUSSELL FLINT HOUSE	2	FLAT 6	PANKHURST AVENUE	E16 1UT	1000002190588032	46252414		Dwelling
RUSSELL FLINT HOUSE	2	FLAT 7	PANKHURST AVENUE	E16 1UT	1000002190588033	46252415		Dwelling
RUSSELL FLINT HOUSE	2	FLAT 8	PANKHURST AVENUE	E16 1UT	1000002190588037	46252416		Dwelling
RUSSELL FLINT HOUSE	2	FLAT 9	PANKHURST AVENUE	E16 1UT	1000002190588038	46252417		Dwelling
	3		PANKHURST AVENUE	E16 1UT	1000002190588028	46253845		Dwelling
	4		PANKHURST AVENUE	E16 1UT	1000002190588039	46253848		Dwelling
	5		PANKHURST AVENUE	E16 1UT	1000002190588027	46253844		Dwelling
	6		PANKHURST AVENUE	E16 1UT	1000002190588040	46253849		Dwelling
	7		PANKHURST AVENUE	E16 1UT	1000002190588026	46253843		Dwelling
	8		PANKHURST AVENUE	E16 1UT	1000002190588041	46253850		Dwelling

INTERMEDIATE TIER DWELLINGS v1.1

Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
	9		PANKHURST AVENUE	E16 1UT	1000002190588025	46253842		Dwelling
	11		PANKHURST AVENUE	E16 1UT	1000002190588024	46253841		Dwelling
	10		PARKER CLOSE	E16 2DH	1000002190661425	46056341		Dwelling
	12		PARKER CLOSE	E16 2DH	1000002190661428	46056342		Dwelling
	14		PARKER CLOSE	E16 2DH	1000002190661431	46056343		Dwelling
	24		PARKER CLOSE	E16 2DH	1000002191007490	46056348		Dwelling
	26		PARKER CLOSE	E16 2DH	1000002190661429	46056349		Dwelling
	28		PARKER CLOSE	E16 2DH	1000002191007491	46056350		Dwelling
	28		PARKER STREET	E16 2DJ	1000002190887296	46091679		Dwelling
	30		PARKER STREET	E16 2DJ	1000002190887297	46086379		Dwelling
	32		PARKER STREET	E16 2DJ	1000002190888855	46092137		Dwelling
	34		PARKER STREET	E16 2DJ	1000002190887298	46086380		Dwelling
	36		PARKER STREET	E16 2DJ	1000002190887299	46086381		Dwelling
	38		PARKER STREET	E16 2DJ	1000002190887300	46091680		Dwelling
	40		PARKER STREET	E16 2DJ	1000002190661356	46056353		Dwelling
	42		PARKER STREET	E16 2DJ	1000002190661355	46056354		Dwelling
	44		PARKER STREET	E16 2DJ	1000002190661354	46056355		Dwelling
MUNNINGS HOUSE	1	FLAT 1	PORTSMOUTH MEWS	E16 1UJ	1000002190588416	46253933		Dwelling
MUNNINGS HOUSE	1	FLAT 10	PORTSMOUTH MEWS	E16 1UJ	1000002190588417	46253940		Dwelling
MUNNINGS HOUSE	1	FLAT 11	PORTSMOUTH MEWS	E16 1UJ	1000002190588418	46253941		Dwelling
MUNNINGS HOUSE	1	FLAT 12	PORTSMOUTH MEWS	E16 1UJ	1000002190588412	46253942		Dwelling
MUNNINGS HOUSE	1	FLAT 13	PORTSMOUTH MEWS	E16 1UJ	1000002190588413	46253943		Dwelling
MUNNINGS HOUSE	1	FLAT 14	PORTSMOUTH MEWS	E16 1UJ	1000002190588414	46253944		Dwelling
MUNNINGS HOUSE	1	FLAT 15	PORTSMOUTH MEWS	E16 1UJ	1000002190588415	46253945		Dwelling
MUNNINGS HOUSE	1	FLAT 2	PORTSMOUTH MEWS	E16 1UJ	1000002190588423	46253934		Dwelling
MUNNINGS HOUSE	1	FLAT 3	PORTSMOUTH MEWS	E16 1UJ	1000002190588424	46253935		Dwelling
MUNNINGS HOUSE	1	FLAT 4	PORTSMOUTH MEWS	E16 1UJ	1000002190588425	46253936		Dwelling
MUNNINGS HOUSE	1	FLAT 5	PORTSMOUTH MEWS	E16 1UJ	1000002190588426	46253932		Dwelling
MUNNINGS HOUSE	1	FLAT 6	PORTSMOUTH MEWS	E16 1UJ	1000002190588419	46253847		Dwelling
MUNNINGS HOUSE	1	FLAT 7	PORTSMOUTH MEWS	E16 1UJ	1000002190588420	46253937		Dwelling
MUNNINGS HOUSE	1	FLAT 8	PORTSMOUTH MEWS	E16 1UJ	1000002190588421	46253938		Dwelling
MUNNINGS HOUSE	1	FLAT 9	PORTSMOUTH MEWS	E16 1UJ	1000002190588422	46253939		Dwelling
	1		RAYLEIGH ROAD	E16 1UR	1000002190877055	46089617		Dwelling
	3		RAYLEIGH ROAD	E16 1UR	1000002190588001	46251620		Dwelling
	5		RAYLEIGH ROAD	E16 1UR	1000002190588002	46251619		Dwelling
	7		RAYLEIGH ROAD	E16 1UR	1000002190588003	46251618		Dwelling
	9		RAYLEIGH ROAD	E16 1UR	1000002190588004	46251617		Dwelling
	11		RAYLEIGH ROAD	E16 1UR	1000002190588005	46251616		Dwelling
	13		RAYLEIGH ROAD	E16 1UR	1000002190588432	46251615		Dwelling
	15		RAYLEIGH ROAD	E16 1UR	1000002190588431	46089155		Dwelling
	17		RAYLEIGH ROAD	E16 1UR	1000002190588430	46251614		Dwelling
	19		RAYLEIGH ROAD	E16 1UR	1000002190588429	46251613		Dwelling
	21		RAYLEIGH ROAD	E16 1UR	1000002190588428	46251612		Dwelling
	23		RAYLEIGH ROAD	E16 1UR	1000002190588427	46251611		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 1	RAYLEIGH ROAD	E16 1AX	1000002190889625	10009000014		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 10	RAYLEIGH ROAD	E16 1AX	1000002190889643	10009000023		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 11	RAYLEIGH ROAD	E16 1AX	1000002190889645	10009000024		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 12	RAYLEIGH ROAD	E16 1AX	1000002190889647	10009000025		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 13	RAYLEIGH ROAD	E16 1AX	1000002190889649	10009000026		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 14	RAYLEIGH ROAD	E16 1AX	1000002190889651	10009000027		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 15	RAYLEIGH ROAD	E16 1AX	1000002190889653	10009000028		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 16	RAYLEIGH ROAD	E16 1AX	1000002190889655	10009000029		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 17	RAYLEIGH ROAD	E16 1AX	1000002190889657	10009000030		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 18	RAYLEIGH ROAD	E16 1AX	1000002190889659	10009000031		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 19	RAYLEIGH ROAD	E16 1AX	1000002190889661	10009000032		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 2	RAYLEIGH ROAD	E16 1AX	1000002190889627	10009000015		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 20	RAYLEIGH ROAD	E16 1AX	1000002190889663	10009000033		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 21	RAYLEIGH ROAD	E16 1AX	1000002190889665	10009000034		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 22	RAYLEIGH ROAD	E16 1AX	1000002190889667	10009000035		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 23	RAYLEIGH ROAD	E16 1AX	1000002190889669	10009000036		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 24	RAYLEIGH ROAD	E16 1AX	1000002190889671	10009000037		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 25	RAYLEIGH ROAD	E16 1AX	1000002190889672	10009000038		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 26	RAYLEIGH ROAD	E16 1AX	1000002190889673	10009000039		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 27	RAYLEIGH ROAD	E16 1AX	1000002190889674	10009000040		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 28	RAYLEIGH ROAD	E16 1AX	1000002190889675	10009000041		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 29	RAYLEIGH ROAD	E16 1AX	1000002190889676	10009000042		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 3	RAYLEIGH ROAD	E16 1AX	1000002190889629	10009000016		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 30	RAYLEIGH ROAD	E16 1AX	1000002190889677	10009000043		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 31	RAYLEIGH ROAD	E16 1AX	1000002190889678	10009000044		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 32	RAYLEIGH ROAD	E16 1AX	1000002190889679	10009000045		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 33	RAYLEIGH ROAD	E16 1AX	1000002190889680	10009000046		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 34	RAYLEIGH ROAD	E16 1AX	1000002190889681	10009000047		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 35	RAYLEIGH ROAD	E16 1AX	1000002190889682	10009000048		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 36	RAYLEIGH ROAD	E16 1AX	1000002190889683	10009000049		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 37	RAYLEIGH ROAD	E16 1AX	1000002190889684	10009000050		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 38	RAYLEIGH ROAD	E16 1AX	1000002190889685	10009000051		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 39	RAYLEIGH ROAD	E16 1AX	1000002190889686	10009000052		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 4	RAYLEIGH ROAD	E16 1AX	1000002190889631	10009000017		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 40	RAYLEIGH ROAD	E16 1AX	1000002190889687	10009000053		Dwelling

INTERMEDIATE TIER DWELLINGS v1.1

Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
EASTERN QUAY APARTMENT	25	FLAT 41	RAYLEIGH ROAD	E16 1AX	1000002190889688	10009000054		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 42	RAYLEIGH ROAD	E16 1AX	1000002190889689	10009000055		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 43	RAYLEIGH ROAD	E16 1AX	1000002190889690	10009000056		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 44	RAYLEIGH ROAD	E16 1AX	1000002190889691	10009000057		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 45	RAYLEIGH ROAD	E16 1AX	1000002190889692	10009000058		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 46	RAYLEIGH ROAD	E16 1AX	1000002190889693	10009000059		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 47	RAYLEIGH ROAD	E16 1AX	1000002190889694	10009000060		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 48	RAYLEIGH ROAD	E16 1AX	1000002190889695	10009000061		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 49	RAYLEIGH ROAD	E16 1AX	1000002190889696	10009000062		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 5	RAYLEIGH ROAD	E16 1AX	1000002190889633	10009000018		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 50	RAYLEIGH ROAD	E16 1AX	1000002190889624	10009000063		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 51	RAYLEIGH ROAD	E16 1AX	1000002190889626	10009000064		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 52	RAYLEIGH ROAD	E16 1AX	1000002190889628	10009000065		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 53	RAYLEIGH ROAD	E16 1AX	1000002190889630	10009000066		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 54	RAYLEIGH ROAD	E16 1AX	1000002190889632	10009000067		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 55	RAYLEIGH ROAD	E16 1AX	1000002190889634	10009000068		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 56	RAYLEIGH ROAD	E16 1AX	1000002190889636	10009000069		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 57	RAYLEIGH ROAD	E16 1AX	1000002190889638	10009000070		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 58	RAYLEIGH ROAD	E16 1AX	1000002190889640	10009000071		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 59	RAYLEIGH ROAD	E16 1AX	1000002190889642	10009000072		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 6	RAYLEIGH ROAD	E16 1AX	1000002190889635	10009000019		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 60	RAYLEIGH ROAD	E16 1AX	1000002190889644	10009000073		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 61	RAYLEIGH ROAD	E16 1AX	1000002190889646	10009000074		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 62	RAYLEIGH ROAD	E16 1AX	1000002190889648	10009000075		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 63	RAYLEIGH ROAD	E16 1AX	1000002190889650	10009000076		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 64	RAYLEIGH ROAD	E16 1AX	1000002190889652	10009000077		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 65	RAYLEIGH ROAD	E16 1AX	1000002190889654	10009000078		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 66	RAYLEIGH ROAD	E16 1AX	1000002190889656	10009000079		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 67	RAYLEIGH ROAD	E16 1AX	1000002190889658	10009000080		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 68	RAYLEIGH ROAD	E16 1AX	1000002190889660	10009000081		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 69	RAYLEIGH ROAD	E16 1AX	1000002190889662	10009000082		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 7	RAYLEIGH ROAD	E16 1AX	1000002190889637	10009000020		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 70	RAYLEIGH ROAD	E16 1AX	1000002190889664	10009000083		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 71	RAYLEIGH ROAD	E16 1AX	1000002190889666	10009000084		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 72	RAYLEIGH ROAD	E16 1AX	1000002190889668	10009000085		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 73	RAYLEIGH ROAD	E16 1AX	1000002190889670	10009000086		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 8	RAYLEIGH ROAD	E16 1AX	1000002190889639	10009000021		Dwelling
EASTERN QUAY APARTMENT	25	FLAT 9	RAYLEIGH ROAD	E16 1AX	1000002190889641	10009000022		Dwelling
	3		ROYAL VICTORIA PLACE	E16 1UG	1000002190588346	10008999752		Dwelling
	4		ROYAL VICTORIA PLACE	E16 1UQ	1000002190588392	10008999753		Dwelling
	5		ROYAL VICTORIA PLACE	E16 1UG	1000002190588347	10008999754		Dwelling
	6		ROYAL VICTORIA PLACE	E16 1UQ	1000002190588393	10008999755		Dwelling
	7		ROYAL VICTORIA PLACE	E16 1UG	1000002190588348	10008999756		Dwelling
	8		ROYAL VICTORIA PLACE	E16 1UQ	1000002190588394	10008999757		Dwelling
	9		ROYAL VICTORIA PLACE	E16 1UG	1000002190588342	10008999758		Dwelling
	10		ROYAL VICTORIA PLACE	E16 1UQ	1000002190588388	10008999759		Dwelling
	11		ROYAL VICTORIA PLACE	E16 1UG	1000002190588343	10008999760		Dwelling
	12		ROYAL VICTORIA PLACE	E16 1UQ	1000002190588389	46092253		Dwelling
	13		ROYAL VICTORIA PLACE	E16 1UG	1000002190588344	10008999761		Dwelling
	14		ROYAL VICTORIA PLACE	E16 1UQ	1000002190588390	10008999762		Dwelling
	15		ROYAL VICTORIA PLACE	E16 1UG	1000002190588345	46089157		Dwelling
	16		ROYAL VICTORIA PLACE	E16 1UQ	1000002190588391	10008999763		Dwelling
	17		ROYAL VICTORIA PLACE	E16 1UG	1000002190588353	46089156		Dwelling
	18		ROYAL VICTORIA PLACE	E16 1UQ	1000002190588399	10008999764		Dwelling
	19		ROYAL VICTORIA PLACE	E16 1UG	1000002190588354	10008999765		Dwelling
	20		ROYAL VICTORIA PLACE	E16 1UQ	1000002190588400	10008999766		Dwelling
	21		ROYAL VICTORIA PLACE	E16 1UG	1000002190588355	10008999767		Dwelling
	22		ROYAL VICTORIA PLACE	E16 1UQ	1000002190588401	10008999768		Dwelling
	23		ROYAL VICTORIA PLACE	E16 1UG	1000002190588356	46089158		Dwelling
	24		ROYAL VICTORIA PLACE	E16 1UQ	1000002190588402	10008999769		Dwelling
	25		ROYAL VICTORIA PLACE	E16 1UG	1000002190588349	10008999770		Dwelling
	26		ROYAL VICTORIA PLACE	E16 1UQ	1000002190588395	10008999771		Dwelling
	27		ROYAL VICTORIA PLACE	E16 1UG	1000002190588350	10008999772		Dwelling
	28		ROYAL VICTORIA PLACE	E16 1UQ	1000002190588396	10008999773		Dwelling
	29		ROYAL VICTORIA PLACE	E16 1UG	1000002190588351	10008999774		Dwelling
	30		ROYAL VICTORIA PLACE	E16 1UQ	1000002190588397	10008999775		Dwelling
	31		ROYAL VICTORIA PLACE	E16 1UG	1000002190588352	10008999776		Dwelling
	32		ROYAL VICTORIA PLACE	E16 1UQ	1000002190588398	10008999777		Dwelling
	33		ROYAL VICTORIA PLACE	E16 1UG	1000002190588361	10008999778		Dwelling
	34		ROYAL VICTORIA PLACE	E16 1UQ	1000002190588404	10008999779		Dwelling
	35		ROYAL VICTORIA PLACE	E16 1UG	1000002190588362	10008999780		Dwelling
	36		ROYAL VICTORIA PLACE	E16 1UQ	1000002190588405	10008999781		Dwelling
	37		ROYAL VICTORIA PLACE	E16 1UG	1000002190588363	46089159		Dwelling
	38		ROYAL VICTORIA PLACE	E16 1UQ	1000002190588406	10008999782		Dwelling
	39		ROYAL VICTORIA PLACE	E16 1UG	1000002190588364	10008999783		Dwelling
	40		ROYAL VICTORIA PLACE	E16 1UQ	1000002190588407	10008999784		Dwelling
	41		ROYAL VICTORIA PLACE	E16 1UG	1000002190588357	10008999785		Dwelling
	42		ROYAL VICTORIA PLACE	E16 1UQ	1000002190588403	10008999786		Dwelling
	43		ROYAL VICTORIA PLACE	E16 1UG	1000002190588358	46089160		Dwelling

INTERMEDIATE TIER DWELLINGS v1.1

Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
	45		ROYAL VICTORIA PLACE	E16 1UG	1000002190588359	10008999787		Dwelling
	47		ROYAL VICTORIA PLACE	E16 1UG	1000002190588360	10008999788		Dwelling
	49		ROYAL VICTORIA PLACE	E16 1UG	1000002190588369	10008999790		Dwelling
	51		ROYAL VICTORIA PLACE	E16 1UG	1000002190588370	10008999792		Dwelling
	53		ROYAL VICTORIA PLACE	E16 1UG	1000002190588371	10008999793		Dwelling
	55		ROYAL VICTORIA PLACE	E16 1UG	1000002190588372	46089161		Dwelling
	57		ROYAL VICTORIA PLACE	E16 1UG	1000002190588365	10009007430		Dwelling
	59		ROYAL VICTORIA PLACE	E16 1UG	1000002190588366	46089162		Dwelling
	61		ROYAL VICTORIA PLACE	E16 1UG	1000002190588367	10008999797		Dwelling
	63		ROYAL VICTORIA PLACE	E16 1UG	1000002190588368	10008999799		Dwelling
	65		ROYAL VICTORIA PLACE	E16 1UG	1000002190588373	10008999801		Dwelling
	67		ROYAL VICTORIA PLACE	E16 1UG	1000002190588374	10008999802		Dwelling
	35		SAVILLE ROAD	E16 2DS	1000002190661063	46064349		Dwelling
	37		SAVILLE ROAD	E16 2DS	1000002190661064	46064351		Dwelling
	39		SAVILLE ROAD	E16 2DS	1000002190661066	46064353		Dwelling
	48		SAVILLE ROAD	E16 2DS	1000002190661056	46064358		Dwelling
	4		SHACKLETON WAY	E16 2GX		10093131062	TBC	Dwelling
	6		SHACKLETON WAY	E16 2GX		10093131063	TBC	Dwelling
	8		SHACKLETON WAY	E16 2GX		10093131064	TBC	Dwelling
	10		SHACKLETON WAY	E16 2GX		10093131065	TBC	Dwelling
BOYD BUILDING	12	FLAT 1	SHACKLETON WAY	E16 2GX		10093131079	TBC	Dwelling
BOYD BUILDING	12	FLAT 10	SHACKLETON WAY	E16 2GX		10093131088	TBC	Dwelling
BOYD BUILDING	12	FLAT 11	SHACKLETON WAY	E16 2GX		10093131089	TBC	Dwelling
BOYD BUILDING	12	FLAT 12	SHACKLETON WAY	E16 2GX		10093131090	TBC	Dwelling
BOYD BUILDING	12	FLAT 13	SHACKLETON WAY	E16 2GX		10093131091	TBC	Dwelling
BOYD BUILDING	12	FLAT 14	SHACKLETON WAY	E16 2GX		10093131092	TBC	Dwelling
BOYD BUILDING	12	FLAT 15	SHACKLETON WAY	E16 2GX		10093131093	TBC	Dwelling
BOYD BUILDING	12	FLAT 16	SHACKLETON WAY	E16 2GX		10093131094	TBC	Dwelling
BOYD BUILDING	12	FLAT 17	SHACKLETON WAY	E16 2GX		10093131095	TBC	Dwelling
BOYD BUILDING	12	FLAT 18	SHACKLETON WAY	E16 2GX		10093131096	TBC	Dwelling
BOYD BUILDING	12	FLAT 19	SHACKLETON WAY	E16 2GX		10093131097	TBC	Dwelling
BOYD BUILDING	12	FLAT 2	SHACKLETON WAY	E16 2GX		10093131080	TBC	Dwelling
BOYD BUILDING	12	FLAT 20	SHACKLETON WAY	E16 2GX		10093131098	TBC	Dwelling
BOYD BUILDING	12	FLAT 21	SHACKLETON WAY	E16 2GX		10093131099	TBC	Dwelling
BOYD BUILDING	12	FLAT 22	SHACKLETON WAY	E16 2GX		10093131100	TBC	Dwelling
BOYD BUILDING	12	FLAT 23	SHACKLETON WAY	E16 2GX		10093131101	TBC	Dwelling
BOYD BUILDING	12	FLAT 24	SHACKLETON WAY	E16 2GX		10093131102	TBC	Dwelling
BOYD BUILDING	12	FLAT 25	SHACKLETON WAY	E16 2GX		10093131103	TBC	Dwelling
BOYD BUILDING	12	FLAT 26	SHACKLETON WAY	E16 2GX		10093131104	TBC	Dwelling
BOYD BUILDING	12	FLAT 27	SHACKLETON WAY	E16 2GX		10093131105	TBC	Dwelling
BOYD BUILDING	12	FLAT 28	SHACKLETON WAY	E16 2GX		10093131106	TBC	Dwelling
BOYD BUILDING	12	FLAT 29	SHACKLETON WAY	E16 2GX		10093131107	TBC	Dwelling
BOYD BUILDING	12	FLAT 3	SHACKLETON WAY	E16 2GX		10093131081	TBC	Dwelling
BOYD BUILDING	12	FLAT 30	SHACKLETON WAY	E16 2GX		10093131108	TBC	Dwelling
BOYD BUILDING	12	FLAT 4	SHACKLETON WAY	E16 2GX		10093131082	TBC	Dwelling
BOYD BUILDING	12	FLAT 5	SHACKLETON WAY	E16 2GX		10093131083	TBC	Dwelling
BOYD BUILDING	12	FLAT 6	SHACKLETON WAY	E16 2GX		10093131084	TBC	Dwelling
BOYD BUILDING	12	FLAT 7	SHACKLETON WAY	E16 2GX		10093131085	TBC	Dwelling
BOYD BUILDING	12	FLAT 8	SHACKLETON WAY	E16 2GX		10093131086	TBC	Dwelling
BOYD BUILDING	12	FLAT 9	SHACKLETON WAY	E16 2GX		10093131087	TBC	Dwelling
	14		SHACKLETON WAY	E16 2GX		10093131067	TBC	Dwelling
	16		SHACKLETON WAY	E16 2JT		10093131068	TBC	Dwelling
	18		SHACKLETON WAY	E16 2JT		10093131069	TBC	Dwelling
	20		SHACKLETON WAY	E16 2JT		10093131070	TBC	Dwelling
SAMUEL BUILDING	22	FLAT 1	SHACKLETON WAY	E16 2JT		10093131185	TBC	Dwelling
SAMUEL BUILDING	22	FLAT 2	SHACKLETON WAY	E16 2JT		10093131186	TBC	Dwelling
SAMUEL BUILDING	22	FLAT 3	SHACKLETON WAY	E16 2JT		10093131187	TBC	Dwelling
SAMUEL BUILDING	22	FLAT 4	SHACKLETON WAY	E16 2JT		10093131188	TBC	Dwelling
SAMUEL BUILDING	22	FLAT 5	SHACKLETON WAY	E16 2JT		10093131189	TBC	Dwelling
SAMUEL BUILDING	22	FLAT 6	SHACKLETON WAY	E16 2JT		10093131190	TBC	Dwelling
SAMUEL BUILDING	22	FLAT 7	SHACKLETON WAY	E16 2JT		10093131191	TBC	Dwelling
SAMUEL BUILDING	22	FLAT 8	SHACKLETON WAY	E16 2JT		10093131192	TBC	Dwelling
SAMUEL BUILDING	22	FLAT 9	SHACKLETON WAY	E16 2JT		10093131193	TBC	Dwelling
	24		SHACKLETON WAY	E16 2JT		10093131072	TBC	Dwelling
	26		SHACKLETON WAY	E16 2JT		10093131073	TBC	Dwelling
	28		SHACKLETON WAY	E16 2JT		10093131074	TBC	Dwelling
	30		SHACKLETON WAY	E16 2JT		10093131075	TBC	Dwelling
	32		SHACKLETON WAY	E16 2JT		10093131076	TBC	Dwelling
	34		SHACKLETON WAY	E16 2JT		10093131077	TBC	Dwelling
	36		SHACKLETON WAY	E16 2JT		10093131078	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 10	SHACKLETON WAY	E16 2JT		10093131194	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 11	SHACKLETON WAY	E16 2JT		10093131195	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 12	SHACKLETON WAY	E16 2JT		10093131196	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 13	SHACKLETON WAY	E16 2JT		10093131197	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 14	SHACKLETON WAY	E16 2JT		10093131198	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 15	SHACKLETON WAY	E16 2JT		10093131199	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 16	SHACKLETON WAY	E16 2JT		10093131200	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 17	SHACKLETON WAY	E16 2JT		10093131201	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 18	SHACKLETON WAY	E16 2JT		10093131202	TBC	Dwelling

INTERMEDIATE TIER DWELLINGS v1.1

Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
SAMUEL BUILDING	38	FLAT 19	SHACKLETON WAY	E16 2JT		10093131203	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 20	SHACKLETON WAY	E16 2JT		10093131204	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 21	SHACKLETON WAY	E16 2JT		10093131205	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 22	SHACKLETON WAY	E16 2JT		10093131206	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 23	SHACKLETON WAY	E16 2JT		10093131207	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 24	SHACKLETON WAY	E16 2JT		10093131208	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 25	SHACKLETON WAY	E16 2JT		10093131209	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 26	SHACKLETON WAY	E16 2JT		10093131210	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 27	SHACKLETON WAY	E16 2JT		10093131211	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 28	SHACKLETON WAY	E16 2JT		10093131212	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 29	SHACKLETON WAY	E16 2JT		10093131213	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 30	SHACKLETON WAY	E16 2JT		10093131214	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 31	SHACKLETON WAY	E16 2JT		10093131215	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 32	SHACKLETON WAY	E16 2JT		10093131216	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 33	SHACKLETON WAY	E16 2JT		10093131217	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 34	SHACKLETON WAY	E16 2JT		10093131218	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 35	SHACKLETON WAY	E16 2JT		10093131219	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 36	SHACKLETON WAY	E16 2JT		10093131220	TBC	Dwelling
SAMUEL BUILDING	38	FLAT 37	SHACKLETON WAY	E16 2JT		10093131221	TBC	Dwelling
	40		SHACKLETON WAY	E16 2JT		10093131293	TBC	Dwelling
	42		SHACKLETON WAY	E16 2JT		10093131294	TBC	Dwelling
	44		SHACKLETON WAY	E16 2JT		10093131295	TBC	Dwelling
	46		SHACKLETON WAY	E16 2JT		10093131296	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 38	SHACKLETON WAY	E16 2JT		10093131222	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 39	SHACKLETON WAY	E16 2JT		10093131223	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 40	SHACKLETON WAY	E16 2JT		10093131224	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 41	SHACKLETON WAY	E16 2JT		10093131225	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 42	SHACKLETON WAY	E16 2JT		10093131226	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 43	SHACKLETON WAY	E16 2JT		10093131227	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 44	SHACKLETON WAY	E16 2JT		10093131228	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 45	SHACKLETON WAY	E16 2JT		10093131229	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 46	SHACKLETON WAY	E16 2JT		10093131230	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 47	SHACKLETON WAY	E16 2JT		10093131231	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 48	SHACKLETON WAY	E16 2JT		10093131232	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 49	SHACKLETON WAY	E16 2JT		10093131233	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 50	SHACKLETON WAY	E16 2JT		10093131234	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 51	SHACKLETON WAY	E16 2JT		10093131235	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 52	SHACKLETON WAY	E16 2JT		10093131236	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 53	SHACKLETON WAY	E16 2JT		10093131237	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 54	SHACKLETON WAY	E16 2JT		10093131238	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 55	SHACKLETON WAY	E16 2JT		10093131239	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 56	SHACKLETON WAY	E16 2JT		10093131240	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 57	SHACKLETON WAY	E16 2JT		10093131241	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 58	SHACKLETON WAY	E16 2JT		10093131242	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 59	SHACKLETON WAY	E16 2JT		10093131243	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 60	SHACKLETON WAY	E16 2JT		10093131244	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 61	SHACKLETON WAY	E16 2JT		10093131245	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 62	SHACKLETON WAY	E16 2JT		10093131246	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 63	SHACKLETON WAY	E16 2JT		10093131247	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 64	SHACKLETON WAY	E16 2JT		10093131248	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 65	SHACKLETON WAY	E16 2JT		10093131249	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 66	SHACKLETON WAY	E16 2JT		10093131250	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 67	SHACKLETON WAY	E16 2JT		10093131251	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 68	SHACKLETON WAY	E16 2JT		10093131252	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 69	SHACKLETON WAY	E16 2JT		10093131253	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 70	SHACKLETON WAY	E16 2JT		10093131254	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 71	SHACKLETON WAY	E16 2JT		10093131255	TBC	Dwelling
SAMUEL BUILDING	48	FLAT 75	SHACKLETON WAY	E16 2JT		10093131263	TBC	Dwelling
QUEEN MARY HOUSE	11	FLAT 1	WESLEY AVENUE	E16 1SY	1000002190588243	46252692		Dwelling
QUEEN MARY HOUSE	11	FLAT 2	WESLEY AVENUE	E16 1SY	1000002190588244	46252691		Dwelling
QUEEN MARY HOUSE	11	FLAT 3	WESLEY AVENUE	E16 1SY	1000002190588245	46252690		Dwelling
QUEEN MARY HOUSE	11	FLAT 4	WESLEY AVENUE	E16 1SY	1000002190588239	46252689		Dwelling
QUEEN MARY HOUSE	11	FLAT 5	WESLEY AVENUE	E16 1SY	1000002190588240	46252688		Dwelling
QUEEN MARY HOUSE	11	FLAT 6	WESLEY AVENUE	E16 1SY	1000002190588241	46252687		Dwelling
QUEEN MARY HOUSE	11	FLAT 7	WESLEY AVENUE	E16 1SY	1000002190588242	46252686		Dwelling
QUEEN MARY HOUSE	11	FLAT 8	WESLEY AVENUE	E16 1SY	1000002190588246	46251966		Dwelling
QUEEN MARY HOUSE	11	FLAT 9	WESLEY AVENUE	E16 1SY	1000002190588247	46252693		Dwelling
WINDSOR HALL	13	FLAT 1	WESLEY AVENUE	E16 1SZ	1000002190588252	46090375		Dwelling
WINDSOR HALL	13	FLAT 10	WESLEY AVENUE	E16 1SZ	1000002190588253	46090384		Dwelling
WINDSOR HALL	13	FLAT 11	WESLEY AVENUE	E16 1SZ	1000002190588254	46090385		Dwelling
WINDSOR HALL	13	FLAT 12	WESLEY AVENUE	E16 1SZ	1000002190588248	46090386		Dwelling
WINDSOR HALL	13	FLAT 13	WESLEY AVENUE	E16 1SZ	1000002190588249	46090387		Dwelling
WINDSOR HALL	13	FLAT 14	WESLEY AVENUE	E16 1SZ	1000002190588250	46090388		Dwelling
WINDSOR HALL	13	FLAT 15	WESLEY AVENUE	E16 1SZ	1000002190588251	46090706		Dwelling
WINDSOR HALL	13	FLAT 16	WESLEY AVENUE	E16 1SZ	1000002190588256	46090707		Dwelling
WINDSOR HALL	13	FLAT 17	WESLEY AVENUE	E16 1SZ	1000002190588281	46090708		Dwelling
WINDSOR HALL	13	FLAT 18	WESLEY AVENUE	E16 1SZ	1000002190588282	46090709		Dwelling
WINDSOR HALL	13	FLAT 19	WESLEY AVENUE	E16 1SZ	1000002190588283	46090710		Dwelling
WINDSOR HALL	13	FLAT 2	WESLEY AVENUE	E16 1SZ	1000002190588255	46090376		Dwelling

INTERMEDIATE TIER DWELLINGS v1.1

Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
WINDSOR HALL	13	FLAT 20	WESLEY AVENUE	E16 1SZ	1000002190588278	46090711		Dwelling
WINDSOR HALL	13	FLAT 21	WESLEY AVENUE	E16 1SZ	1000002190588279	46090712		Dwelling
WINDSOR HALL	13	FLAT 22	WESLEY AVENUE	E16 1SZ	1000002190588280	46090713		Dwelling
WINDSOR HALL	13	FLAT 23	WESLEY AVENUE	E16 1SZ	1000002190588287	46090714		Dwelling
WINDSOR HALL	13	FLAT 24	WESLEY AVENUE	E16 1SZ	1000002190588288	46090704		Dwelling
WINDSOR HALL	13	FLAT 25	WESLEY AVENUE	E16 1SZ	1000002190588289	46090715		Dwelling
WINDSOR HALL	13	FLAT 26	WESLEY AVENUE	E16 1SZ	1000002190588290	46090716		Dwelling
WINDSOR HALL	13	FLAT 27	WESLEY AVENUE	E16 1SZ	1000002190588284	46090717		Dwelling
WINDSOR HALL	13	FLAT 28	WESLEY AVENUE	E16 1SZ	1000002190588285	46090718		Dwelling
WINDSOR HALL	13	FLAT 29	WESLEY AVENUE	E16 1SZ	1000002190588286	46090719		Dwelling
WINDSOR HALL	13	FLAT 3	WESLEY AVENUE	E16 1SZ	1000002190588257	46090377		Dwelling
WINDSOR HALL	13	FLAT 30	WESLEY AVENUE	E16 1SZ	1000002190588291	46090720		Dwelling
WINDSOR HALL	13	FLAT 31	WESLEY AVENUE	E16 1SZ	1000002190588292	46090721		Dwelling
WINDSOR HALL	13	FLAT 32	WESLEY AVENUE	E16 1SZ	1000002190588293	46090722		Dwelling
WINDSOR HALL	13	FLAT 4	WESLEY AVENUE	E16 1SZ	1000002190588262	46090378		Dwelling
WINDSOR HALL	13	FLAT 5	WESLEY AVENUE	E16 1SZ	1000002190588258	46090379		Dwelling
WINDSOR HALL	13	FLAT 6	WESLEY AVENUE	E16 1SZ	1000002190588259	46090380		Dwelling
WINDSOR HALL	13	FLAT 7	WESLEY AVENUE	E16 1SZ	1000002190588260	46090381		Dwelling
WINDSOR HALL	13	FLAT 8	WESLEY AVENUE	E16 1SZ	1000002190588261	46090382		Dwelling
WINDSOR HALL	13	FLAT 9	WESLEY AVENUE	E16 1SZ	1000002190588263	46090383		Dwelling
DRAKE HALL	14	FLAT 1	WESLEY AVENUE	E16 1TG	1000002190587978	46092724		Dwelling
DRAKE HALL	14	FLAT 10	WESLEY AVENUE	E16 1TG	1000002190587979	46092733		Dwelling
DRAKE HALL	14	FLAT 11	WESLEY AVENUE	E16 1TG	1000002190587980	46092734		Dwelling
DRAKE HALL	14	FLAT 12	WESLEY AVENUE	E16 1TG	1000002190587974	46092735		Dwelling
DRAKE HALL	14	FLAT 13	WESLEY AVENUE	E16 1TG	1000002190587975	46092736		Dwelling
DRAKE HALL	14	FLAT 14	WESLEY AVENUE	E16 1TG	1000002190587976	46092737		Dwelling
DRAKE HALL	14	FLAT 15	WESLEY AVENUE	E16 1TG	1000002190587977	46092738		Dwelling
DRAKE HALL	14	FLAT 16	WESLEY AVENUE	E16 1TG	1000002190587985	46092739		Dwelling
DRAKE HALL	14	FLAT 17	WESLEY AVENUE	E16 1TG	1000002190587962	46092740		Dwelling
DRAKE HALL	14	FLAT 18	WESLEY AVENUE	E16 1TG	1000002190587963	46092741		Dwelling
DRAKE HALL	14	FLAT 19	WESLEY AVENUE	E16 1TG	1000002190587964	46092742		Dwelling
DRAKE HALL	14	FLAT 2	WESLEY AVENUE	E16 1TG	1000002190587986	46092725		Dwelling
DRAKE HALL	14	FLAT 20	WESLEY AVENUE	E16 1TG	1000002190587958	46092743		Dwelling
DRAKE HALL	14	FLAT 21	WESLEY AVENUE	E16 1TG	1000002190587959	46092744		Dwelling
DRAKE HALL	14	FLAT 22	WESLEY AVENUE	E16 1TG	1000002190587960	46092745		Dwelling
DRAKE HALL	14	FLAT 23	WESLEY AVENUE	E16 1TG	1000002190587961	46092746		Dwelling
DRAKE HALL	14	FLAT 24	WESLEY AVENUE	E16 1TG	1000002190587969	46092747		Dwelling
DRAKE HALL	14	FLAT 25	WESLEY AVENUE	E16 1TG	1000002190587970	46092748		Dwelling
DRAKE HALL	14	FLAT 26	WESLEY AVENUE	E16 1TG	1000002190587971	46092749		Dwelling
DRAKE HALL	14	FLAT 27	WESLEY AVENUE	E16 1TG	1000002190587972	46092750		Dwelling
DRAKE HALL	14	FLAT 28	WESLEY AVENUE	E16 1TG	1000002190587965	46092751		Dwelling
DRAKE HALL	14	FLAT 29	WESLEY AVENUE	E16 1TG	1000002190587966	46092752		Dwelling
DRAKE HALL	14	FLAT 3	WESLEY AVENUE	E16 1TG	1000002190587987	46092726		Dwelling
DRAKE HALL	14	FLAT 30	WESLEY AVENUE	E16 1TG	1000002190587967	46092753		Dwelling
DRAKE HALL	14	FLAT 31	WESLEY AVENUE	E16 1TG	1000002190587968	46092754		Dwelling
DRAKE HALL	14	FLAT 32	WESLEY AVENUE	E16 1TG	1000002190587973	46092755		Dwelling
DRAKE HALL	14	FLAT 4	WESLEY AVENUE	E16 1TG	1000002190587988	46092727		Dwelling
DRAKE HALL	14	FLAT 5	WESLEY AVENUE	E16 1TG	1000002190587981	46092728		Dwelling
DRAKE HALL	14	FLAT 6	WESLEY AVENUE	E16 1TG	1000002190587982	46092729		Dwelling
DRAKE HALL	14	FLAT 7	WESLEY AVENUE	E16 1TG	1000002190587983	46092730		Dwelling
DRAKE HALL	14	FLAT 8	WESLEY AVENUE	E16 1TG	1000002190587984	46092731		Dwelling
DRAKE HALL	14	FLAT 9	WESLEY AVENUE	E16 1TG	1000002190587989	46092732		Dwelling
CHATSWORTH HOUSE	15	FLAT 1	WESLEY AVENUE	E16 1TD	1000002190588298	10008998214		Dwelling
CHATSWORTH HOUSE	15	FLAT 2	WESLEY AVENUE	E16 1TD	1000002190588299	10008998215		Dwelling
CHATSWORTH HOUSE	15	FLAT 3	WESLEY AVENUE	E16 1TD	1000002190588300	10008998216		Dwelling
CHATSWORTH HOUSE	15	FLAT 4	WESLEY AVENUE	E16 1TD	1000002190588294	10008998217		Dwelling
CHATSWORTH HOUSE	15	FLAT 5	WESLEY AVENUE	E16 1TD	1000002190588295	10008998218		Dwelling
CHATSWORTH HOUSE	15	FLAT 6	WESLEY AVENUE	E16 1TD	1000002190588296	10008998219		Dwelling
CHATSWORTH HOUSE	15	FLAT 7	WESLEY AVENUE	E16 1TD	1000002190588297	10008998220		Dwelling
CHATSWORTH HOUSE	15	FLAT 8	WESLEY AVENUE	E16 1TD	1000002190588301	10008998221		Dwelling
CHATSWORTH HOUSE	15	FLAT 9	WESLEY AVENUE	E16 1TD	1000002190588302	10008998222		Dwelling
NORTH LODGE	17	FLAT 1	WESLEY AVENUE	E16 1TD	1000002190588337	46253859		Dwelling
NORTH LODGE	17	FLAT 2	WESLEY AVENUE	E16 1TD	1000002190588338	46254104		Dwelling
NORTH LODGE	17	FLAT 3	WESLEY AVENUE	E16 1TD	1000002190588339	46254103		Dwelling
NORTH LODGE	17	FLAT 4	WESLEY AVENUE	E16 1TD	1000002190588333	46254102		Dwelling
NORTH LODGE	17	FLAT 5	WESLEY AVENUE	E16 1TD	1000002190588334	46254101		Dwelling
NORTH LODGE	17	FLAT 6	WESLEY AVENUE	E16 1TD	1000002190588335	46254100		Dwelling
NORTH LODGE	17	FLAT 7	WESLEY AVENUE	E16 1TD	1000002190588336	46254099		Dwelling
NORTH LODGE	17	FLAT 8	WESLEY AVENUE	E16 1TD	1000002190588340	46254098		Dwelling
NORTH LODGE	17	FLAT 9	WESLEY AVENUE	E16 1TD	1000002190588341	46254097		Dwelling
CONRAD HOUSE	19	FLAT 1	WESLEY AVENUE	E16 1TD	1000002190588382	10008998971		Dwelling
CONRAD HOUSE	19	FLAT 10	WESLEY AVENUE	E16 1TD	1000002190588387	10009007433		Dwelling
CONRAD HOUSE	19	FLAT 2	WESLEY AVENUE	E16 1TD	1000002190588383	10008998972		Dwelling
CONRAD HOUSE	19	FLAT 3	WESLEY AVENUE	E16 1TD	1000002190588384	10008998973		Dwelling
CONRAD HOUSE	19	FLAT 4	WESLEY AVENUE	E16 1TD	1000002190588378	10008998974		Dwelling
CONRAD HOUSE	19	FLAT 5	WESLEY AVENUE	E16 1TD	1000002190588379	10008998975		Dwelling
CONRAD HOUSE	19	FLAT 6	WESLEY AVENUE	E16 1TD	1000002190588380	10008998977		Dwelling
CONRAD HOUSE	19	FLAT 7	WESLEY AVENUE	E16 1TD	1000002190588381	10008998978		Dwelling
CONRAD HOUSE	19	FLAT 8	WESLEY AVENUE	E16 1TD	1000002190588385	10009007431		Dwelling

INTERMEDIATE TIER DWELLINGS v1.1

Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
CONRAD HOUSE	19	FLAT 9	WESLEY AVENUE	E16 1TD	1000002190588386	10009007432		Dwelling
JANE AUSTEN HALL	21	FLAT 1	WESLEY AVENUE	E16 1UL	1000002190588444	46092526		Dwelling
JANE AUSTEN HALL	21	FLAT 10	WESLEY AVENUE	E16 1UL	1000002190588437	46092535		Dwelling
JANE AUSTEN HALL	21	FLAT 11	WESLEY AVENUE	E16 1UL	1000002190588438	46092597		Dwelling
JANE AUSTEN HALL	21	FLAT 12	WESLEY AVENUE	E16 1UL	1000002190588439	46092598		Dwelling
JANE AUSTEN HALL	21	FLAT 13	WESLEY AVENUE	E16 1UL	1000002190588433	46092599		Dwelling
JANE AUSTEN HALL	21	FLAT 14	WESLEY AVENUE	E16 1UL	1000002190588434	46092600		Dwelling
JANE AUSTEN HALL	21	FLAT 2	WESLEY AVENUE	E16 1UL	1000002190588445	46092527		Dwelling
JANE AUSTEN HALL	21	FLAT 3	WESLEY AVENUE	E16 1UL	1000002190588446	46092528		Dwelling
JANE AUSTEN HALL	21	FLAT 4	WESLEY AVENUE	E16 1UL	1000002190588440	46092529		Dwelling
JANE AUSTEN HALL	21	FLAT 5	WESLEY AVENUE	E16 1UL	1000002190588441	46092530		Dwelling
JANE AUSTEN HALL	21	FLAT 6	WESLEY AVENUE	E16 1UL	1000002190588442	46092531		Dwelling
JANE AUSTEN HALL	21	FLAT 7	WESLEY AVENUE	E16 1UL	1000002190588443	46092532		Dwelling
JANE AUSTEN HALL	21	FLAT 8	WESLEY AVENUE	E16 1UL	1000002190588435	46092533		Dwelling
JANE AUSTEN HALL	21	FLAT 9	WESLEY AVENUE	E16 1UL	1000002190588436	46092534		Dwelling
	28		WYTHES ROAD	E16 2DN	1000002190661068	46082555		Dwelling
	54		WYTHES ROAD	E16 2DN	1000002190661054	46082556		Dwelling
	56		WYTHES ROAD	E16 2DN	1000002190661053	46082557		Dwelling
	58		WYTHES ROAD	E16 2DN	1000002190661052	46082558		Dwelling
	60		WYTHES ROAD	E16 2DN	1000002190661051	46082559		Dwelling
	62		WYTHES ROAD	E16 2DN	1000002190661050	46082560		Dwelling
	64		WYTHES ROAD	E16 2DN	1000002190661049	46082561		Dwelling

INTERMEDIATE TIER COMMUNITY BUILDINGS v1.1

Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Base Function
DREW PRIMARY SCHOOL			WYTHES ROAD	E16 2DP	1000002190901421	10009000197	
LONDON DESIGN AND ENGINEERING UNIVERSITY TECHNICAL COLLEGE	15		UNIVERSITY WAY	E16 2RD		10093473750	
	14		CONSTANCE STREET	E16 2DQ	1000002190661430	10009001932	
LONDON REGATTA CENTRE	1012		DOCKSIDE ROAD	E16 2QT	1000002190627563	46101246	
BRICK LANE MUSIC HALL	443		NORTH WOOLWICH ROAD	E16 2DA	1000002190906199	10008988100	
EASTERN ACADEMIC BUILDING	4-6	CHILDREN GARDEN EYC	UNIVERSITY WAY	E16 2RD		10034512702	
EASTERN ACADEMIC BUILDING	4-6	HOSPITALITY KITCHEN	UNIVERSITY WAY	E16 2RD		10008997990	
EASTERN ACADEMIC BUILDING	4-6	STUDENT UNION OFFICE	UNIVERSITY WAY	E16 2RD		10008998045	
EASTERN ACADEMIC BUILDING	4-6	AFTER SCHOOL CLUB	UNIVERSITY WAY	E16 2RD		10012837889	
UNIVERSITY OF EAST LONDON DOCKLAND CAMPUS		SPORTSDOCK	UNIVERSITY WAY	E16 2RD		10090851046	
UNIVERSITY OF EAST LONDON DOCKLAND CAMPUS			UNIVERSITY WAY	E16 2RD		10008996988	

SECOND TIER DWELLINGS v1.1

Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Further information?	Base Function
	16		CAMEL ROAD	E16 2DD	1000002190661305	46010606	No	Dwelling
	18		CAMEL ROAD	E16 2DD	1000002190661306	46010608	No	Dwelling
	20		CAMEL ROAD	E16 2DD	1000002190661307	46010610	No	Dwelling
	22		CAMEL ROAD	E16 2DD	1000002190661301	46010612	No	Dwelling
	24		CAMEL ROAD	E16 2DD	1000002190661302	46010614	No	Dwelling
	26		CAMEL ROAD	E16 2DD	1000002190661303	46010616	No	Dwelling
	28		CAMEL ROAD	E16 2DD	1000002190661304	46010618	No	Dwelling
	30		CAMEL ROAD	E16 2DD	1000002190661312	46010620	No	Dwelling
	32		CAMEL ROAD	E16 2DD	1000002190661313	46010622	No	Dwelling
	34		CAMEL ROAD	E16 2DD	1000002190661314	46010624	No	Dwelling
	36		CAMEL ROAD	E16 2DD	1000002190661315	46010626	No	Dwelling
	38		CAMEL ROAD	E16 2DD	1000002190661308	46010628	No	Dwelling
	40		CAMEL ROAD	E16 2DD	1000002190661309	46010630	No	Dwelling
	42		CAMEL ROAD	E16 2DD	1000002190661310	46010632	No	Dwelling
	43		CAMEL ROAD	E16 2DE	1000002190661348	46010633	No	Dwelling
	44		CAMEL ROAD	E16 2DD	1000002190661311	46010634	No	Dwelling
	45		CAMEL ROAD	E16 2DE	1000002190661349	46010635	No	Dwelling
	46		CAMEL ROAD	E16 2DD	1000002190661320	46010636	No	Dwelling
	48		CAMEL ROAD	E16 2DD	1000002190661321	46010638	No	Dwelling
	50		CAMEL ROAD	E16 2DD	1000002190661322	46010640	No	Dwelling
	52		CAMEL ROAD	E16 2DD	1000002190661323	46010641	No	Dwelling
	54		CAMEL ROAD	E16 2DD	1000002190661316	46010642	No	Dwelling
	56		CAMEL ROAD	E16 2DD	1000002190661317	46010643	No	Dwelling
	58		CAMEL ROAD	E16 2DD	1000002190661318	46010644	No	Dwelling
	60		CAMEL ROAD	E16 2DD	1000002190661319	46010645	No	Dwelling
	62		CAMEL ROAD	E16 2DD	1000002190661328	46010646	No	Dwelling
	64		CAMEL ROAD	E16 2DD	1000002190661329	46010647	No	Dwelling
	66		CAMEL ROAD	E16 2DD	1000002190661330	46010648	No	Dwelling
	68		CAMEL ROAD	E16 2DD	1000002190661331	46010649	No	Dwelling
	70		CAMEL ROAD	E16 2DD	1000002190661324	46010650	No	Dwelling
	72		CAMEL ROAD	E16 2DD	1000002190661325	46010651	No	Dwelling
	74		CAMEL ROAD	E16 2DD	1000002190661326	46010652	No	Dwelling
	76		CAMEL ROAD	E16 2DD	1000002190661327	46010653	No	Dwelling
	78		CAMEL ROAD	E16 2DD	1000002190661337	46010654	No	Dwelling
	80		CAMEL ROAD	E16 2DD	1000002190661338	46010655	No	Dwelling
	82		CAMEL ROAD	E16 2DD	1000002190661339	46010656	No	Dwelling
	84		CAMEL ROAD	E16 2DD	1000002190661340	46010657	No	Dwelling
	86		CAMEL ROAD	E16 2DD	1000002190661333	46010658	No	Dwelling
	88		CAMEL ROAD	E16 2DD	1000002190661334	46010659	No	Dwelling
	90		CAMEL ROAD	E16 2DD	1000002190661335	46010660	No	Dwelling
	92		CAMEL ROAD	E16 2DD	1000002190661336	46010661	No	Dwelling
	94		CAMEL ROAD	E16 2DD	1000002190661341	46010662	No	Dwelling
	96		CAMEL ROAD	E16 2DD	1000002190661342	46010663	No	Dwelling
	98		CAMEL ROAD	E16 2DD	1000002190661343	46010664	No	Dwelling
14B	14B		CAMEL ROAD	E16 2DD	1000002190661344	46010590	No	Dwelling
14C	14C		CAMEL ROAD	E16 2DD	1000002190661332	46010591	No	Dwelling
	46		PARKER STREET	E16 2DJ	1000002190661353	46056356	No	Dwelling
	48		PARKER STREET	E16 2DJ	1000002190661352	46056357	No	Dwelling

SECOND TIER COMMUNITY BUILDINGS v1.1

Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	uprn	Base Function
ASTA CENTRE	14A		CAMEL ROAD	E16 2DD	1000002190661300	46100919	

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APPENDIX 8

Extract From Planning Conditions

the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

21. Maximum Permitted Noise Factored Aircraft Movements

Until such time as the Aircraft Noise Categorisation Scheme has been approved and implemented in accordance with Condition 18 and the review of the Aircraft Noise Categorisation Scheme after its first year of operations has been submitted to and approved in writing pursuant to Condition 19, the number of Noise Factored Movements shall not exceed:

- in any one week the number of permitted Aircraft Movements for that week by more than 25%; and
- 120,000 Noise Factored Movements per calendar year.

Reason: In the interests of limiting the number of Aircraft Movements in order to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

22. Maximum Permitted Actual Aircraft Movements per hour as Timetabled

The scheduled number of Actual Aircraft Movements including business, commercial, charter and private Aircraft Movements shall not exceed 45 in total in any given hour.

Reason: In the interests of limiting the number of aircraft movements in the peak periods in order to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

23. Maximum Permitted Actual Aircraft Movements (days/year)

The number of Actual Aircraft Movements at the Airport shall not exceed:

a) 100 per day on Saturdays; and
b) 200 per day on Sundays but not exceeding 280 on any consecutive Saturday and Sunday; and
c) subject to (d) to (j) below 592 per day on weekdays; and
d) 132 on 1 January; and
e) 164 on Good Friday; and
f) 198 on Easter Monday; and
g) 248 on the May Day Holiday; and
h) 230 on the late May Bank Holiday; and
i) 230 on the late August Bank Holiday; and
j) 100 on 26 December; and
k) 111,000 per calendar year.

Reason: In the interests of limiting the number of Aircraft Movements in order to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of

the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

24. Maximum Permitted Actual Aircraft Movement on Other Bank Holidays
In the event of there being a Bank Holiday or Public Holiday in England which falls upon or is proclaimed or declared upon a date not referred to in sub-paragraph (d) to (j) (inclusive) of Condition 23 above, then the number of Aircraft Movements permissible on that date shall not exceed 330 unless otherwise agreed in writing by the Local Planning Authority but in any event shall not exceed 396.
Reason: In the interests of limiting the number of Aircraft Movements in order to safeguard the quality of life in the local area.

25. Maximum Permitted Actual Aircraft Movement limit between 0630 and 0659 Mondays to Saturdays
The maximum number of Actual Aircraft Movements between 0630 and 0659 hours on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the Airport shall be closed for the use or operation of aircraft between these times) shall not exceed 6 on any day.
Reason: In the interests of limiting the number of movements in and to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

26. Maximum Permitted Actual Aircraft Movement limit between 0630 and 0645 on Mondays to Saturdays
Notwithstanding the restriction on Actual Aircraft Movements between 0630 and 0659 hours, as set out by Condition 25 above, the total number of Actual Aircraft Movements in the period between 0630 and 0645 on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the Airport shall be closed for the use or operation of aircraft between these times), shall not exceed 2 on any day.
Reason: In the interests of limiting the number of Aircraft Movements and to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

27. Christmas Day Closure
The Airport shall be closed on Christmas Day each year for the use or operation or maintenance of aircraft or for passengers, with no Aircraft Movements and no Ground Running by aircraft engines.
Reason: In the interests of limiting the number of Aircraft Movements to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

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APPENDIX 9

Number of Aircraft Operating at LCA

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London City Airport: Record of Daily and Noise Factored Aircraft Movements 2017

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		Factored Movements	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend	Week	06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30 / 12:30-13:00	
01/01/2017	114		132		121			18			-	-	-	-	0	-
02/01/2017	155	-	330	-	171			175	-		0	0	2	6	0	-
03/01/2017	220	-	592	-	241			372	-		0	4	2	2	0	-
04/01/2017	233	-	592	-	256			359	-		1	4	1	2	0	-
05/01/2017	224	-	592	-	247	1,358	3,723	368	-	2,364	1	6	1	0	0	-
06/01/2017	228	-	592	-	248			364	-		0	3	2	3	1	-
07/01/2017	58	183	100	280	60			42	97		1	3	1	3	2	-
08/01/2017	125		200		134			75			-	-	-	-	0	-
09/01/2017	250	-	592	-	275			342	-		2	5	0	1	0	-
10/01/2017	240	-	592	-	262			352	-		2	5	0	1	0	-
11/01/2017	255	-	592	-	282			337	-		2	6	0	0	0	-
12/01/2017	227	-	592	-	255	1,559	4,050	365	-	2,491	2	6	0	0	3	-
13/01/2017	239	-	592	-	261			353	-		2	6	0	0	0	-
14/01/2017	71	209	100	280	76			29	71		0	6	2	0	3	-
15/01/2017	138		200		149			62			-	-	-	-	1	-
16/01/2017	268	-	592	-	296			324	-		2	6	0	0	0	-
17/01/2017	261	-	592	-	286			331	-		0	6	2	0	0	-
18/01/2017	260	-	592	-	285			332	-		0	5	2	1	0	-
19/01/2017	268	-	592	-	295	1,700	4,050	324	-	2,350	1	5	1	1	1	-
20/01/2017	275	-	592	-	301			317	-		0	3	2	3	0	-
21/01/2017	79	218	100	280	86			21	62		0	5	2	1	5	-
22/01/2017	139		200		151			61			-	-	-	-	0	-
23/01/2017	138	-	592	-	155			454	-		0	0	2	6	0	-
24/01/2017	261	-	592	-	290			331	-		2	4	0	2	0	-
25/01/2017	166	-	592	-	193			426	-		1	4	1	2	1	-
26/01/2017	274	-	592	-	307	1,487	4,050	318	-	2,563	1	6	1	0	1	-
27/01/2017	275	-	592	-	302			317	-		0	4	2	2	0	-
28/01/2017	75	219	100	280	82			25	61		2	6	0	0	2	-
29/01/2017	144		200		158			56			-	-	-	-	0	-

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London City Airport: Record of Daily and Noise Factored Aircraft Movements 2017

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		Factored Movements	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend	Week	06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30 / 12:30-13:00	
30/01/2017	281	-	592	-	311	1,823	4,050	311	-	2,227	2	6	0	0	0	-
31/01/2017	282	-	592	-	311			310	-		2	5	0	1	1	62
01/02/2017	293	-	592	-	325			299	-		2	6	0	0	0	-
02/02/2017	291	-	592	-	324			301	-		2	6	0	0	0	-
03/02/2017	288	-	592	-	320			304	-		2	6	0	0	1	-
04/02/2017	75	213	100	280	81			25	67		1	6	1	0	2	-
05/02/2017	138		200		150			62			-	-	-	-	1	-
06/02/2017	297	-	592	-	331	1,823	4,050	295	-	2,227	2	6	0	0	1	-
07/02/2017	293	-	592	-	326			299	-		1	5	1	1	0	-
08/02/2017	281	-	592	-	316			311	-		2	6	0	0	0	-
09/02/2017	293	-	592	-	331			299	-		2	6	0	0	0	-
10/02/2017	268	-	592	-	302			324	-		0	3	2	3	1	-
11/02/2017	64	196	100	280	73			36	84		0	3	2	3	1	-
12/02/2017	132		200		142			68			-	-	-	-	1	-
13/02/2017	291	-	592	-	321	1,822	4,050	301	-	2,228	1	5	1	1	0	-
14/02/2017	283	-	592	-	314			309	-		2	5	0	1	0	-
15/02/2017	298	-	592	-	329			294	-		2	6	0	0	0	-
16/02/2017	298	-	592	-	330			294	-		2	6	0	0	0	-
17/02/2017	274	-	592	-	300			318	-		1	5	1	1	0	-
18/02/2017	67	211	100	280	72			33	69		1	6	1	0	3	-
19/02/2017	144		200		156			56			-	-	-	-	0	-
20/02/2017	293	-	592	-	329	1,841	4,050	299	-	2,209	2	6	0	0	1	-
21/02/2017	300	-	592	-	333			292	-		1	5	1	1	1	-
22/02/2017	308	-	592	-	343			284	-		2	5	0	1	0	-
23/02/2017	246	-	592	-	265			346	-		1	4	1	2	1	-
24/02/2017	305	-	592	-	335			287	-		0	4	2	2	0	-
25/02/2017	78	217	100	280	84			22	63		1	6	1	0	3	-
26/02/2017	139		200		151			61			-	-	-	-	1	-

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London City Airport: Record of Daily and Noise Factored Aircraft Movements 2017

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		Factored Movements	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend	Week	06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30 / 12:30-13:00	
27/02/2017	300	-	592	-	334	1,900	4,050	292	-	2,150	2	5	0	1	0	-
28/02/2017	302	-	592	-	338			290	-		2	6	0	0	0	62
01/03/2017	310	-	592	-	350			282	-		2	5	0	1	1	-
02/03/2017	304	-	592	-	340			288	-		2	6	0	0	1	-
03/03/2017	282	-	592	-	310			310	-		0	6	2	0	0	-
04/03/2017	78	212	100	280	86			22	68		2	5	0	1	3	-
05/03/2017	134		200		142			66			-	-	-	-	0	-
06/03/2017	301	-	592	-	334	1,900	4,050	291	-	2,150	2	6	0	0	1	-
07/03/2017	304	-	592	-	343			288	-		2	6	0	0	1	-
08/03/2017	300	-	592	-	338			292	-		2	6	0	0	0	-
09/03/2017	295	-	592	-	329			297	-		2	5	0	1	0	-
10/03/2017	290	-	592	-	317			302	-		1	5	1	1	0	-
11/03/2017	78	219	100	280	84			22	61		1	6	1	0	4	-
12/03/2017	141		200		155			59			-	-	-	-	0	-
13/03/2017	292	-	592	-	324	1,877	4,050	300	-	2,173	2	6	0	0	0	-
14/03/2017	300	-	592	-	338			292	-		2	5	0	1	0	-
15/03/2017	274	-	592	-	307			318	-		1	4	1	2	0	-
16/03/2017	302	-	592	-	338			290	-		1	6	1	0	0	-
17/03/2017	292	-	592	-	320			300	-		1	5	1	1	0	-
18/03/2017	81	229	100	280	88			19	51		1	6	1	0	7	-
19/03/2017	148		200		163			52			-	-	-	-	0	-
20/03/2017	294	-	592	-	325	1,923	4,050	298	-	2,127	1	5	1	1	0	-
21/03/2017	301	-	592	-	336			291	-		1	5	1	1	1	-
22/03/2017	308	-	592	-	347			284	-		2	6	0	0	0	-
23/03/2017	323	-	592	-	363			269	-		2	6	0	0	0	-
24/03/2017	291	-	592	-	321			301	-		2	6	0	0	0	-
25/03/2017	77	212	100	280	85			23	68		1	5	1	1	3	-
26/03/2017	135		200		146			65			-	-	-	-	0	-

Bickerdike Allen Partners
Architecture Acoustics Technology

London City Airport: Record of Daily and Noise Factored Aircraft Movements 2017

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		Factored Movements	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend	Week	06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30 / 12:30-13:00	
27/03/2017	280	-	592	-	310	1,755	4,050	312	-	2,295	2	6	0	0	0	-
28/03/2017	247	-	592	-	276			345	-		1	2	1	4	1	-
29/03/2017	295	-	592	-	326			297	-		2	6	0	0	0	-
30/03/2017	289	-	592	-	318			303	-		2	6	0	0	0	-
31/03/2017	266	-	592	-	292			326	-		1	5	1	1	0	62
01/04/2017	76	218	100	280	83			24	62		1	6	1	0	3	-
02/04/2017	142		200		151			58			-	-	-	-	0	-
03/04/2017	251	-	592	-	275	1,733	4,050	341	-	2,318	1	3	1	3	0	-
04/04/2017	281	-	592	-	314			311	-		2	6	0	0	0	-
05/04/2017	282	-	592	-	311			310	-		2	6	0	0	0	-
06/04/2017	287	-	592	-	318			305	-		2	5	0	1	0	-
07/04/2017	270	-	592	-	297			322	-		1	5	1	1	0	-
08/04/2017	64	201	100	280	71			36	79		0	5	2	1	4	-
09/04/2017	137		200		148			63			-	-	-	-	0	-
10/04/2017	278	-	592	-	305	1,569	3,515	314	-	1,946	2	6	0	0	0	-
11/04/2017	276	-	592	-	301			316	-		2	5	0	1	0	-
12/04/2017	270	-	592	-	294			322	-		2	6	0	0	0	-
13/04/2017	276	-	592	-	299			316	-		2	6	0	0	0	-
14/04/2017	161	-	164	-	179			3	-		0	0	2	6	0	-
15/04/2017	66	179	100	280	72			34	101		1	5	1	1	1	-
16/04/2017	113		200		120			87			-	-	-	-	0	-
17/04/2017	176	-	198	-	197	1,664	3,558	22	-	1,893	0	0	2	6	0	-
18/04/2017	282	-	592	-	310			310	-		1	5	1	1	1	-
19/04/2017	285	-	592	-	314			307	-		2	4	0	2	0	-
20/04/2017	290	-	592	-	318			302	-		2	6	0	0	0	-
21/04/2017	272	-	592	-	296			320	-		2	6	0	0	0	-
22/04/2017	67	210	100	280	74			33	70		1	6	1	0	3	-
23/04/2017	143		200		156			57			-	-	-	-	0	-

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Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		Factored Movements	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend	Week	06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30 / 12:30-13:00	
24/04/2017	286	-	592	-	318	1,777	4,050	306	-	2,273	2	6	0	0	0	-
25/04/2017	291	-	592	-	323			301	-		1	6	1	0	0	-
26/04/2017	298	-	592	-	333			294	-		1	6	1	0	0	-
27/04/2017	280	-	592	-	305			312	-		0	6	2	0	0	-
28/04/2017	268	-	592	-	292			324	-		1	5	1	1	0	-
29/04/2017	76	194	100	280	84			24	86		1	6	1	0	3	-
30/04/2017	118		200		123			82			-	-	-	-	0	56
01/05/2017	165	-	248	-	180	1,604	3,620	83	-	2,016	0	0	2	6	0	-
02/05/2017	274	-	592	-	300			318	-		0	5	2	1	0	-
03/05/2017	268	-	592	-	294			324	-		2	5	0	1	0	-
04/05/2017	277	-	592	-	304			315	-		2	5	0	1	0	-
05/05/2017	266	-	592	-	287			326	-		2	4	0	2	1	-
06/05/2017	76	221	100	280	82			24	59		1	5	1	1	1	-
07/05/2017	145		200		158			55			-	-	-	-	0	-
08/05/2017	281	-	592	-	307	1,796	4,050	311	-	2,255	2	6	0	0	0	-
09/05/2017	282	-	592	-	312			310	-		2	4	0	2	0	-
10/05/2017	282	-	592	-	310			310	-		2	5	0	1	0	-
11/05/2017	284	-	592	-	310			308	-		1	6	1	0	0	-
12/05/2017	282	-	592	-	311			310	-		1	5	1	1	1	-
13/05/2017	75	223	100	280	83			25	57		2	6	0	0	2	-
14/05/2017	148		200		161			52			-	-	-	-	0	-
15/05/2017	285	-	592	-	312	1,808	4,050	307	-	2,242	1	6	1	0	0	-
16/05/2017	290	-	592	-	323			302	-		1	6	1	0	1	-
17/05/2017	288	-	592	-	318			304	-		2	5	0	1	0	-
18/05/2017	290	-	592	-	318			302	-		2	6	0	0	1	-
19/05/2017	273	-	592	-	297			319	-		2	6	0	0	1	-
20/05/2017	69	220	100	280	76			31	60		1	6	1	0	0	-
21/05/2017	151		200		165			49			-	-	-	-	0	-

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Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		Factored Movements	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend	Week	06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30 / 12:30-13:00	
22/05/2017	284	-	592	-	311	1,838	4,050	308	-	2,212	2	5	0	1	0	-
23/05/2017	300	-	592	-	334			292	-		2	6	0	0	0	-
24/05/2017	300	-	592	-	333			292	-		2	5	0	1	1	-
25/05/2017	281	-	592	-	309			311	-		2	4	0	2	0	-
26/05/2017	273	-	592	-	302			319	-		1	2	1	4	0	-
27/05/2017	70	225	100	280	77			30	55		1	5	1	1	5	-
28/05/2017	155		200		173			45			-	-	-	-	2	-
29/05/2017	170	-	230	-	190	1,677	3,598	60	-	1,920	0	0	2	6	1	-
30/05/2017	282	-	592	-	310			310	-		2	5	0	1	0	-
31/05/2017	288	-	592	-	318			304	-		2	5	0	1	1	56
01/06/2017	290	-	592	-	321			302	-		2	6	0	0	0	-
02/06/2017	269	-	592	-	295			323	-		1	6	1	0	8	-
03/06/2017	73	222	100	280	81			27	58		2	4	0	2	5	-
04/06/2017	149		200		163			51			-	-	-	-	0	-
05/06/2017	268	-	592	-	295	1,786	4,050	324	-	2,264	2	6	0	0	0	-
06/06/2017	293	-	592	-	324			299	-		2	6	0	0	1	-
07/06/2017	288	-	592	-	318			304	-		2	5	0	1	1	-
08/06/2017	284	-	592	-	310			308	-		2	5	0	1	0	-
09/06/2017	280	-	592	-	306			312	-		2	5	0	1	0	-
10/06/2017	67	215	100	280	72			33	65		2	6	0	0	2	-
11/06/2017	148		200		162			52			-	-	-	-	1	-
12/06/2017	284	-	592	-	312	1,815	4,050	308	-	2,235	1	6	1	0	0	-
13/06/2017	278	-	592	-	306			314	-		2	6	0	0	0	-
14/06/2017	294	-	592	-	325			298	-		2	6	0	0	0	-
15/06/2017	289	-	592	-	322			303	-		2	5	0	1	1	-
16/06/2017	270	-	592	-	295			322	-		1	3	1	3	0	-
17/06/2017	73	231	100	280	81			27	49		2	6	0	0	3	-
18/06/2017	158		200		174			42			-	-	-	-	0	-

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Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		Factored Movements	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend	Week	06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30 / 12:30-13:00	
19/06/2017	303	-	592	-	338	1,835	4,050	289	-	2,215	1	3	1	3	1	-
20/06/2017	281	-	592	-	311			311	-		2	6	0	0	0	-
21/06/2017	286	-	592	-	316			306	-		2	6	0	0	1	-
22/06/2017	292	-	592	-	323			300	-		2	5	0	1	4	-
23/06/2017	272	-	592	-	299			320	-		2	6	0	0	2	-
24/06/2017	69	227	100	280	76			31	53		2	5	0	1	5	-
25/06/2017	158		200		173			42			-	-	-	-	0	-
26/06/2017	275	-	592	-	302	1,775	4,050	317	-	2,275	2	5	0	1	1	-
27/06/2017	282	-	592	-	309			310	-		2	6	0	0	0	-
28/06/2017	279	-	592	-	306			313	-		2	5	0	1	1	-
29/06/2017	288	-	592	-	320			304	-		2	6	0	0	1	-
30/06/2017	276	-	592	-	306			316	-		2	5	0	1	4	75
01/07/2017	65	214	100	280	71			35	66		1	6	1	0	5	-
02/07/2017	149		200		161			51			-	-	-	-	0	-
03/07/2017	278	-	592	-	307	1,774	4,050	314	-	2,276	1	6	1	0	0	-
04/07/2017	276	-	592	-	307			316	-		2	5	0	1	0	-
05/07/2017	285	-	592	-	319			307	-		1	5	1	1	1	-
06/07/2017	280	-	592	-	309			312	-		1	4	1	2	1	-
07/07/2017	271	-	592	-	297			321	-		1	2	1	4	2	-
08/07/2017	70	214	100	280	77			30	66		1	4	1	2	5	-
09/07/2017	144		200		156			56			-	-	-	-	2	-
10/07/2017	271	-	592	-	300	1,705	4,050	321	-	2,345	2	5	0	1	2	-
11/07/2017	257	-	592	-	284			335	-		1	5	1	1	0	-
12/07/2017	271	-	592	-	297			321	-		2	4	0	2	0	-
13/07/2017	275	-	592	-	306			317	-		2	4	0	2	0	-
14/07/2017	268	-	592	-	296			324	-		0	3	2	3	2	-
15/07/2017	60	205	100	280	64			40	75		1	6	1	0	2	-
16/07/2017	145		200		158			55			-	-	-	-	1	-

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Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		Factored Movements	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend	Week	06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30 / 12:30-13:00	
17/07/2017	268	-	592	-	296	1,641	4,050	324	-	2,409	2	6	0	0	0	-
18/07/2017	256	-	592	-	282			336	-		2	3	0	3	0	-
19/07/2017	255	-	592	-	281			337	-		0	4	2	2	1	-
20/07/2017	264	-	592	-	289			328	-		1	6	1	0	0	-
21/07/2017	249	-	592	-	275			343	-		0	4	2	2	1	-
22/07/2017	64	201	100	280	69			36	79		2	6	0	0	0	-
23/07/2017	137		200		149			63			-	-	-	-	3	-
24/07/2017	263	-	592	-	291	1,662	4,050	329	-	2,388	1	5	1	1	0	-
25/07/2017	257	-	592	-	282			335	-		1	4	1	2	2	-
26/07/2017	263	-	592	-	291			329	-		2	5	0	1	0	-
27/07/2017	264	-	592	-	292			328	-		1	5	1	1	0	-
28/07/2017	255	-	592	-	284			337	-		1	3	1	3	3	-
29/07/2017	62	205	100	280	67			38	75		2	5	0	1	3	-
30/07/2017	143		200		155			57			-	-	-	-	0	-
31/07/2017	256	-	592	-	281	1,609	4,050	336	-	2,441	1	4	1	2	0	96
01/08/2017	250	-	592	-	278			342	-		2	5	0	1	0	-
02/08/2017	251	-	592	-	276			341	-		1	4	1	2	2	-
03/08/2017	263	-	592	-	289			329	-		2	5	0	1	0	-
04/08/2017	249	-	592	-	272			343	-		1	4	1	2	1	-
05/08/2017	66	200	100	280	71			34	80		1	6	1	0	3	-
06/08/2017	134		200		142			66			-	-	-	-	0	-
07/08/2017	248	-	592	-	273	1,571	4,050	344	-	2,479	1	4	1	2	0	-
08/08/2017	246	-	592	-	268			346	-		2	4	0	2	0	-
09/08/2017	250	-	592	-	273			342	-		1	6	1	0	0	-
10/08/2017	253	-	592	-	275			339	-		1	4	1	2	0	-
11/08/2017	244	-	592	-	266			348	-		0	2	2	4	2	-
12/08/2017	64	200	100	280	69			36	80		1	4	1	2	3	-
13/08/2017	136		200		146			64			-	-	-	-	1	-

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Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		Factored Movements	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend	Week	06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30 / 12:30-13:00	
14/08/2017	251	-	592	-	275	1,565	4,050	341	-	2,485	1	6	1	0	0	-
15/08/2017	244	-	592	-	267			348	-		1	4	1	2	0	-
16/08/2017	242	-	592	-	263			350	-		1	4	1	2	1	-
17/08/2017	257	-	592	-	280			335	-		1	3	1	3	1	-
18/08/2017	236	-	592	-	254			356	-		1	4	1	2	4	-
19/08/2017	58	206	100	280	64			42	74		0	5	2	1	0	-
20/08/2017	148		200		161			52			-	-	-	-	0	-
21/08/2017	263	-	592	-	291	1,601	4,050	329	-	2,449	1	5	1	1	0	-
22/08/2017	256	-	592	-	281			336	-		1	6	1	0	0	-
23/08/2017	249	-	592	-	272			343	-		2	4	0	2	0	-
24/08/2017	252	-	592	-	277			340	-		2	4	0	2	1	-
25/08/2017	251	-	592	-	276			341	-		2	4	0	2	2	-
26/08/2017	58	188	100	280	66			42	92		1	5	1	1	2	-
27/08/2017	130		200		139			70			-	-	-	-	0	-
28/08/2017	164	-	230	-	181	1,560	3,598	66	-	2,038	0	0	2	6	0	-
29/08/2017	254	-	592	-	278			338	-		2	5	0	1	0	-
30/08/2017	258	-	592	-	284			334	-		2	3	0	3	0	-
31/08/2017	264	-	592	-	290			328	-		2	6	0	0	1	102
01/09/2017	261	-	592	-	286			331	-		0	4	2	2	3	-
02/09/2017	65	219	100	280	72			35	61		1	5	1	1	3	-
03/09/2017	154		200		169			46			-	-	-	-	1	-
04/09/2017	273	-	592	-	301	1,788	4,050	319	-	2,262	0	5	2	1	0	-
05/09/2017	270	-	592	-	300			322	-		1	5	1	1	0	-
06/09/2017	275	-	592	-	306			317	-		2	4	0	2	0	-
07/09/2017	285	-	592	-	316			307	-		2	4	0	2	1	-
08/09/2017	283	-	592	-	312			309	-		1	3	1	3	3	-
09/09/2017	73	228	100	280	81			27	52		1	5	1	1	1	-
10/09/2017	155		200		171			45			-	-	-	-	3	-

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	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend	Week	06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30 / 12:30-13:00	
11/09/2017	275	-	592	-	307	1,774	4,050	317	-	2,276	1	2	1	4	0	-
12/09/2017	279	-	592	-	312			313	-		1	3	1	3	1	-
13/09/2017	268	-	592	-	297			324	-		1	4	1	2	1	-
14/09/2017	285	-	592	-	318			307	-		0	5	2	1	2	-
15/09/2017	266	-	592	-	291			326	-		1	5	1	1	2	-
16/09/2017	71	227	100	280	78			29	53		1	6	1	0	2	-
17/09/2017	156		200		171			44			-	-	-	-	1	-
18/09/2017	280	-	592	-	314	1,803	4,050	312	-	2,247	1	6	1	0	0	-
19/09/2017	277	-	592	-	310			315	-		1	5	1	1	1	-
20/09/2017	288	-	592	-	320			304	-		1	5	1	1	0	-
21/09/2017	289	-	592	-	320			303	-		2	6	0	0	0	-
22/09/2017	270	-	592	-	295			322	-		1	6	1	0	2	-
23/09/2017	69	223	100	280	76			31	57		2	4	0	2	2	-
24/09/2017	154		200		169			46			-	-	-	-	0	-
25/09/2017	281	-	592	-	312	1,738	4,050	311	-	2,312	1	4	1	2	0	-
26/09/2017	278	-	592	-	312			314	-		1	4	1	2	0	-
27/09/2017	242	-	592	-	270			350	-		1	2	1	4	2	-
28/09/2017	290	-	592	-	318			302	-		0	4	2	2	1	-
29/09/2017	266	-	592	-	290			326	-		1	6	1	0	0	-
30/09/2017	69	217	100	280	76			31	63		2	6	0	0	1	93
01/10/2017	148		200		161			52			-	-	-	-	1	-
02/10/2017	277	-	592	-	305	1,809	4,050	315	-	2,241	1	4	1	2	0	-
03/10/2017	295	-	592	-	331			297	-		1	5	1	1	1	-
04/10/2017	280	-	592	-	311			312	-		2	6	0	0	0	-
05/10/2017	280	-	592	-	306			312	-		1	3	1	3	0	-
06/10/2017	286	-	592	-	314			306	-		2	5	0	1	0	-
07/10/2017	77	221	100	280	86			23	59		2	6	0	0	3	-
08/10/2017	144		200		156			56			-	-	-	-	0	-

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Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		Factored Movements	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend	Week	06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30 / 12:30-13:00	
09/10/2017	282	-	592	-	311			310	-		2	5	0	1	0	-
10/10/2017	285	-	592	-	316			307	-		1	5	1	1	1	-
11/10/2017	279	-	592	-	310			313	-		1	5	1	1	0	-
12/10/2017	282	-	592	-	310	1,801	4,050	310	-	2,249	2	5	0	1	0	-
13/10/2017	278	-	592	-	307			314	-		1	6	1	0	0	-
14/10/2017	72	223	100	280	81			28	57		2	6	0	0	3	-
15/10/2017	151		200		165			49			-	-	-	-	0	-
16/10/2017	253	-	592	-	282			339	-		0	4	2	2	0	-
17/10/2017	286	-	592	-	321			306	-		0	5	2	1	1	-
18/10/2017	277	-	592	-	309			315	-		2	6	0	0	0	-
19/10/2017	261	-	592	-	291	1,755	4,050	331	-	2,295	1	5	1	1	0	-
20/10/2017	282	-	592	-	315			310	-		1	5	1	1	0	-
21/10/2017	73	218	100	280	81			27	62		2	6	0	0	4	-
22/10/2017	145		200		158			55			-	-	-	-	0	-
23/10/2017	282	-	592	-	315			310	-		1	4	1	2	0	-
24/10/2017	282	-	592	-	316			310	-		1	5	1	1	1	-
25/10/2017	284	-	592	-	315			308	-		0	4	2	2	0	-
26/10/2017	223	-	592	-	251	1,719	4,050	369	-	2,331	1	5	1	1	1	-
27/10/2017	276	-	592	-	304			316	-		1	6	1	0	0	-
28/10/2017	70	198	100	280	77			30	82		1	5	1	1	2	-
29/10/2017	128		200		141			72			-	-	-	-	0	-
30/10/2017	270	-	592	-	306			322	-		2	5	0	1	0	-
31/10/2017	273	-	592	-	307			319	-		2	5	0	1	0	75
01/11/2017	272	-	592	-	306			320	-		2	6	0	0	0	-
02/11/2017	285	-	592	-	321	1,746	4,050	307	-	2,304	2	4	0	2	0	-
03/11/2017	260	-	592	-	291			332	-		2	6	0	0	0	-
04/11/2017	64	197	100	280	71			36	83		1	4	1	2	1	-
05/11/2017	133		200		144			67			-	-	-	-	0	-

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London City Airport: Record of Daily and Noise Factored Aircraft Movements 2017

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		Factored Movements	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend	Week	06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30 / 12:30-13:00	
06/11/2017	282	-	592	-	318	1,773	4,050	310	-	2,277	1	6	1	0	0	-
07/11/2017	271	-	592	-	305			321	-		1	4	1	2	0	-
08/11/2017	288	-	592	-	326			304	-		2	6	0	0	0	-
09/11/2017	287	-	592	-	325			305	-		2	6	0	0	0	-
10/11/2017	263	-	592	-	295			329	-		1	6	1	0	0	-
11/11/2017	60	186	100	280	68			40	94		1	1	1	5	4	-
12/11/2017	126		200		136			74			-	-	-	-	0	-
13/11/2017	278	-	592	-	315	1,755	4,050	314	-	2,295	1	5	1	1	0	-
14/11/2017	269	-	592	-	305			323	-		1	2	1	4	0	-
15/11/2017	263	-	592	-	297			329	-		1	4	1	2	0	-
16/11/2017	278	-	592	-	314			314	-		2	5	0	1	0	-
17/11/2017	269	-	592	-	302			323	-		1	4	1	2	0	-
18/11/2017	63	202	100	280	69			37	78		2	4	0	2	1	-
19/11/2017	139		200		152			61			-	-	-	-	0	-
20/11/2017	278	-	592	-	315	1,735	4,050	314	-	2,315	2	4	0	2	0	-
21/11/2017	270	-	592	-	306			322	-		2	6	0	0	0	-
22/11/2017	269	-	592	-	304			323	-		2	6	0	0	1	-
23/11/2017	282	-	592	-	319			310	-		2	4	0	2	0	-
24/11/2017	260	-	592	-	291			332	-		1	4	1	2	0	-
25/11/2017	60	184	100	280	66			40	96		2	3	0	3	3	-
26/11/2017	124		200		135			76			-	-	-	-	0	-
27/11/2017	266	-	592	-	301	1,751	4,050	326	-	2,299	1	4	1	2	0	-
28/11/2017	265	-	592	-	301			327	-		1	4	1	2	0	-
29/11/2017	276	-	592	-	315			316	-		2	5	0	1	0	-
30/11/2017	283	-	592	-	323			309	-		2	5	0	1	2	63
01/12/2017	275	-	592	-	311			317	-		1	6	1	0	1	-
02/12/2017	60	181	100	280	68			40	99		2	3	0	3	3	-
03/12/2017	121		200		132			79			-	-	-	-	0	-

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London City Airport: Record of Daily and Noise Factored Aircraft Movements 2017

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		Factored Movements	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend	Week	06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30 / 12:30-13:00	
04/12/2017	275	-	592	-	311	1,681	4,050	317	-	2,369	1	5	1	1	0	-
05/12/2017	268	-	592	-	304			324	-		2	5	0	1	0	-
06/12/2017	271	-	592	-	307			321	-		1	4	1	2	0	-
07/12/2017	273	-	592	-	306			319	-		2	5	0	1	1	-
08/12/2017	262	-	592	-	297			330	-		1	4	1	2	1	-
09/12/2017	62	142	100	280	66			38	138		1	3	1	3	3	-
10/12/2017	80		200		89			120			-	-	-	-	1	-
11/12/2017	229	-	592	-	260	1,696	4,050	363	-	2,354	0	4	2	2	0	-
12/12/2017	267	-	592	-	302			325	-		1	3	1	3	1	-
13/12/2017	272	-	592	-	310			320	-		1	5	1	1	0	-
14/12/2017	287	-	592	-	326			305	-		1	5	1	1	2	-
15/12/2017	255	-	592	-	288			337	-		1	5	1	1	0	-
16/12/2017	69	194	100	280	76			31	86		1	4	1	2	5	-
17/12/2017	125		200		135			75			-	-	-	-	8	-
18/12/2017	234	-	592	-	265	1,326	4,050	358	-	2,724	1	3	1	3	0	-
19/12/2017	213	-	592	-	238			379	-		0	2	2	4	0	-
20/12/2017	141	-	592	-	159			451	-		0	1	2	5	0	-
21/12/2017	223	-	592	-	248			369	-		0	3	2	3	0	-
22/12/2017	229	-	592	-	256			363	-		0	2	2	4	0	-
23/12/2017	74	147	100	280	81			26	133		1	4	1	2	2	-
24/12/2017	73		200		79			127			-	-	-	-	0	-
25/12/2017	0	-	0	-	0	925	2,695	0	-	1,770	-	-	-	-	0	-
26/12/2017	97	-	100	-	111			3	-		0	0	2	6	0	-
27/12/2017	179	-	592	-	198			413	-		1	4	1	2	0	-
28/12/2017	208	-	592	-	231			384	-		1	4	1	2	0	-
29/12/2017	196	-	592	-	217			396	-		0	3	2	3	0	-
30/12/2017	72	154	100	280	78			28	126		1	3	1	3	4	-
31/12/2017	82		200		91			118			-	-	-	-	0	62
Annual Total	80,299		111,000		88,827	-	120,000	30,701	-	31,173	407	1477	-	-	292	-

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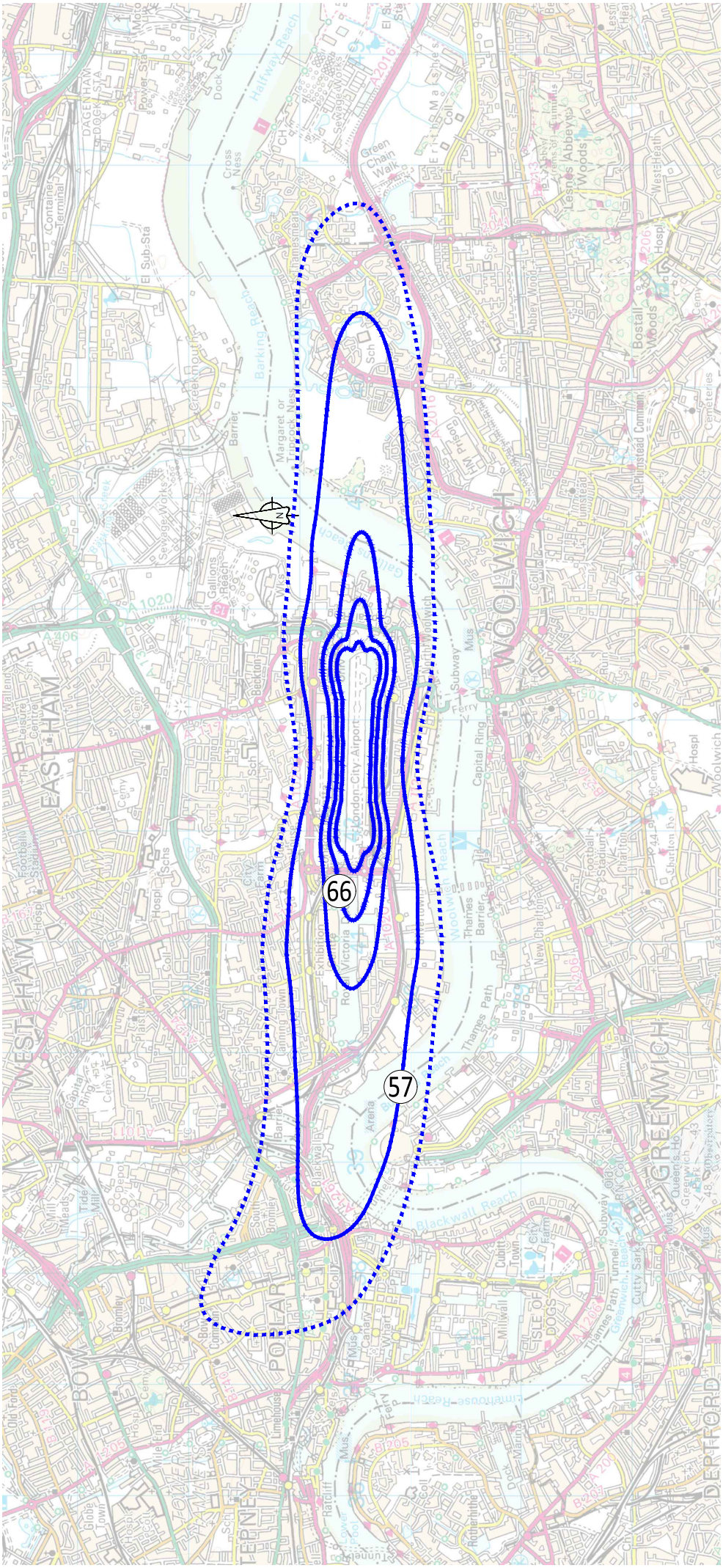
APPENDIX 10

Noise Contours



LEGEND:

54 dB Noise Contour

57, 63, 66 and 69 dB Noise Contours

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London City Airport

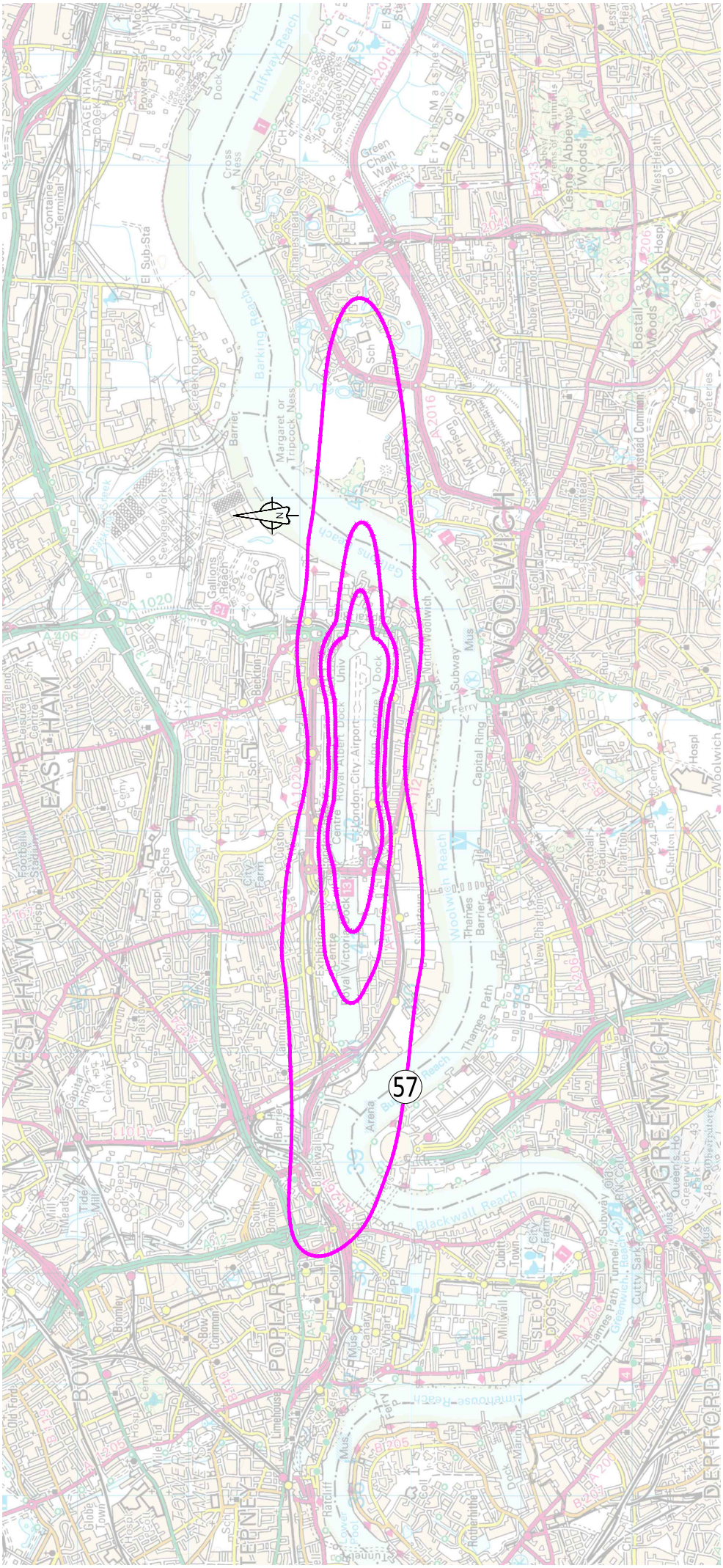
Actual Noise Contours
Summer 2017 (57, 63, 66 and 69 dB $L_{Aeq,16h}$)
Average Mode

DRAWN: DR CHECKED: NW

DATE: 10/05/2018 SCALE: 1:50000@A4

FIGURE No:

A1125.57-APR17-01



LEGEND:

Noise Contours

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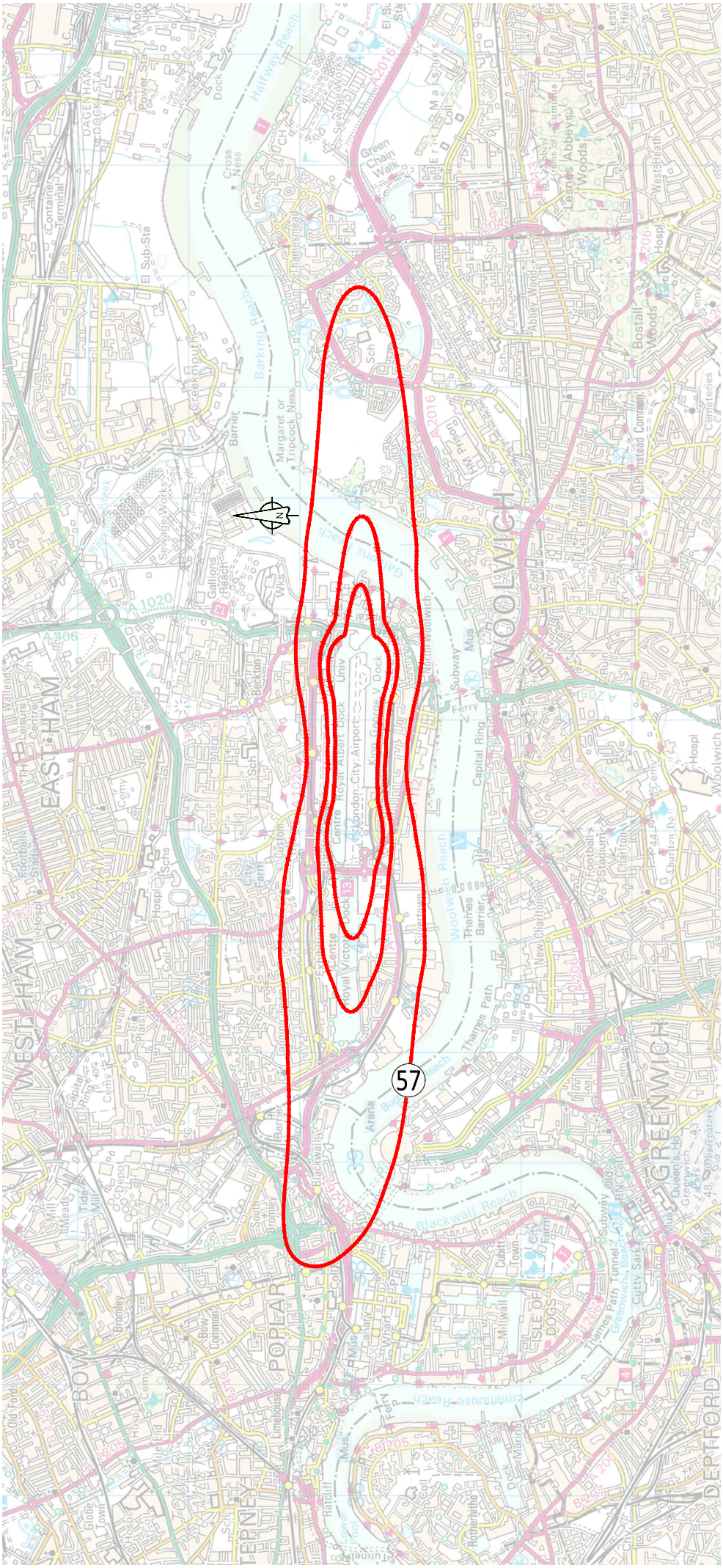
Predicted Reduced Noise Contours
Summer 2018 (57, 63 and 66 dB $L_{Aeq,16h}$)
Average Mode

DRAWN: DR CHECKED: NW

DATE: 10/05/2018 SCALE: 1:50000@A4

FIGURE No:

A1125.57-APR17-02



LEGEND:

Noise Contours

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London City Airport

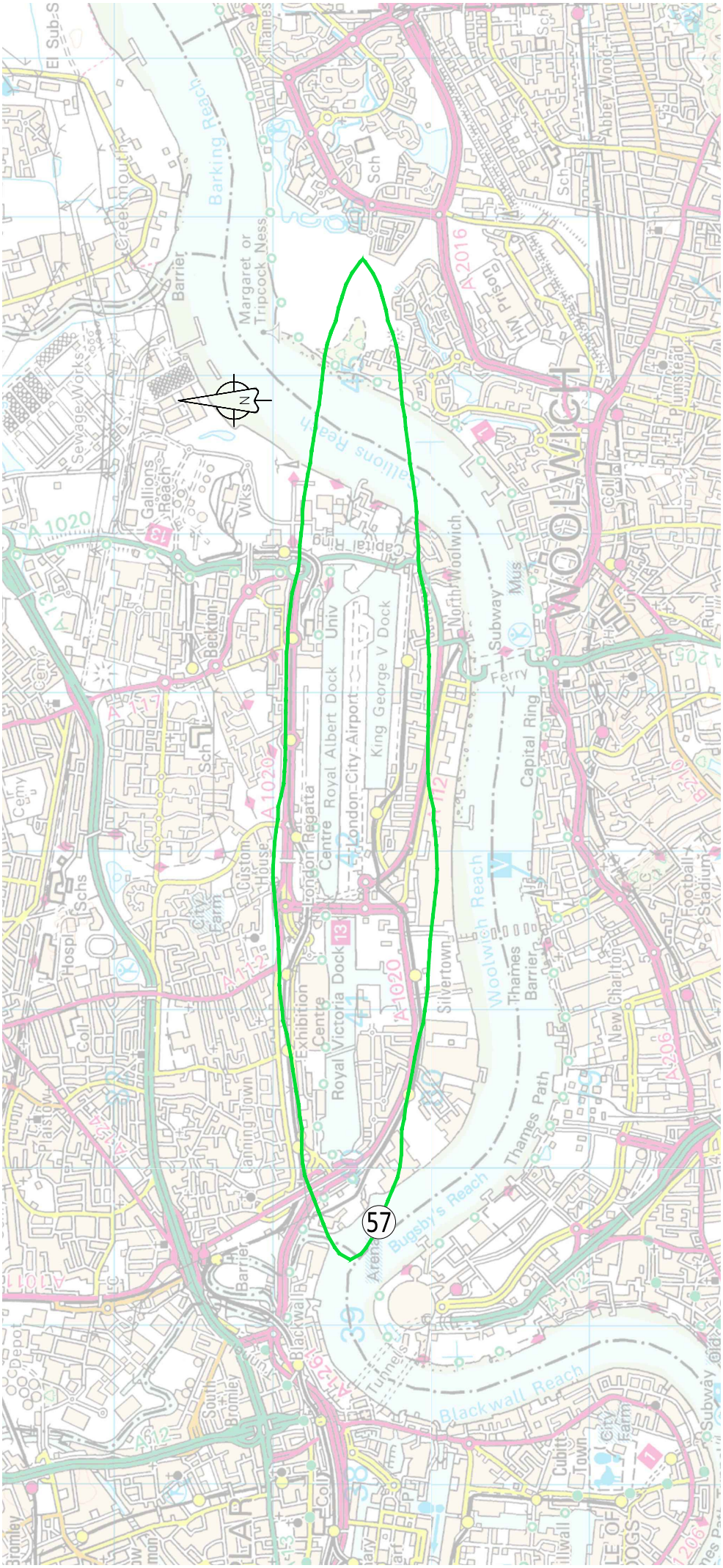
Predicted Noise Contours
Summer 2018 (57, 63 and 66 dB $L_{Aeq,16h}$)
Average Mode

DRAWN: DR CHECKED: NW

DATE: 10/05/2018 SCALE: 1:50000@A4

FIGURE No:

A1125.57-APR17-03



LEGEND:

Noise Contours

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London City Airport

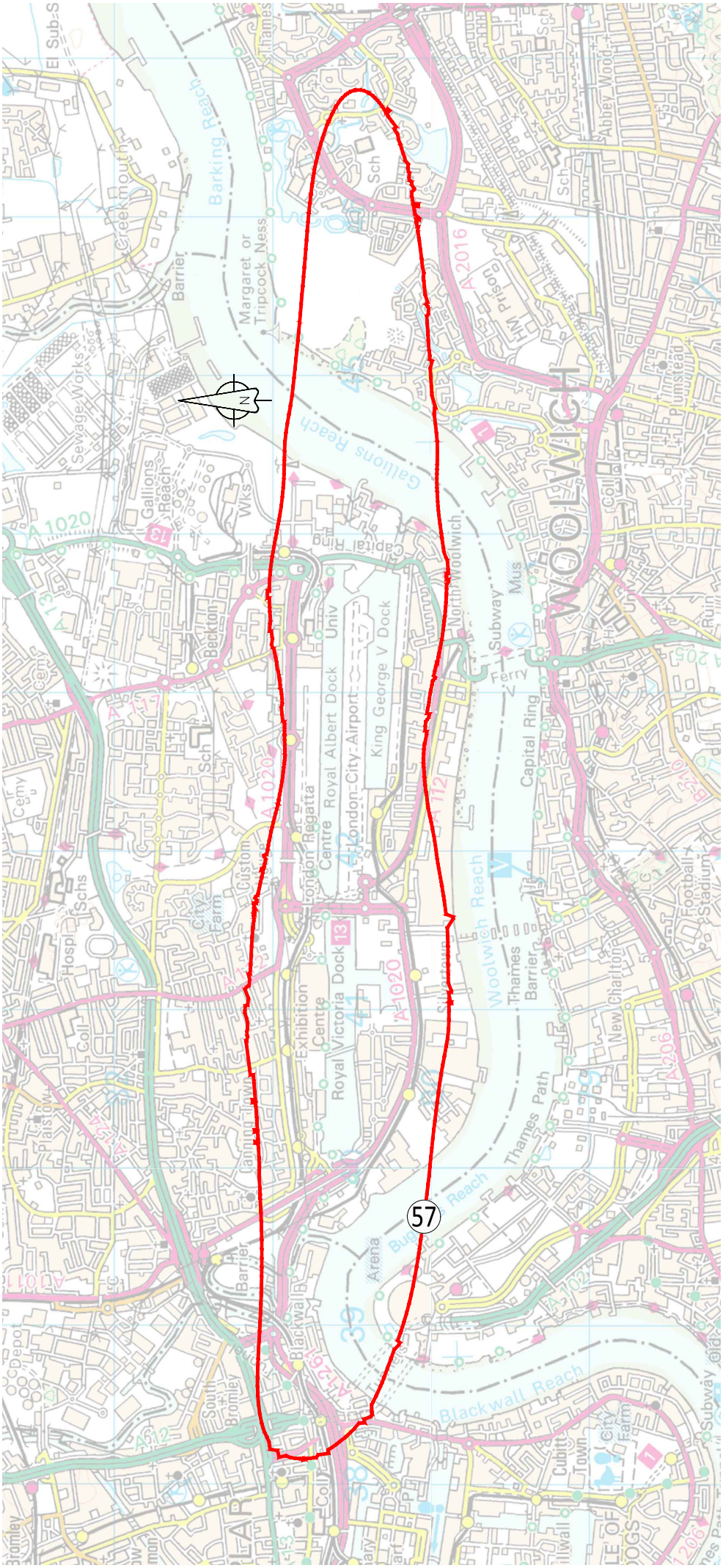
$L_{Aeq,16h}$ Noise Contours
1998 Planning Contour

DRAWN: DR CHECKED: NW

DATE: 10/05/2018 SCALE: 1:35000@A4

FIGURE No:

A1125.57-APR17-04



LEGEND:

Noise Contours

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London City Airport

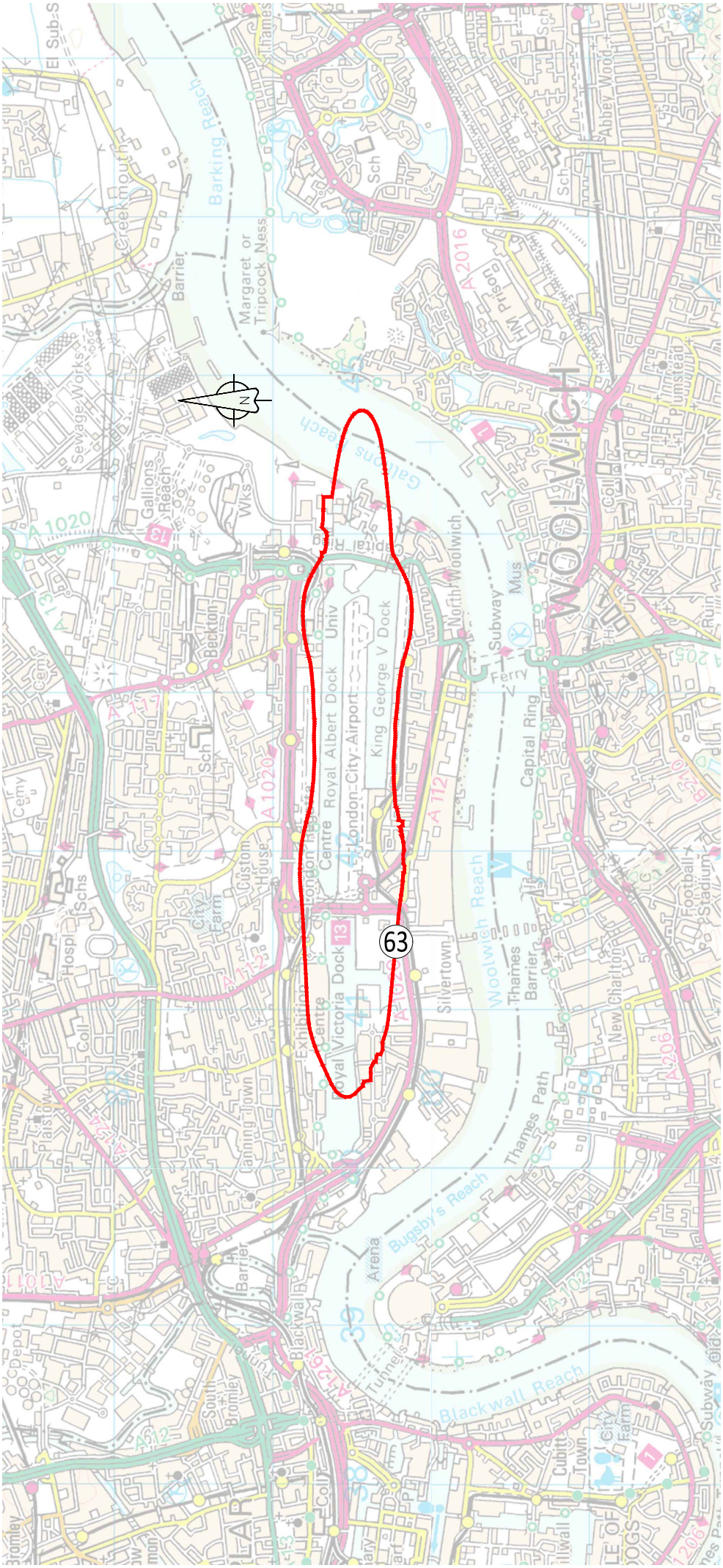
Residential First Tier Works and
Public Buildings First Tier Works
Eligibility Boundary

DRAWN: DR CHECKED: NW

DATE: 10/05/2018 SCALE: 1:35000@A4

FIGURE No:

A1125.57-APR17-05



LEGEND:

Noise Contours

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London City Airport

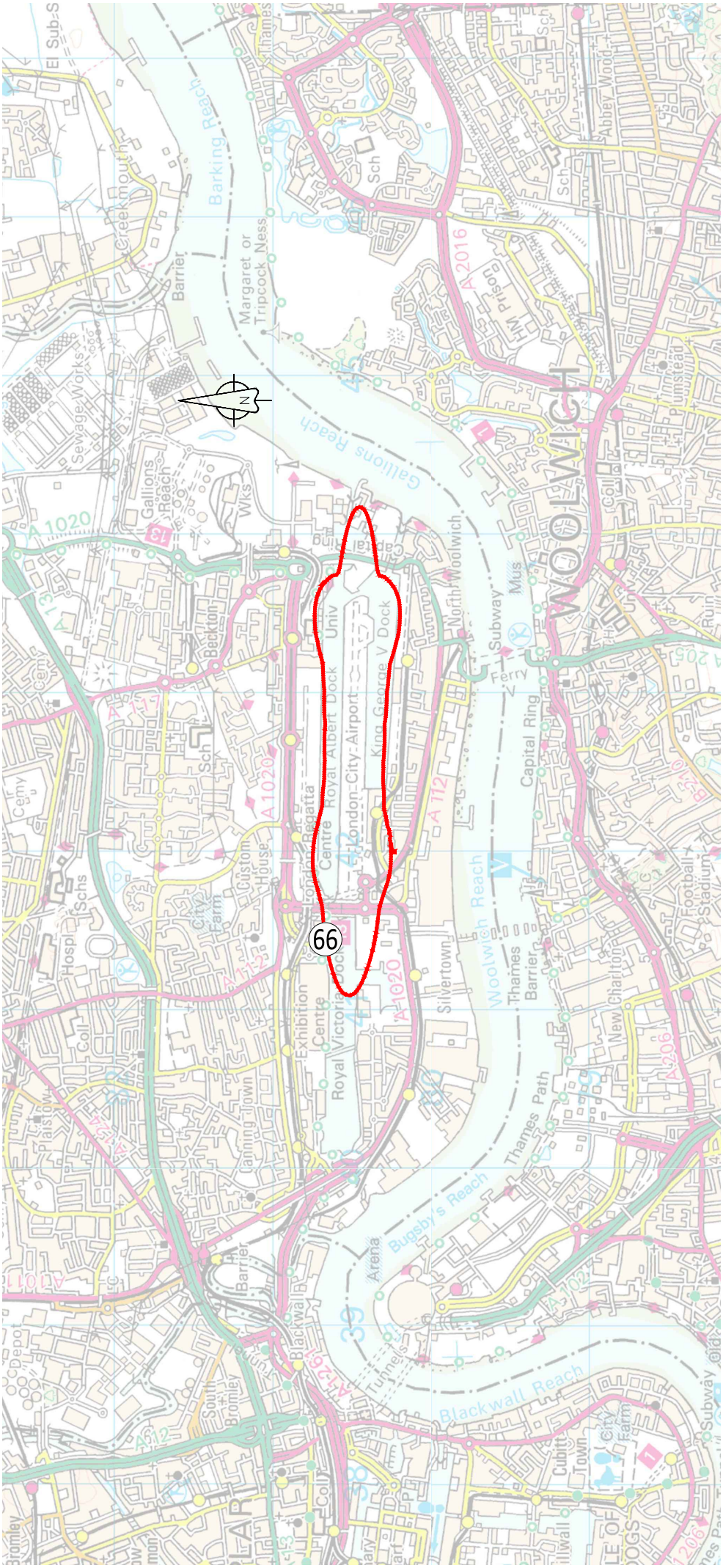
Residential Intermediate Tier Works and Public Buildings Intermediate Tier Works Eligibility Boundary

DRAWN: DR CHECKED: NW

DATE: 10/05/2018 SCALE: 1:35000@A4

FIGURE No:

A1125.57-APR17-06



LEGEND:

Noise Contours

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London City Airport

Residential Second Tier Works and
Public Buildings Second Tier Works
Eligibility Boundary

DRAWN: DR CHECKED: NW

DATE: 10/05/2018 SCALE: 1:35000@A4

FIGURE No:

A1125.57-APR17-07

LONDON CITY AIRPORT

2017 ANNUAL PERFORMANCE REPORT
(COMPLIANCE WITH PLANNING PERMISSION)

ANNEX 3
ANNUAL NOISE CATEGORISATION REPORT

01 June 2018

London City Airport
City Aviation House
Royal Docks
London E16 2PB
Tel: 020 7646 0000
LondonCityAirport.com

London City Airport
Get closer.

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ANNEX 3

LONDON CITY AIRPORT

ANNUAL CATEGORISATION REPORT

2017 NOISE MONITORING

Report to

Gary Hodgetts
Director Technical Operations
City Aviation House
London City Airport
The Royal Docks
London E16 2PB

A1125.57-R01.18-PH/NW
25 May 2018

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Acoustic Consultants: Expertise in planning and noise, the control of noise and vibration and the sound insulation and acoustic treatment of buildings.

Construction Technology Consultants: Expertise in building cladding, technical appraisals and defect investigation and provision of construction expert witness services.

Contents

Page No.

1.0 INTRODUCTION

In accordance with London City Airport's planning obligations, aircraft operating at London City Airport are required to be categorised by their departure noise level into one of five noise categories. This aircraft categorisation process is set out in detail in Condition 7 of the planning permission dated 9th July 2009. This is known as the Noise Factored Movement (NFM) scheme.

The City Airport Development Programme (CADP) 1 planning application (13/01228/FUL) was granted planning permission by the Secretaries of State for Communities and Local Government and Transport in July 2016 following an appeal and public inquiry which was held in March/April 2016. Condition 18 of this permission requires a new Aircraft Noise Categorisation Scheme (ANCS) to be submitted and approved to the Local Planning Authority (LPA) prior to the first beneficial use of the development. The ANCS was approved and implemented in December 2017.

Condition 20 requires that the airport runs both the ANCS and the previous NFM schemes in parallel for 12 months, until the first review of the ANCS has been completed and approved by the LPA. The categorisation procedure requires that, before any aircraft is permitted to operate at London City Airport, a provisional noise categorisation for that aircraft type must be approved in writing by the local planning authority. Annually, a review of the categorisation is undertaken of each approved aircraft type having regard to the departure noise levels recorded using the airport's noise monitoring system. This report records the results of this review.

The airport's noise monitoring system records the departure events of aircraft over the categorisation year (January to December inclusive), the results of which are used to undertake the annual review of the categorisation of aircraft.

This report records the results of a review of the categorisation of those aircraft using the airport that received categorisation over the period 1st January 2017 up to and including 31st December 2017. The review is based on the results obtained from noise monitoring in the period 1st January 2017 up to and including 31st December 2017.

In Appendix 1, this report includes a list of those aircraft that have already received confirmation of their categorisation to operate at London City Airport, together with their associated mean annual departure noise level (MADNL) recorded over the period 1st January 2017 up to and including 31st December 2017.

Information is also provided on the number of aircraft movements and noise factored movements that have taken place at the airport over the period 1st January 2017 up to and including 31st December 2017.

2.0 PLANNING REQUIREMENTS

The planning requirements concerning the categorisation of aircraft based on noise factored movements at London City Airport are set out in Condition 7(4) of the planning permission dated 9th July 2009 and in the planning conditions for the CADP1 planning application (13/01228/FUL) permitted in July 2016.

It has been previously agreed that general aviation interim categorisation is simplified due to the small numbers of similar GA type aircraft. This places "*General Aviation: Executive Turbo-Fan Aircraft"* in Category A and *"General Aviation: Non-Jet Aircraft*" in Category B, according to the noise exposure categories (NECs) discussed in Section 2.1 below.

2.1 Noise Categories

Condition 7(2) to the planning permission of 9th July 2009 states that:

"*Aircraft types using the airport shall be placed in categories and allocated noise factors as set out below:*

Category	Noise Reference Level (PNdB)	Noise Factor
A	91.6 – 94.5	1.26
B	88.6 – 91.5	0.63
C	85.6 – 88.5	0.31
D	82.6 – 85.5	0.16
E	less than 82.6	0.08

"*where the noise reference level is the departure noise level at the four noise categorisation locations shown on Plan P1 that accompanies this permission, expressed in PNdB...*"

Figure 1 shows the noise categorisation points (NCPs) which are defined as being 2000 metres from the start-of-roll and 300 metres sideline from the extended centre line of the runway.

The noise reference level is determined using the mean annual departure noise levels (MADNLs) measured by the noise monitoring system. The noise factors are multiplying factors to the actual number of aircraft movements and are used to obtain the number of factored movements at the airport. The permitted numbers of actual and factored movements at the airport are detailed below.

2.2 Number of Aircraft Movements

Conditions 21 to 27 of the planning permission of July 2016, which are reproduced in Appendix 2, detail the maximum number of actual and noise factored movements that are permitted at the airport which are as follows:

- Noise factored movements not to exceed permitted actual movements by more than 25% in any one week, or 120,000 per calendar year, until the ANCS review has been approved (Condition 21).

  Condition 8(5) of the 2009 permission defines a factored movement as stated below:

  "*(5) For the purpose of condition 8(4) the number of factored movements shall be calculated by multiplying the number of take-offs and landings by each aircraft by the relevant noise factor for an aircraft of this type under condition 7 and adding together the total for each aircraft type using the airport.*"

- Scheduled movements not to exceed 45 in any given hour (Condition 22).
- Actual movements not to exceed the following (Condition 23):

(a) 100 per day on Saturdays; and

(b) 200 per day on Sundays but not exceeding 280 on any consecutive Saturday and Sunday; and

(c) Subject to (d) to (i) below 592 per day on weekdays; and

(d) 132 on 1 January; and

(e) 164 on Good Friday; and

(f) 198 on Easter Monday; and

(g) 248 on the May Day Holiday; and

(h) 230 on the late May Bank Holiday; and

(i) 230 on the late August Bank Holiday; and

(j) 100 on 26 December; and

(k) 111,000 per calendar year

- Actual movements not to exceed 330 on any other Bank Holiday or Public Holiday, unless otherwise agreed in writing with the LPA, and in any event not to exceed 396 (Condition 24)
- Actual movements before 07:00 not to exceed 6 on any day (Condition 25)

- Actual movements before 06:45 not to exceed 2 on any day (Condition 26)
- No aircraft movements on Christmas Day (Condition 27)

3.0 NOISE MONITORING

3.1 The Noise Monitoring System

A precision Brüel & Kjær (B&K) noise monitoring system was first installed in March 1992 consisting of four permanent noise monitoring terminals arranged in two gateway pairs. The four noise monitoring terminals (NMTs) were located as close as possible to the four noise categorisation points (NCPs), taking account of local site constraints. Correction factors were developed to account for any difference in position between the NMT and NCP.

This system was upgraded by B&K in 2000 and a flight track monitoring system added. In 2013, the B&K noise and flight track monitoring system was replaced by a system provided by Topsonic Systemhaus GmbH. The Topsonic system uses Norsonic noise monitoring equipment. No changes to the masts were made so measurements continue to be made at precisely the same positions as before.

The NMTs send data to a central computer each day for long-term storage and analysis. The analysis determines which noise events should be correlated with aircraft movements by referring to radar data (previously the flight information display system, FIDS, prior to 2000). The system records the aircraft movements for each day.

The categorisation procedure is based around the measurement of noise from departing aircraft at the four noise categorisation points, two at each end of the runway. As an aircraft flies through a gateway pair of noise monitors, the departure noise level is measured in dB(A) at each noise monitoring terminal. Corrections are applied to the measured noise level to take account of the noise monitors not being located exactly at the noise categorisation points and also for converting from the noise units of dB(A) into PNdB[1]. Finally, the mean departure noise level is determined from the average of the resulting gateway pair corrected noise measurements.

This noise control regime described above has been in operation for approximately 25 years. During this time, a large amount of data has been obtained concerning the departure noise

[1] dB(A) is the unit of the A-weighted Sound Level. PNdB is the unit of the Perceived Noise Level. The latter is considered to better represent the subjective noise of an aircraft noise event by taking into account the presence of any discrete tones.

characteristics of aircraft in operation at the airport. As a result, it has been possible to categorise each aircraft type operating at the airport.

For the existing noise monitoring system to operate efficiently, it is necessary to maintain the four noise monitors in operation and, as far as possible, to ensure that the landscape around each monitor is relatively clear of any large objects (such as buildings). Significant development has taken place around the airport over the years, particularly in close proximity to some of the noise monitoring terminals. This led to the need to relocate some of the noise monitors from their original positions (e.g. NMT 1 and NMT 3) to ensure more accurate noise monitoring. The current locations of the four noise monitoring terminals are shown in Figures 2 and 3.

During the calendar year of 2017, the noise and flight track monitoring system has been in operation every day. In addition, each noise monitoring terminal has been in operation every day.

The measurement of data achieved a correlation of 95% of all aircraft departures from the airport during 2017. This is above the target correlation rate (80%) set out in the Temporary Noise Monitoring Strategy which is required under Condition 28 of the CADP1 planning permission.

4.0 RESULTS

4.1 Noise Levels

The following correction factors have been determined from previous studies[2] and are applied to account for the NMT to NCP relationship and any associated reflection effects, see below:

NMT	NMT – NCP and reflection effect correction factors
1 (NW)	-6.1
2 (SW)	-4.6
3 (NE)	-6.4
4 (SE)	-1.7

Confirmation of provisional categorisation is sought for the Bombardier CS100, the Cessna 680A Citation Latitude, the Dassault Falcon FA8X, and the Gulfstream G280, which all received provisional categorisation since the last reporting period. The airport also sought provisional categorisation for the Embraer Legacy 450 in April 2017, however this aircraft has not operated at the airport for the remainder of the year. Table 4.1 below sets out the approved provisional

[2] NMT Correction Factor Assessment Report, Bickerdike Allen Partners, Report A1125-111-R01-PH, 9th July 2008.

categorisation together with the measured departure noise level for each aircraft during 2017, along with the number of measured departures.

Aircraft Type	Date of Provisional Categorisation Approval	No. of Measured Departures	Measured Noise Level (PNdB)	2017 Approved Provisional Noise Category
Bombardier CS100	June 2017	223	90.2	A
Cessna 680A Citation Latitude	September 2017	14	88.7	A
Dassault Falcon FA8X	February 2017	31	84.9	A
Embraer Legacy 450	April 2017	0	-	A
Gulfstream G280	December 2016	38	89.2	A

Table 4.1: 2017 Provisional Categorisation

Table 4.1 indicates that for 2017, the mean annual noise level for each of the four aircraft was below the lower noise limit of Noise Exposure Category A of 91.6 PNdB. However, general aviation turbo-fan aircraft are categorised universally as Category A, therefore the airport is seeking confirmation of Category A for the Cessna 680A, Falcon FA8X and Gulfstream G280. For the CS100, a Category A provisional categorisation was approved by the London Borough of Newham on 19th June 2017 and confirmation of this classification is sought in this report.

A full list of aircraft types and their associated mean annual departure noise level recorded over the period 1st January 2017 up to and including 31st December 2017 is included in Appendix 1.

4.2 Aircraft Performance

The noise levels presented in Appendix 1 indicate that all aircraft are operating within or below their categorisation.

The RJ100 has been phased out of operation during 2017, as required under planning condition 15 of the CADP1 planning permission and now no longer operates at London City Airport.

The airline SWISS, who were the only operator of the RJ100 during 2017, have replaced the RJ100 with the C-Series (CS100). Extensive flight trials for the CS100 were undertaken prior to its operation at LCY and it is proving to be significantly quieter than the aircraft it has replaced.

Turbo-fan executive aircraft are categorised universally as Category A, and the turbo-prop executive aircraft are categorised universally as Category B. Appendix A indicates that most turbo-fan executive aircraft operated below Category A this year.

Although previously categorised as Category B, the ATR 72 operated higher than previous years in 2016 at 91.9 PNdB. As a result, the categorisation of the ATR 72 was reviewed upwards and for 2017 it was re-categorised as a Category A aircraft. At 91.7 PNdB in 2017 it remains in Category A.

4.3 Number of Actual and Factored Aircraft Movements

Table 4.2 shows the number of actual and factored aircraft movements in the period 1st January 2017 to 31st December 2017 inclusive.

Aircraft Type	Number of Aircraft Movements	Noise Factor	Number of Factored Movements *
Airbus A318	560	1.26	706
BAe 146	30	1.26	38
Bombardier CS100	456	1.26	575
RJ85	8707	1.26	10971
RJ1H	1074	1.26	1353
Dornier 328 Jet	918	1.26	1157
Embraer 135	68	1.26	86
Embraer 170	11094	1.26	13978
Embraer 190	33200	1.26	41832
Dash 8-400	13580	0.63	8555
Fokker 50	268	0.63	169
Dornier 328	294	0.63	185
ATR 42	2880	0.63	1814
ATR 72	634	1.26	799
Saab 2000	2522	0.63	1589
General Aviation: Turbo-Fan Aircraft	3951	1.26	4978
General Aviation: Non-Jet Aircraft	63	0.63	40
TOTAL:	**80299**		**88824**

* Computed to the nearest whole number

Table 4.2: Aircraft Movement Numbers

The analysis indicates that the Airport is currently operating within the annual limits on aircraft movements and factored movements contained in condition 21 of the July 2016 planning permission.

5.0 CONCLUSIONS

This report presents mean annual departure noise levels of categorised aircraft based on data measured by the noise monitoring system during the period 1st January 2017 to 31st December 2017. Confirmation of the categorisation of the Bombardier CS100, Cessna C680A, Falcon FA8X and Gulfstream G280 as Category A aircraft is sought.

The Bombardier Global 600 and Embraer Phenom 300 aircraft both had their provisional categorisation confirmed in 2017.

All aircraft operated within or below their noise category in 2017.

This report also presents movement numbers for aircraft operating at London City Airport during the period 1st January 2017 up to and including 31st December 2017. During this period, the airport was operating within the annual limits on aircraft movements and factored movements contained in the planning conditions that apply to the Airport.

Nick Williams
for Bickerdike Allen Partners LLP

Peter Henson
Partner

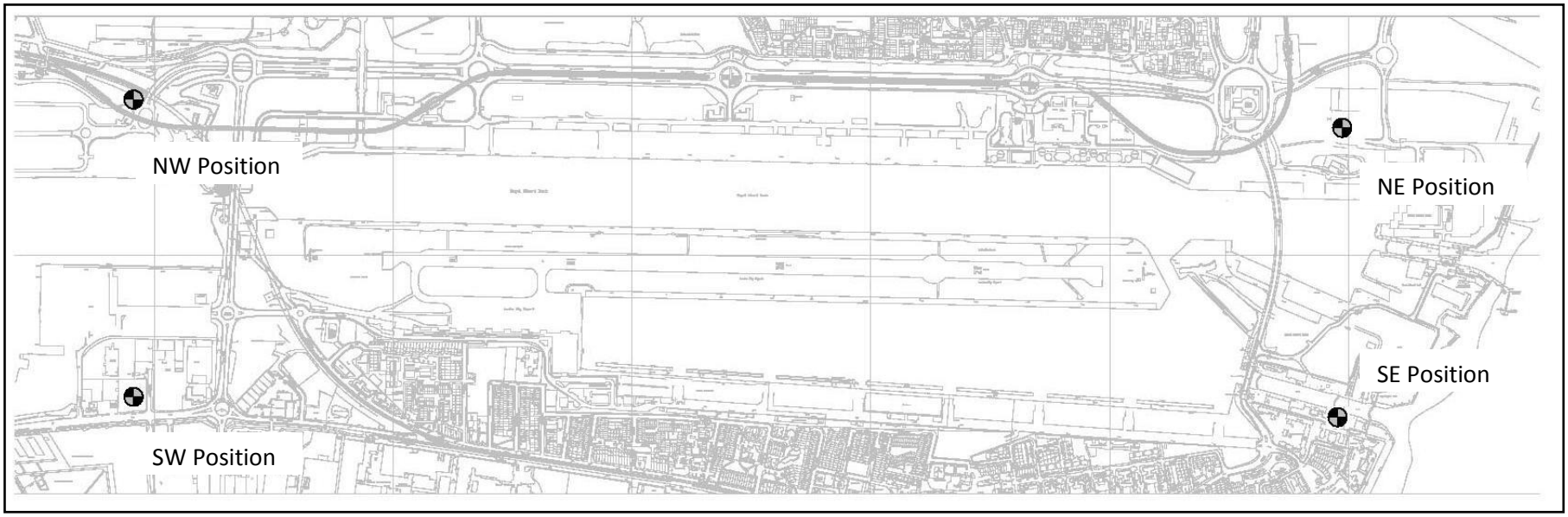

Figure 1 - Noise Categorisation Locations

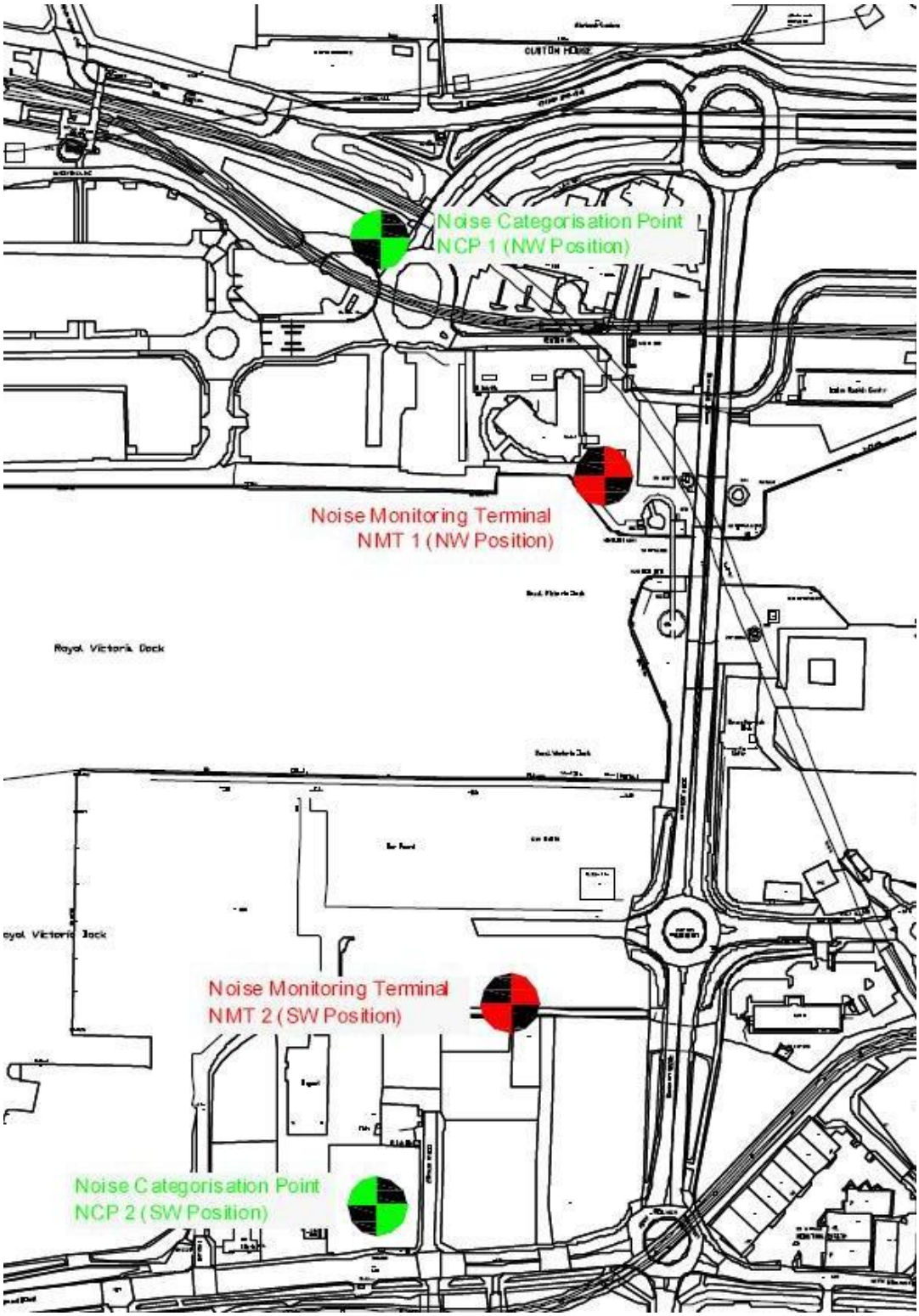

Figure 2 – Noise monitoring locations, west of runway

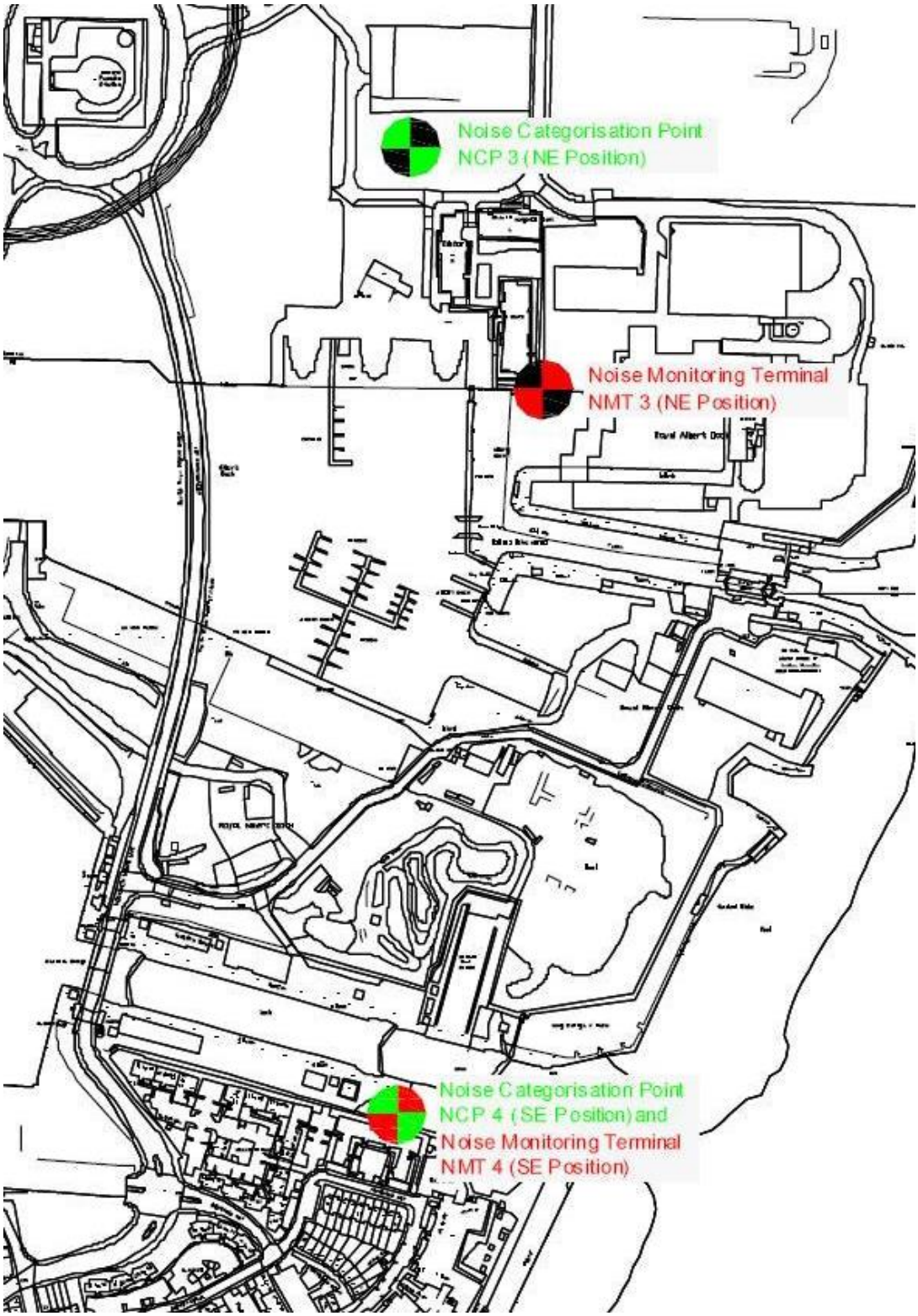

Figure 3 – Noise monitoring locations, east of runway

APPENDIX 1

MEAN ANNUAL DEPARTURE NOISE LEVELS

Aircraft Type	Measured Noise Level (PNdB)	2017 Noise Category
Airbus A318	93.2	A
ATR 42	90.2	B
ATR 72	91.7	A
BAe 146-100	--*	A
BAe 146-200	92.9	A
BAe 146-300	--*	A
Bombardier CS100	90.2	A[1]
Bombardier Global 6000	91.3	A
Canadair CL60	89.4	A
Cessna Citation C25A	89.7	A
Cessna Citation C25B	88.5	A
Cessna Citation C25C	--*	A
Cessna Citation C510	87.4	A
Cessna Citation C525	--*	A
Cessna Citation C550	87.2	A
Cessna Citation C560	--*	A
Cessna Citation C56X	87.1	A
Cessna Citation C680	88.8	A
Cessna Citation C680A	88.7	A
Dassault Falcon 2000EX	86.3	A
Dassault Falcon 50	90.4	A
Dassault Falcon 7X	86.0	A
Dassault Falcon 8X	84.9	A[1]
Dassault Falcon 900	89.2	A
Dornier 328	87.6	B
Dornier 328 Jet	91.1	A
Dash 8-400	89.6	B
Embraer 135	90.4	A
Embraer 170	93.5	A
Embraer 190	94.5	A
Embraer 300 Phenom	90.0	A
Embraer 500 Legacy	--*	A
Fokker 50	90.4	B
Gulfstream G150	--*	A

Aircraft Type	Measured Noise Level (PNdB)	2017 Noise Category
Gulfstream G280	89.2	A[1]
Learjet 45	--*	A
Piaggio 180	91.0	B
Piper Navajo 31	--*	B
Raytheon Beechcraft 200	--*	B
Raytheon Beechjet 400	--*	A
Raytheon Hawker 800XP	89.1	A
RJ-85	94.1	A
RJ-100	94.8[2]	A
Saab 2000	89.3	B

[1] Provisional Categorisation approved.

[2] The RJ-100 ceased operation during the year. The average of the measured levels prior to this are presented for information.

*Insufficient numbers recorded (i.e. fewer than 10 departures).

Table A1 – Mean Annual Departure Noise Levels 2017

APPENDIX 2

EXTRACT FROM PLANNING CONDITIONS

the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

21. Maximum Permitted Noise Factored Aircraft Movements

Until such time as the Aircraft Noise Categorisation Scheme has been approved and implemented in accordance with Condition 18 and the review of the Aircraft Noise Categorisation Scheme after its first year of operations has been submitted to and approved in writing pursuant to Condition 19, the number of Noise Factored Movements shall not exceed:

- in any one week the number of permitted Aircraft Movements for that week by more than 25%; and
- 120,000 Noise Factored Movements per calendar year.

Reason: In the interests of limiting the number of Aircraft Movements in order to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

22. Maximum Permitted Actual Aircraft Movements per hour as Timetabled

The scheduled number of Actual Aircraft Movements including business, commercial, charter and private Aircraft Movements shall not exceed 45 in total in any given hour.
Reason: In the interests of limiting the number of aircraft movements in the peak periods in order to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

23. Maximum Permitted Actual Aircraft Movements (days/year)

The number of Actual Aircraft Movements at the Airport shall not exceed:

a) 100 per day on Saturdays; and
b) 200 per day on Sundays but not exceeding 280 on any consecutive Saturday and Sunday; and
c) subject to (d) to (j) below 592 per day on weekdays; and
d) 132 on 1 January; and
e) 164 on Good Friday; and
f) 198 on Easter Monday; and
g) 248 on the May Day Holiday; and
h) 230 on the late May Bank Holiday; and
i) 230 on the late August Bank Holiday; and
j) 100 on 26 December; and
k) 111,000 per calendar year.

Reason: In the interests of limiting the number of Aircraft Movements in order to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of

LBN/107(b)

the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

24. Maximum Permitted Actual Aircraft Movement on Other Bank Holidays
In the event of there being a Bank Holiday or Public Holiday in England which falls upon or is proclaimed or declared upon a date not referred to in sub-paragraph (d) to (j) (inclusive) of Condition 23 above, then the number of Aircraft Movements permissible on that date shall not exceed 330 unless otherwise agreed in writing by the Local Planning Authority but in any event shall not exceed 396.
Reason: In the interests of limiting the number of Aircraft Movements in order to safeguard the quality of life in the local area.

25. Maximum Permitted Actual Aircraft Movement limit between 0630 and 0659 Mondays to Saturdays
The maximum number of Actual Aircraft Movements between 0630 and 0659 hours on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the Airport shall be closed for the use or operation of aircraft between these times) shall not exceed 6 on any day.
Reason: In the interests of limiting the number of movements in and to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

26. Maximum Permitted Actual Aircraft Movement limit between 0630 and 0645 on Mondays to Saturdays
Notwithstanding the restriction on Actual Aircraft Movements between 0630 and 0659 hours, as set out by Condition 25 above, the total number of Actual Aircraft Movements in the period between 0630 and 0645 on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the Airport shall be closed for the use or operation of aircraft between these times), shall not exceed 2 on any day.
Reason: In the interests of limiting the number of Aircraft Movements and to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

27. Christmas Day Closure
The Airport shall be closed on Christmas Day each year for the use or operation or maintenance of aircraft or for passengers, with no Aircraft Movements and no Ground Running by aircraft engines.
Reason: In the interests of limiting the number of Aircraft Movements to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

LONDON CITY AIRPORT

2017 ANNUAL PERFORMANCE REPORT
(COMPLIANCE WITH PLANNING PERMISSION)

ANNEX 4
AIRCRAFT NOISE CATEGORISATION SCHEME REPORT 2017

01 June 2018

London City Airport
City Aviation House
Royal Docks
London E16 2PB
Tel: 020 7646 0000
LondonCityAirport.com

London City Airport
Get closer.

Bickerdike Allen Partners
Architecture
Acoustics
Technology

ANNEX 4

LONDON CITY AIRPORT

AIRCRAFT NOISE CATEGORISATION SCHEME

REPORT 2017

Report to

Gary Hodgetts
Director Technical Operations
City Aviation House
London City Airport
The Royal Docks
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A1125.57-ANCS-R01.18-PH/NW
25 May 2018

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Bickerdike Allen Partners LLP is an integrated practice of Architects, Acousticians, and Construction Technologists, celebrating over 50 years of continuous practice.

Architects: Design and project management services which cover all stages of design, from feasibility and planning through to construction on site and completion.

Acoustic Consultants: Expertise in planning and noise, the control of noise and vibration and the sound insulation and acoustic treatment of buildings.

Construction Technology Consultants: Expertise in building cladding, technical appraisals and defect investigation and provision of construction expert witness services.

Contents

Page No.

1.0 INTRODUCTION

The City Airport Development Programme (CADP) 1 planning application (13/01228/FUL), relating to works at London City Airport (LCA), was granted planning permission by the Secretaries of State for Communities and Local Government and Transport in July 2016 following an appeal and public inquiry which was held in March/April 2016. Condition 18 of this permission requires a new Aircraft Noise Categorisation Scheme (ANCS) to be submitted and approved to the Local Planning Authority (LPA) prior to the first beneficial use of the development. The ANCS was approved in December 2017 and implemented in January 2018. The ANCS will supersede the Noise Factored Scheme that is currently in place at the airport following approval by the London Borough of Newham of the review of the ANCS after 12 months of its introduction.

The ANCS comprises a Quota Count system as well as a maximum permitted noise level for aircraft based on their noise certificate. It is being run in parallel with the previous scheme (the Noise Factored Scheme) for the first year of its operation.

Condition 19 requires that "*a report shall be submitted to the local planning authority annually on 1 June of the first working day thereafter as part of the Annual Performance Report on the performance and/or compliance with the approved Aircraft Noise Categorisation Scheme during the previous calendar year*".

To satisfy this condition, the ANCS states that "*A report will also be produced as part of the Annual Performance Report that records the results of the assessments undertaken as part of the quota count regime, including but not limited to:-*

- *The quota counts used for each aircraft type during the calendar year in question;*
- *The total annual quota arising from aircraft operations during the calendar year;*
- *The results of noise monitoring undertaken during the calendar year, expressed for each aircraft and airline as averages in relation to sideline, flyover and approach noise levels as determined in accordance with Section 3.1 above;*
- *The quota counts to be used for each aircraft for the forthcoming calendar year; and*
- *The expected total annual quota for the forthcoming year.*"

This report covers the items listed above.

2.0 QUOTA COUNT CLASSIFICATION SYSTEM

The ANCS uses a Quota Count (QC) classification system which, in the case of departure noise, is based on official noise certification data derived from measurements made on actual aircraft which have been conducted in accordance with the International Civil Aviation Organisation (ICAO) certification process.

A similar noise certification process exists for civil aircraft on approach, but this is normally based on operations at a glide slope of 3 degrees, not 5.5 degrees as used at LCA. To account for this difference, aircraft noise modelling software (INM)[1] has been used to compute, at the approach noise certification point, the noise level based on a 5.5 degree glide slope using the INM in-built aircraft database. Whereas this method provides a reasonable correlation with measurements of turbofan aircraft at LCA, it does not reflect well the noisiness of turboprop aircraft on approach. As a result, measured data at LCA has been used to validate the turboprop aircraft types within the INM software to achieve a reasonable correlation between prediction of approach noise at the noise certification point and measurement.

The ANCS takes manufacturers' noise certification data to categorise aircraft and allocate a specific 'QC score' to each aircraft type permitted to fly into and out of the airport. Each aircraft has a certified 'sideline', 'flyover' and 'approach' noise level. These are described in Appendix 1.

Each aircraft in operation at the airport is allocated a separate QC score (or 'count') for arrival and departure operations, based on its certificated noise levels (adjusted to reflect the approach glide slope used at LCA), and categorised into 1 dB bands (rather than 3 dB bands under the previous NFM system). As an example, the ANCS would allocate 1 'count' to one aircraft departure or arrival in a noise band range of 91.0 dB to 91.9 dB and 0.1 'counts' to a quieter aircraft departure or arrival in a noise band range of 81.0 dB to 81.9 dB.

[1] Integrated Noise Model (INM) Version 7.0d, developed by the Federal Aviation Administration (FAA)

The QC classification bands are set out in Table 1 below:

Noise Level Band[2], EPNdB	Quota Count (QC) Classification	Noise Level Band[2], EPNdB	Quota Count (QC) Classification
94 – 94.9	2	80 – 80.9	0.08
93 – 93.9	1.6	79 – 79.9	0.063
92 – 92.9	1.25	78 – 78.9	0.05
91 – 91.9	1	77 – 77.9	0.04
90 – 90.9	0.8	76 – 76.9	0.0315
89 – 89.9	0.63	75 – 75.9	0.025
88 – 88.9	0.5	74 – 74.9	0.002
87 – 87.9	0.4	73 – 73.9	0.016
86 – 86.9	0.315	72 – 72.9	0.0125
85 – 85.9	0.25	71 – 71.9	0.01
84 – 84.9	0.2	70 – 70.9	0.008
83 – 83.9	0.16	69 – 69.9	0.0063
82 – 82.9	0.125	68 – 68.9	0.005
81 – 81.9	0.1		

Table 1: Aircraft Noise Classifications

(NB. This classification system is a modification and extension of that operated by the designated airports in their Night Noise Quota Count System)

[2] The grey noise bands are presented for information purposes only as no aircraft would be permitted to commence operations at LCA within these noise bands as a result of a need to comply with the noise certification level limits within the scheme.

2.1 Derivation of Noise Certification Levels - Departures

Under regulations laid out by the European Commission[3], all aircraft of the types used at LCA are required to hold a certificate that sets out the departure noise certification levels for the aircraft and states the weight at which the aircraft was certified.

Noise certification data for a given aircraft type can exist at a variety of different take-off weights. In addition, some aircraft of a given type are fitted with (quieter) modifications, such as new engines or winglets, and are certificated accordingly. As a result of this, the selection of noise certification levels for an individual aircraft shall be based on:-

i. the sideline and flyover departure noise values set out on the noise certificate for the individual aircraft; or

ii. the values set out in the EASA[4] database for the specific aircraft type[5] accounting for the permitted Maximum Take-Off Weight (MTOW) of that aircraft at LCA. If no entry in the database is available for the specific aircraft at this MTOW, the entry for the next highest MTOW will be used, or, and only under exceptional circumstances,

iii. evidence presented to LBN which demonstrates to their satisfaction, confirmed in writing, that the aircraft is capable of operating at its permitted MTOW at LCA within the noise constraints applicable at the airport.

Appendix 1 sets out how to derive the Departure Noise Level from the sideline and flyover noise certification values to enable a QC classification to be derived from Table 1.

2.2 Derivation of Noise Certification Levels - Arrivals

The INM software is used to predict the noise generated by an aircraft on arrival at LCA and contains an in-built database of aircraft types, flight, thrust and noise parameters. This database of information has been developed in consultation with aircraft manufacturers.

The approach noise level for a given type of turbofan aircraft is derived by modelling with a glide slope of 5.5 degrees using the INM software, at the approach noise certification point described

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[3] Commission Regulation (EU) 748/2012

[4] European Aviation Safety Agency (2016) *Aircraft type certificate data sheets*, [Online], Available: http://www.easa.europa.eu/certification/type-certificates/aircraft.php [6/09/2016].

[5] This relates to the noise certification levels given for the aircraft at a MTOW in the EASA database that equals the average of the maximum take-off weights specified for that aircraft type. If no entry is available, the noise certification levels for the next highest MTOW is to be used.

in ICAO Annex 16[6]. The resulting value is equivalent to the noise certification level for that given turbofan aircraft type for a 5.5 degrees approach.

The approach noise level for a given type of turboprop aircraft is derived by firstly adjusting the noise profile of the most appropriate aircraft type within the INM software to best match the approach noise level measured at LCA during a 5.5 degree approach. This aircraft type is then modelled with a glide slope of 5.5 degrees using the INM to derive the noise value at the approach noise certification point described in ICAO Annex 16[6] This resulting value is used as the approach noise certification level for that given turboprop aircraft type for the purposes of quota count classification.

Appendix 1 sets out how to derive the Arrival Noise Level from the approach noise level to enable a QC classification to be derived from Table 1.

[6] Annex 16 to the Convention on International Civil Aviation, Environmental Protection, Volume 1, Aircraft Noise

3.0 QUOTA COUNT BUDGET

3.1 Quota Count Period

The quota count period applies throughout the operational hours of the airport as specified in the airport's entry in the UK AIP[7]. For the purposes of an annual assessment of the quota count and quota, the calendar year shall apply.

3.2 Budget

LCA are required to operate within an overall noise quota budget as set out in the ANCS, which limits the number of annual flight movements. Each aircraft landing or taking-off counts towards the overall quota budget at the airport. The noisier the aircraft type, the higher its QC score and the more it counts towards the total budget, resulting in fewer permitted flights within the limit. The use of 1 dB bands means that a small reduction in noise levels may result in a lower QC score, thereby incentivising the use of quieter aircraft.

Performance against the quota budget is calculated by multiplying the number of departures and arrivals by the respective QC scores for an aircraft and adding together the totals for each aircraft type using the airport.

All aircraft operating at LCA are included in the quota, other than those engaged in training, aircraft testing and/or evaluation.

The quota budget is:

i) 22,000 per calendar year; and

ii) 742.5 in any one week

Each year's total quota count is determined based on the schedule of actual aircraft movements for the year and established QC scores. The results are compared against LCA's permitted noise quota budget as specified in i) and ii) above.

3.3 2017 QC Assessment

As the scheme only came into operation in January 2018, a detailed assessment has not been carried out for the 2017 calendar year. Instead, an assumed QC score has been assigned to each aircraft operating at LCA and used to compute an estimated QC total for 2017. This calculation is shown in Table 2.

[7] The UK Aeronautical Information Package, NATS Aeronautical Information Service

Aircraft Type	Assumed QC Score		2017 Total Mvts		2017 Quota Count		
	Arr	Dep	Arr	Dep	Arr	Dep	Total
Airbus A318	0.08	0.4	280	280	22	112	134
BAe 146	0.063	0.315	15	15	1	5	6
Bombardier CS100	0.05	0.16	228	228	11	36	48
RJ85	0.063	0.25	4354	4353	274	1088	1363
RJ1H	0.063	0.315	537	537	34	169	203
Dornier 328 Jet	0.125	0.16	459	459	57	73	131
Embraer 135	0.025	0.16	34	34	1	5	6
Embraer 170	0.063	0.4	5546	5548	349	2219	2569
Embraer 190	0.05	0.4	16601	16599	830	6640	7470
Dash 8-400	0.125	0.1	6790	6790	849	679	1528
Fokker 50	0.4	0.16	134	134	54	21	75
Dornier 328	0.16	0.125	147	147	24	18	42
ATR 42	0.315	0.16	1440	1440	454	230	684
ATR 72	0.25	0.125	317	317	79	40	119
Saab 2000	0.315	0.16	1261	1261	397	202	599
General Aviation: Turbo-Fan Aircraft	0.05	0.1	31	32	2	3	5
General Aviation: Non-Jet Aircraft	0.315	0.16	1976	1975	622	316	938
TOTAL			**40150**	**40149**	**4060**	**11858**	**15919**

Note – QC totals rounded to nearest whole number

Table 2: 2017 QC Assessment

The above calculation shows that in 2017 the airport was under the QC budget of 22,000.

3.4 2018 QC Forecast

Based on the forecast provided by LCA, a predicted QC total for 2018 has been computed. An assumed QC score has been assigned to each aircraft operating at LCA and used to compute a predicted QC total for 2018.

Aircraft Type	Assumed QC Score		2018 Forecast Mvts		2018 Forecast Quota Count		
	Arr	Dep	Arr	Dep	Arr	Dep	Total
Airbus A318	0.08	0.4	297	297	24	119	142
Bombardier CS100	0.05	0.16	1137	1137	57	182	239
RJ85	0.063	0.25	2372	2372	149	593	743
Dornier 328 Jet	0.125	0.16	544	544	68	87	155
Embraer 170	0.063	0.4	6722	6722	423	2689	3112
Embraer 190	0.05	0.4	21154	21154	1058	8462	9519
Dash 8-400	0.125	0.1	5560	5560	695	556	1251
Fokker 50	0.4	0.16	706	706	282	113	395
ATR 42	0.315	0.16	265	265	83	42	126
ATR 72	0.25	0.125	1191	1191	298	149	447
General Aviation: Turbo-Fan Aircraft	0.05	0.1	1924	1932	96	193	289
General Aviation: Non-Jet Aircraft	0.315	0.16	52	52	16	8	24
TOTAL			**41923**	**41931**	**3250**	**13193**	**16443**

Note – QC totals rounded to nearest whole number

Table 3: 2018 QC Prediction

The above calculation shows that in 2018 the airport is predicted to be under the QC budget of 22,000.

4.0 NOISE MONITORING

4.1 Aircraft Noise Measurement

The airport's noise monitoring system records the noise levels in terms of Effective Perceived Noise Level (EPNL) during aircraft departures and landings at six locations (NMTs 1 to 6) shown in Figure 1 of Annex 1, Appendix 1.

This data is intended to be reviewed on an annual basis to establish for each aircraft type, separately for each airline, the following information:

- the average annual SIDELINE[8] departure noise level (in EPNdB), from NMTs 1,2 3 and 4,
- the average annual FLYOVER departure noise level (in EPNdB), from NMTs 5 and 6,
- the average annual APPROACH noise level (in EPNdB), from NMTs 5 and 6.

As this is the first year of operation of the scheme, the 2017 noise levels are presented in Table 4 as a baseline for comparison with future years. Airlines with fewer than 10 results have been grouped as "Other".

Aircraft Code	Airline Code	Sideline		Flyover		Approach	
		No. Results	Avg Level, EPNdB	No. Results	Avg Level, EPNdB	No. Results	Avg Level, EPNdB
A318	BA	524	98.9	232	86.4	247	85.8
AT42	BE	709	91.8	286	82.3	319	87.2
AT42	GR	522	91.4	243	82.2	252	87.9
AT42	WX	1439	91.1	610	82.6	650	88.5
AT42	Other	8	92.6	4	82.9	3	87.1
AT72	BE	313	93.0	152	82.8	155	87.7
AT72	GR	295	92.6	107	83.2	118	87.4
B461	Other	8	98.8	3	81.1	5	82.4
B462	RR	12	98.3	6	82.8	5	83.1
B462	Other	16	97.8	7	85.6	5	82.3

[8] At LCA all aircraft types, both jet and propeller, are measured at the same "sideline" noise monitoring locations. Further explanation of "sideline" in this context is given in Appendix 4, Annex 1.

Aircraft Code	Airline Code	Sideline		Flyover		Approach	
		No. Results	Avg Level, EPNdB	No. Results	Avg Level, EPNdB	No. Results	Avg Level, EPNdB
BCS1	LX	436	94.3	218	83.9	206	83.8
BCS1	Other	6	95.7	3	87.3	3	82.7
BE20	Other	8	90.5	3	81.9	4	85.4
C25A	AW	38	94.5	17	83.0	11	80.8
C25A	CL	38	94.2	16	83.4	14	80.5
C25A	IX	10	92.0	3	77.3	6	81.0
C25A	Other	28	93.6	13	82.6	9	83.2
C25B	AH	12	93.1	6	81.6	4	79.1
C25B	EF	13	92.0	4	82.6	8	81.0
C25B	FY	14	91.0	2	77.6	3	78.7
C25B	Other	43	92.9	15	80.1	15	80.1
C25C	Other	10	92.4	5	80.6	4	79.9
C510	AS	14	92.1	5	78.2	0	-
C510	BK	48	91.2	24	81.8	7	77.7
C510	GA	189	91.3	87	80.9	33	78.6
C510	Other	40	91.6	14	79.8	7	77.0
C525	Other	12	91.9	6	80.9	5	79.7
C550	JA	10	91.4	5	79.6	7	78.6
C550	LE	16	91.2	5	81.4	3	80.5
C550	LN	12	92.5	4	80.1	1	76.8
C550	XJ	12	92.1	4	81.0	5	78.1
C550	Other	10	91.9	5	80.2	3	77.8
C560	Other	10	92.6	3	81.4	5	80.6
C56X	AH	80	90.6	38	79.8	36	80.6
C56X	DC	64	91.3	20	78.7	29	81.8
C56X	ET	43	91.8	16	79.1	21	81.2

Aircraft Code	Airline Code	Sideline		Flyover		Approach	
		No. Results	Avg Level, EPNdB	No. Results	Avg Level, EPNdB	No. Results	Avg Level, EPNdB
C56X	GD	12	93.8	5	80.9	5	81.1
C56X	HT	16	92.3	5	79.6	8	80.4
C56X	LN	28	90.6	6	79.7	11	80.7
C56X	NJ	766	91.8	285	78.5	356	80.9
C56X	OE	10	91.0	5	79.7	5	81.3
C56X	RE	10	91.0	3	80.2	2	82.1
C56X	VC	14	91.2	6	80.6	6	82.6
C56X	Other	54	92.1	18	79.5	25	81.0
C680	DC	44	92.1	17	79.2	19	79.0
C680	EF	10	91.3	4	77.5	5	78.8
C680	IT	12	90.8	2	79.8	5	77.7
C680	LX	19	93.8	8	79.8	9	78.9
C680	MD	10	93.3	3	78.7	3	79.0
C680	NJ	34	92.0	11	77.5	15	78.3
C680	PH	34	92.0	11	78.1	13	78.0
C680	Other	21	91.3	5	77.9	8	78.2
CL60	HB	25	90.7	7	78.0	13	81.8
CL60	Other	4	89.5	2	77.7	1	82.6
D328	BA	80	90.2	21	83.1	15	85.9
D328	SX	180	90.4	81	81.7	95	85.9
DH8D	BE	9297	92.8	3983	82.5	4280	84.3
DH8D	LG	3344	92.6	1412	82.5	1547	84.9
E135	AB	30	93.5	14	80.4	11	79.8
E135	LN	12	92.4	5	80.8	5	80.1
E135	LX	14	92.3	5	81.3	8	80.1
E135	Other	10	91.2	5	80.9	3	79.1

Aircraft Code	Airline Code	Sideline		Flyover		Approach	
		No. Results	Avg Level, EPNdB	No. Results	Avg Level, EPNdB	No. Results	Avg Level, EPNdB
E170	BA	10391	98.9	4584	88.7	4727	84.3
E170	EZ	19	97.1	10	85.9	13	81.5
E190	AZ	3293	99.4	1433	88.7	1526	84.7
E190	BA	20426	99.9	8923	88.3	9515	85.2
E190	KL	1868	99.9	882	88.2	927	85.5
E190	LH	1676	99.7	724	87.7	773	86.1
E190	LX	3415	100.1	1554	88.4	1626	85.8
E190	TP	202	100.2	100	88.5	97	84.9
E190	Other	6	96.4	2	84.9	1	86.1
E550	SX	10	94.4	4	81.3	4	80.6
E550	Other	2	91.2	1	75.4	0	-
E55P	FL	20	93.5	9	80.5	9	79.7
E55P	LX	13	93.6	7	80.4	9	81.1
E55P	NJ	264	94.3	82	79.4	119	79.9
E55P	PJ	10	96.0	4	80.6	5	79.0
E55P	Other	12	92.7	5	80.1	7	81.5
F2TH	BF	14	92.6	4	82.2	5	76.9
F2TH	DB	40	91.3	14	80.2	10	78.7
F2TH	FH	10	89.7	4	80.0	4	78.2
F2TH	Other	34	92.4	15	82.5	12	78.0
F50	VO	256	92.8	127	84.0	125	89.2
F900	MG	36	92.2	13	84.7	14	78.0
F900	N9	10	96.4	4	85.8	2	79.5
F900	XR	25	95.5	11	82.8	11	80.1
F900	Other	49	93.4	23	84.4	19	80.1
FA50	Other	10	94.1	4	87.1	4	81.8

Aircraft Code	Airline Code	Sideline		Flyover		Approach	
		No. Results	Avg Level, EPNdB	No. Results	Avg Level, EPNdB	No. Results	Avg Level, EPNdB
FA7X	CA	46	89.8	20	81.9	24	81.1
FA7X	FH	19	89.4	8	81.8	9	80.9
FA7X	FY	14	90.0	5	80.8	6	82.1
FA7X	GI	10	90.1	2	81.5	2	82.7
FA7X	HB	44	90.3	19	84.6	24	80.7
FA7X	MM	14	92.7	5	83.8	8	81.0
FA7X	RB	16	91.5	8	82.9	6	82.4
FA7X	SH	188	90.0	74	80.9	84	81.9
FA7X	VP	12	91.9	5	83.4	5	81.7
FA7X	WG	22	91.3	9	81.9	11	80.6
FA7X	Other	56	91.3	23	82.1	24	80.7
FA8X	GX	55	89.8	29	81.2	27	81.2
FA8X	Other	6	90.4	3	80.3	3	80.1
G150	Other	4	97.6	2	80.0	2	83.2
G280	MI	62	92.9	27	80.9	30	81.5
G280	N2	10	88.5	5	77.2	3	82.3
G280	Other	6	93.2	2	82.5	4	81.9
GLEX	FH	18	94.7	7	78.5	9	81.1
GLEX	FY	20	93.1	6	79.1	9	80.5
GLEX	IJ	10	95.5	4	81.6	4	81.2
GLEX	NJ	38	94.1	18	82.2	17	80.3
GLEX	Other	20	94.0	5	82.2	10	80.1
H25B	CA	10	95.9	5	82.5	3	79.3
H25B	NJ	461	92.8	199	82.6	196	81.7
H25B	Other	8	91.6	3	82.2	2	83.2
J328	BA	864	92.9	370	84.7	389	85.7

Aircraft Code	Airline Code	Sideline		Flyover		Approach	
		No. Results	Avg Level, EPNdB	No. Results	Avg Level, EPNdB	No. Results	Avg Level, EPNdB
LJ45	AD	12	95.0	5	81.6	7	80.3
LJ45	Other	2	91.5	1	77.6	0	-
P180	XG	34	95.4	15	89.6	17	92.5
P180	Other	6	95.9	3	90.5	3	92.9
PA31	VO	12	92.2	6	87.3	7	82.7
PA31	Other	2	93.1	1	88.2	0	-
RJ1H	BA	12	101.1	6	91.4	6	83.7
RJ1H	LX	971	99.5	291	91.5	366	83.9
RJ85	BA	26	100.0	11	89.4	11	82.7
RJ85	EN	12	98.8	6	86.9	5	82.1
RJ85	KL	1254	99.4	631	91.1	635	83.9
RJ85	WX	6771	99.2	2574	91.0	2874	83.3
SB20	BA	1599	92.7	689	84.0	729	82.3
SB20	SX	761	92.0	315	84.0	335	82.0
SB20	Other	2	91.0	0	-	2	82.9

Table 4: 2017 Noise Monitoring Results

Nick Williams

for Bickerdike Allen Partners LLP

Peter Henson

Partner

APPENDIX 1

DERIVATION OF DEPARTURE AND ARRIVAL LEVEL FOR QUOTA COUNT ASSESSMENT

The basic principles of how to calculate the departure and arrival level as part of the Night Noise Quota Counts that are in place at Heathrow, Gatwick and Stansted Airports are described in a report prepared by the Civil Aviation Authority[9]

These principles are adopted in the LCA Quota Count Scheme with some slight modifications and are as follows:-

i) The noise classification of aircraft into 1 EPNdB wide QC categories or bands is based on certificated (for departure) and calculated (for approach) Effective Perceived Noise Level (EPNL, in units EPNdB).

ii) The Departure Noise Level is determined from the aircraft's noise certification values (EPNLs) for sideline and flyover based on the following equation:

Departure Noise Level = (Sideline EPNL + Flyover EPNL)/2

iii) The Arrival Noise Level is determined from the approach noise level derived as described in Section 2.2 above and the equation:

Arrival Noise Level = Approach Noise Level EPNL – 9

iv) For propeller aircraft with maximum take-off weight (MTOW) not exceeding 5700 kg (i.e. those not subject to such criteria) and older propeller aircraft also not subject to these criteria, aircraft are classified according to assumptions based on available noise data.

v) The Departure Noise Level and (separately) the Arrival Noise Level are matched in Table 1 with the relevant noise band to determine the associated quota count (QC) classification for the specific aircraft type.

The terms "sideline" and "flyover" appear in this ANCS and also in LCA's Noise Management and Mitigation Scheme (NOMMS) but carry different meanings in each. Annex 1 attached to this appendix provides an explanation of these terms in the context of both the ANCS and the NOMMS.

[9] ERCD Report 0204 Review of the Quota Count (QC) System: Re-Analysis of the Differences Between Arrivals and Departures

ANNEX 1

EXPLANATION OF "SIDELINE" AND "FLYOVER" POINTS IN THE NOMMS AND ANCS

The *terms* "sideline" and "flyover" are used in the NOMMS[10] and ANCS[11] to describe a point or location where aircraft noise is either measured or assessed. In the NOMMS, the terms are used to describe locations where London City Airport's (LCA's) fixed noise monitors are located. In the ANCS, the terms are used to describe noise certification points prescribed by the International Civil Aviation Organisation (ICAO). Although the terms "sideline" and "flyover" used in the NOMMS and ANCS are identical, they are not in the same position. To avoid confusion, this annex provides a short description of the location of the sideline and flyover points for both the NOMMS and ANCS.

NOMMS uses a number of fixed noise monitors to determine noise levels from departing and arriving aircraft at the airport. For historic reasons the location of these monitors are categorised as either *sideline* or *flyover* locations depending on where they are with respect to the flight path of departing or arriving aircraft. The results are used primarily for noise management purposes through a Penalties and Incentives Scheme.

The ANCS categorises and assesses aircraft by using noise certification data determined in accordance with procedures set out by ICAO. Each aircraft operating in the UK has a noise certificate describing its noise emissions under carefully controlled conditions, at three noise certification points. These certification levels are indicators of aircraft noise performance and are determined at three points in accordance with prescribed international procedures. These procedures also use the terms *sideline* and *flyover* for two of these three points (the third is the *approach* point).

NOMMS - noise monitor locations

A continuous noise monitoring system was first installed and became operational at the airport in 1992. A system of this type has been in place ever since that time and was upgraded in 2000 when a flight track monitoring system was also installed. The noise and flight track monitoring system was further updated in 2013. Historically, this noise and flight track monitoring system (NFTM) comprised four fixed noise monitors. These four monitors known as NMTs 1 to 4 are all located close to the airport.

[10] NOMMS – Noise Management and Mitigation Strategy

[11] ANCS – Aircraft Noise Categorisation Scheme

Under the NOMMS, two new fixed noise monitors (NMTs 5 and 6) and a mobile noise monitor are incorporated within the NFTM.

The six fixed noise monitors shown in Figure 1 are used to measure noise levels during an aircraft departure. These measured noise levels are used to determine the Sideline Noise Level and Flyover Noise Level for comparison with limits set in relation to the airport's Penalties and Incentives scheme which forms part of the NOMMS. The Sideline Noise Level and the Flyover Noise Level are compared against the fixed penalty limit and credit thresholds to determine whether a credit or penalty should be applied to the operator of the aircraft.

As NMTs 1 and 2, and 3 and 4 lie on either side of the flight path of a departing or an arriving aircraft these are designated as "sideline" locations.

For aircraft departures on Runway 27, the Sideline Noise Level is determined from the arithmetic average of the maximum noise level ($L_{Amax,S}$) measured at NMT 1 and 2. For aircraft departures on Runway 09, the Sideline Noise Level is determined from the arithmetic average of the maximum noise level ($L_{Amax,S}$) measured at NMT 3 and 4.

As NMTs 5 and 6 lie approximately underneath the flight path of a departing aircraft these are designated as "flyover" locations.

For aircraft departures on Runway 27, the Flyover Noise Level is the maximum noise level ($L_{Amax,S}$) measured at NMT 5. For aircraft departures on Runway 09, the Flyover Noise Level is the maximum noise level ($L_{Amax,S}$) measured at NMT 6.

The locations of NMTs 1 to 6 are shown in Figure 1.

Figure 1: NOMMS - Location of Noise Monitoring Terminals

ANCS - noise certification level positions

The ANCS uses a Quota Count (QC) system as a means of limiting the noise generated by aircraft movements in a transparent and easily administered manner. It operates in a similar manner to the Night Noise Quota Count scheme used at the designated airports such as Heathrow, Gatwick and Stansted, and used at other UK airports such as Manchester. The QC system at LCA however applies during the daytime, not the night-time. LCA are the first airport to operate a daytime QC system in the UK. As is the case for the Night Noise Quota Count scheme, the LCA QC system is based on aircraft noise certification data where each aircraft type is allotted a QC value based on the noise generated by the aircraft type on departure and arrival under prescribed certification conditions[12].

[12] Based on the certified operating weight or maximum permitted operating weight at LCA or on evidence presented to LBN which demonstrates to their satisfaction, confirmed in writing, that the aircraft is capable of operating at its permitted MTOW at LCA within the noise constraints applicable at the airport.

Certification levels, determined in accordance with prescribed procedures under ICAO Annex 16[13] and given in terms of the Effective Perceived Noise Level (EPNL), are used within the ANCS for a variety of reasons, including:

- to comply with UK Regulations[14]
- they are reliable and independently verified indicators of aircraft noise performance;
- they are freely available for practically every relevant aircraft type[15].

Certificated noise levels for departing and arriving aircraft are determined under carefully controlled conditions at three positions:

- For jet-powered aeroplanes, 450 metres sideline at noisiest point during an aircraft departure. For propeller aircraft, depending on when the aircraft was certified, the point on the extended centre line of the runway 650 metres vertically below the climb-out flight path at full take-off power (referred to as Sideline or Lateral point);
- 6500 metres from start of roll, directly beneath the departing aircraft (referred to as Flyover point);
- 2000 metres from runway threshold, directly beneath the arriving aircraft (referred to as Approach point).

Figure 2, reproduced from ERCD 0205[16], illustrates these three noise certification points below.

[13] Annex 16 to the Convention on International Civil Aviation, Environmental Protection, Volume 1, Aircraft Noise

[14] Aerodrome (Noise Restrictions) (Rules and Procedures) Regulations 2003

[15] European Aviation Safety Agency (2016) *Aircraft type certificate data sheets*, [Online], Available: http://www.easa.europa.eu/certification/type-certificates/aircraft.php [6/09/2016].

[16] ERCD Report 0205 Quota Count Validation Study: Noise Measurements and Analysis, Civil Aviation Authority

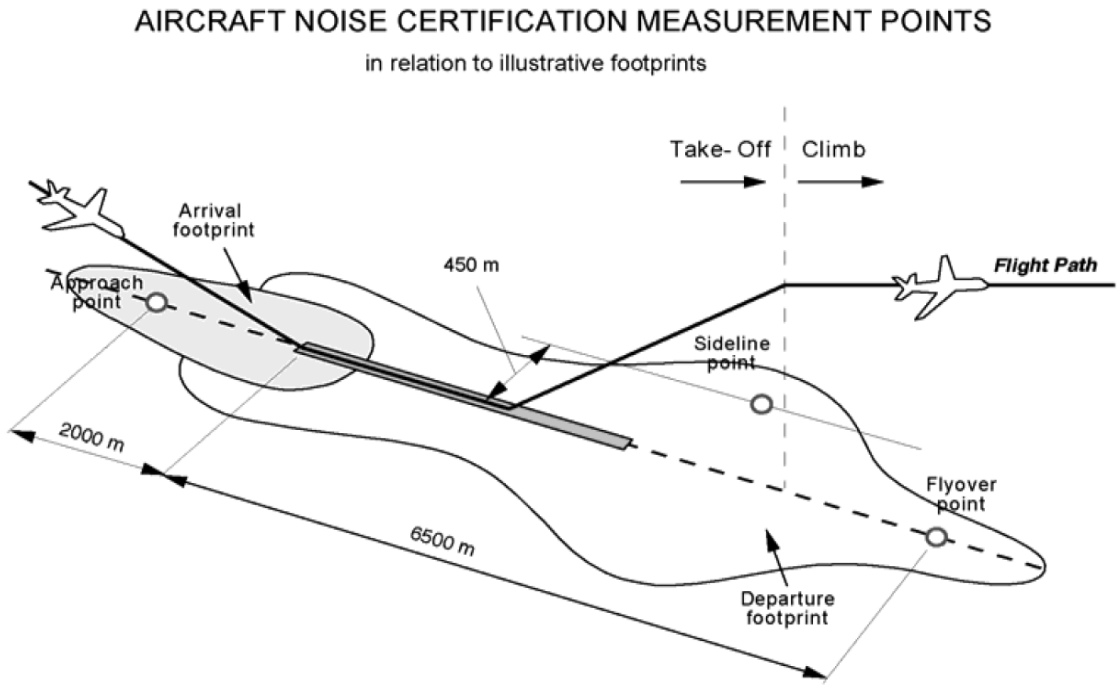

Figure 2: Aircraft noise certification measurement points

Reproduced from ERCD 0205[Error! Bookmark not defined.]. Sideline point shown is for jet-powered aircraft. For propeller aircraft, depending on when the aircraft was certified, the sideline position may be the point on the extended centre line of the runway 650 m vertically below the climb-out flight path at full take-off power. For reasons given in ERCD 0205, the use of a different measurement position for sideline noise from propeller aircraft is because of practical difficulties in measuring sideline noise at the 450 m sideline point required for jet-powered aircraft. ERCD found that the results obtained in the two locations are practically the same.

LONDON CITY AIRPORT

2017 ANNUAL PERFORMANCE REPORT
(COMPLIANCE WITH PLANNING PERMISSION)

ANNEX 5
APU USAGE REQUEST LIST

01 June 2018

London City Airport
City Aviation House
Royal Docks
London E16 2PB
Tel: 020 7646 0000
LondonCityAirport.com

London City Airport
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Scheduled Aircraft

Aircraft Type	APU Usage Required?
BAe 146	✓
RJ Series	✓
Airbus A318	✓
Bombardier CS100	✓
Embraer 135	✓
Embraer 170	✓
Embraer 190	✓
ATR 42	✓
ATR 72	✓
DHC 8-100	✓
DHC 8-300	✓
DHC 8-400	✓
Fokker 50	
Dornier 328	✓
Dornier 328 Jet	✓
Saab 2000	✓

General Aviation Aircraft

Aircraft Type	APU Usage Required?
B300 Beechcraft	
BE20 Beechcraft 200	
BE58 PA Beechcraft Baron	
BE9L Beechcraft 900	
Beech 400 A	
Bombardier Challenger 604/5	✓
Bombardier Global 5000/6000	✓
C510 (Citation Mustang)	
C525 CJ1 (Citation Jet 1)	
C525 CJ2 (Citation Jet 2)	
C525 CJ3 (Citation Jet 3)	
C525 CJ4 (Citation Jet 4)	
C550 (Citation Bravo)	
C560 (Citation V)	
C56X (Citation Excel)	✓
C680 (Citation Sovereign)	✓
E550 Legacy 500	✓
E55P Phenom 300	
FA900B	✓
FA10 (Falcon 10)	
FA50 (Falcon 50)	✓
F2TH (Falcon 2000EX)	✓
F900EX (Falcon 900EX)	✓
FA7X Falcon 7X	✓
FA7X Falcon 8X	✓
G150 Gulfstream 150	✓
G280 Gulfstream 280	✓
Hawker 800 XP	✓
Learjet 40/45	✓
P180 (Piaggio Avanti)	
P68C (Partenavia 68)	
PA31 (Navajo)	
PA34 (Seneca)	

LONDON CITY AIRPORT

2017 ANNUAL PERFORMANCE REPORT
(COMPLIANCE WITH PLANNING PERMISSION)

ANNEX 6
AIR QUALITY MONITORING STRATEGY: ANNUAL REPORT 2017

01 June 2018

London City Airport
City Aviation House
Royal Docks
London E16 2PB
Tel: 020 7646 0000
LondonCityAirport.com

London City Airport
Get closer.

London City Airport Air Quality Monitoring Strategy:

Annual Report 2017

March 2018

Experts in air quality management & assessment

Document Control

Client	London City Airport	**Principal Contact**	Tessa Simpson

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Report Prepared By:	Dr Joshua Nunn

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2803A/7/F1	29th March 2018	Final Report	Stephen Moorcroft

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Contents

Executive Summary

This document represents the 2017 Annual Report for the Air Quality Monitoring Strategy (AQMs) that is operated by Air Quality Consultants Ltd. on behalf of London City Airport. This programme measures concentrations of nitrogen dioxide (NO_2) and fine particles (the so called PM_{10} fraction, i.e. particles that are less than 10 micrometres in diameter).

Monitoring is carried out at two automatic monitoring stations. One is situated on the roof of City Aviation House (LCA-CAH) whilst the other is to the north of Royal Albert Dock, adjacent to the Newham Dockside building (LCA-ND). These automatic sites are supplemented by a network of passive monitoring devices (nitrogen dioxide diffusion tubes) located at a further 16 sites in and around the Airport boundary.

The Government has set a number of air quality objectives to protect human health. These are based on monitoring carried out over the period of a calendar year.

In some cases, these objectives refer to average concentrations of pollutants measured over the calendar year (the "annual mean"); in other cases they refer to the number of hours or days on which a specified pollutant concentration should not be exceeded (for example, no more than 35 days in each calendar year on which PM_{10} concentrations exceed 50 µg/m^3, and no more than 18 hours in each calendar year on which nitrogen dioxide concentrations exceed 200 µg/m^3).

In addition to the objectives, the Government has established a set of descriptors for the 1-hour mean concentrations of nitrogen dioxide and 24-hour mean concentrations of PM_{10}. Air quality is defined by these descriptors as being Low, Moderate, High and Very High.

Pollution concentrations measured in and around the Airport are associated with a wide range of sources at the local, regional, national and international scales. On occasions when pollution levels rise, these higher levels are often observed across the whole of London as a "regional pollution episode". To assist with the interpretation of the results, pollution levels measured at other London monitoring sites are included in this report.

Nitrogen Dioxide

The 2017 annual mean nitrogen dioxide concentration measured at the automatic station on the roof of City Aviation House was 30.4 µg/m^3 (microgrammes per cubic metre); a slightly lower concentration, 26.9 µg/m^3, was measured at the Newham Dockside site. The annual mean objective (40 µg/m^3) was not exceeded at either site in 2017.

There were no exceedances of the 1-hour mean objective value (200 µg/m^3) at either site. At both sites, all of the 1-hour mean concentrations fell into the "Low" pollution band.

Annual mean concentrations of nitrogen dioxide at other background and roadside sites elsewhere in London over this period ranged from 19.3 to 47.7 µg/m^3. The 1-hour mean concentrations over the year show similar patterns at all seven monitoring sites. There was a good correlation between observed peaks at the Airport sites and other London sites, suggesting that these occurrences were principally due to regional sources and changing weather conditions that affect the dispersion and dilution of pollutant emissions.

The annual mean nitrogen dioxide concentrations measured at the diffusion tube sites ranged from 19 to 34 µg/m^3 compared with the objective value of 40 µg/m^3. There were no measured exceedances of the air quality objective. As measured concentrations are well below 60 µg/m^3, it is highly unlikely that the 1-hour mean objective was exceeded.

Fine Particles (PM_{10})

The annual mean PM_{10} concentration measured at the automatic station on the roof of City Aviation House was 19.2 µg/m^3. This compares with the objective value of 40 µg/m^3. There were five recorded exceedances of the 24-hour mean objective (compared with the 35 exceedances allowed in a calendar year). The majority of the 24-hour mean concentrations were classified as “Low” (98.6%), with 24-hour mean concentrations classified as “Moderate” for the remaining 1.4% of the time. There were no 24-hour mean concentrations within the ‘High’ or ‘Very High’ pollution bands.

24-hour mean concentrations of PM_{10} at other background sites in London over this period showed a similar pattern to those seen at the Airport site. There was a good correlation between observed peaks at the Airport site and other London sites, suggesting that these occurrences were principally due to regional sources and changing weather conditions that affect the dispersion and dilution of pollutant emissions.

1 Introduction

1.1 This document represents the 2017 Annual Report for the Air Quality Monitoring Strategy (AQMS), operated on behalf of London City Airport (LCA).

1.2 The City Airport Development Programme (CADP) 1 planning application was granted planning permission by the Secretaries of State for Communities and Local Government and Transport in July 2016 following an appeal and public inquiry which was held in March / April 2016. Condition 57 of the CADP 1 planning permission requires that an Air Quality Monitoring Strategy be implemented on commencement of the development.

1.3 The AQMS, as defined within Condition 57, requires the operation of two automatic air quality monitoring stations, situated on the roof of City Aviation House and at Newham Dockside, and a network of nitrogen dioxide diffusion tubes, situated in and around the Airport site.

1.4 The AQMS is managed by Air Quality Consultants Ltd. (AQC) on behalf of London City Airport. Service support for the automatic monitoring stations is provided by Enviro Technology Services plc, with Ricardo Energy & Environment providing independent audit checks.

1.5 Chapter 2 of this Report sets out the various standards and guidelines against which air pollution concentrations should be compared. Chapter 3 describes the monitoring methodology and provides a summary of the measured concentrations in 2017 with respect to these criteria, and compares the measured concentrations with other local monitoring sites. Chapter 4 then provides some analysis of the monitoring data with respect to trends and source contributions.

2 Assessment Criteria

2.1 The Government has established a set of air quality standards and objectives to protect human health. The 'standards' are set as concentrations below which effects are unlikely even in sensitive population groups, or below which risks to public health would be exceedingly small. They are based purely upon the scientific and medical evidence of the effects of an individual pollutant. The 'objectives' set out the extent to which the Government expects the standards to be achieved by a certain date. They take account of economic efficiency, practicability, technical feasibility and timescale. The objectives for use by local authorities are prescribed within the Air Quality Regulations, 2000 (Stationery Office, 2000) and the Air Quality (England) (Amendment) Regulations 2002 (Stationery Office, 2002). The relevant objectives for this report are provided in Table 1.

Table 1: Relevant Air Quality Objectives

Pollutant	Time Period	Objective / Value
Nitrogen Dioxide	1-hour mean	200 μg/m^3 not to be exceeded more than 18 times a year
	Annual mean	40 μg/m^3
Fine Particles (PM_{10})[a]	24-hour mean	50 μg/m^3 not to be exceeded more than 35 times a year [b]
	Annual mean	40 μg/m^3

[a] Measured by the gravimetric method.

[b] Equivalent to a 90th percentile of 24-hour mean concentrations of 50 μg/m^3.

2.2 The objectives for nitrogen dioxide and PM_{10} were to have been achieved by 2005 and 2004 respectively, and continue to apply in all future years thereafter.

2.3 The European Union has also set limit values for both nitrogen dioxide and PM_{10}. Achievement of these values is a national obligation rather than a local one, and compliance can only be determined by the national monitoring network operated by Defra. The limit values for nitrogen dioxide are the same levels as the UK objectives, and were to be achieved by 2010 (Stationery Office, 2007). The limit values for PM_{10} are also the same level as the UK statutory objectives, and were to be achieved by 2005.

2.4 In addition to the objectives, Defra has established a set of descriptors for the 1-hour mean values for nitrogen dioxide, classifying the concentrations in an index from 1 to 10 and thus labelling the levels as Low, Moderate, High and Very High (Defra, 2011). The banding is referred to as the Daily Air Quality Index (DAQI). The DAQI criteria are set out in Table 2.

Table 2: DAQI Bandings (µg/m^3)

Band	Index	Nitrogen Dioxide 1-hour Mean (µg/m^3)	PM_{10} 24-hour mean (µg/m^3) [a]
Very High	**10**	601 or more	101 or more
High	**9**	535 – 600	92 – 100
	8	468 – 534	84 – 91
	7	401 – 467	76 – 83
Moderate	**6**	335 – 400	67 – 75
	5	268 – 334	59 – 66
	4	201– 267	51 – 58
Low	**3**	135 – 200	34 – 50
	2	68 – 134	17 – 33
	1	0 – 67	0 – 16

[a] Reference equivalent. 24-hour values are midnight to midnight.

3 Monitoring Methodology and Results

Automatic Monitoring Stations

3.1 Monitoring was carried out at two automatic stations as follows:

- City Aviation House (LCA-CAH): nitrogen dioxide and PM_{10}
- Newham Dockside (LCA-ND): nitrogen dioxide

3.2 The locations of the two automatic sites are shown in Figure 1.

3.3 The LCA-CAH automatic monitoring station measures PM_{10} using a Rupprecht and Patashnick TEOM 1400 Particulate Monitor, whilst both automatic stations measure nitrogen dioxide using M200E TAPI chemiluminescence analysers. The data are stored as 15-minute mean concentrations. Before further processing and ratification the raw PM_{10} concentrations have been adjusted to a "reference-equivalent" concentration using the Volatile Correction Model (VCM) as recommended by Defra (2009). This adjusts the TEOM data using the "purge" concentration measured by an FDMS analyser, assuming this represents the volatile component that has been lost. A "VCM web portal" has been established that allows this correction to be derived from the mean of up to three nearby FDMS analysers in the national network.

3.4 Independent site audits, conducted by Ricardo Energy & Environment, confirmed that both automatic monitoring stations were operating above the minimum standards set for the national networks operated by Government. Audits were carried out on 27th February 2017, 29th August 2017 and 27th February 2018, and have been taken into account in producing the fully ratified dataset.

3.5 Ratification of the data has been based on calibration factors determined from the calibration reports, along with visual examination of the data and comparison with monitoring data from nearby national network background sites (Bexley, Bloomsbury and Eltham) (Defra, 2018). Any erroneous data have been flagged and removed from subsequent analysis. 1-hour, 24-hour, and annual mean concentrations have then been calculated.

3.6 Pollution concentrations measured at both automatic Airport monitoring stations are associated with a wide range of sources at the local, regional, national and international scales. On occasions when pollution levels rise, these higher levels are often observed across the whole of London as a "regional pollution episode". To assist with the interpretation of the results, comparable data have been obtained from the national Air Quality Archive (Defra, 2018) for three background sites, Bexley, Bloomsbury and Eltham, and from the Air Quality England website (AQE, 2018) for two sites within the London Borough of Newham at Wren Close, Canning Town (background) and Cam Road, Stratford (roadside).

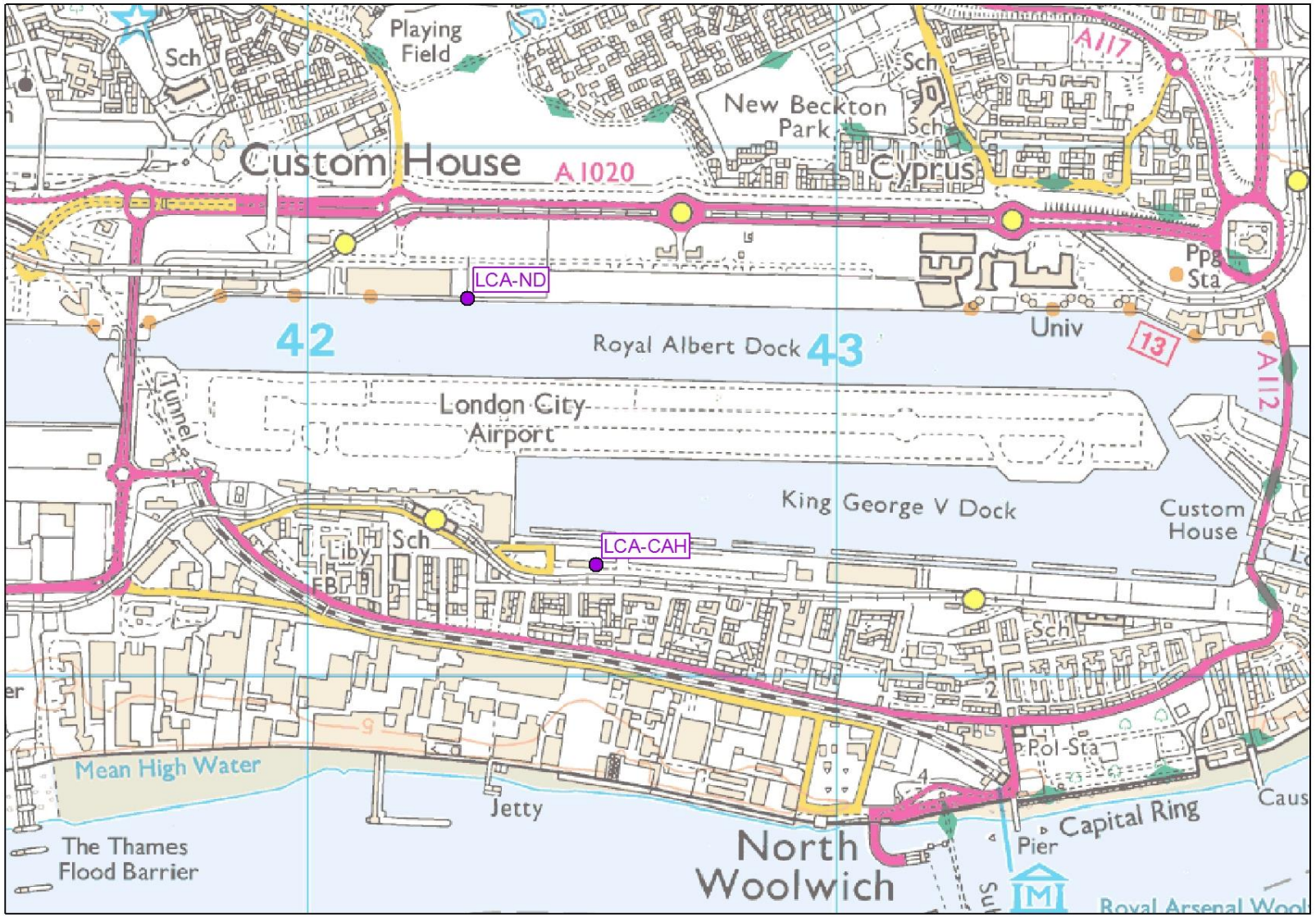

Figure 1: Automatic Monitoring Locations (red dots).

Nitrogen Dioxide

3.7 The 2017 nitrogen dioxide results for the LCA-CAH and LCA-ND automatic monitoring stations are summarised in Table 3. Data capture[1] for LCA-CAH and LCA-ND was 85.8% and 93.4%, respectively. The annual mean concentration did not exceed the objective of 40 µg/m^3 at either site. The 1-hour mean objective was also not exceeded, and there were no 1-hour mean concentrations above the objective value (200 µg/m^3) recorded at either site.

Table 3: Nitrogen Dioxide (NO_2) Data Summary for LCA-CAH and LCA-ND, 2017[a]

Metric	LCA-CAH	LCA-ND	Objectives
	NO_2	NO_2	
Maximum 1- Hour Mean	134 µg/m^3	147 µg/m^3	-
No. 1-Hour Mean > 200 µg/m^3	0	0	200 µg/m^3; no more than 18 exceedances
Annual Mean	30.4 µg/m^3	26.9 µg/m^3	40 µg/m^3
Data Capture	85.8%	93.4%	-

[a] Nitrogen oxides concentrations are provided in Appendix 1.

3.8 Table 4 shows the distribution of the 1-hour mean values into the different pollution bands (DAQI). At both sites, all measured 1-hour mean nitrogen dioxide concentrations fell into the 'Low' pollution band during 2017.

Table 4: DAQI Bandings for Nitrogen Dioxide, 2017

Band	Index	LCA-CAH	LCA-ND
Very High [a]	**10**		
High [a]	**9**		
	8		
	7		
Moderate [a]	**6**		
	5		
	4		
Low [a]	**3**	1	3
	2	447	370
	1	7064	7809

[a] Number of 1-hour values

3.9 Nitrogen dioxide concentrations for five monitoring sites across London in 2017 are summarised in Table 5. These sites range from central London (Bloomsbury) to outer London (Bexley). The

[1] It is inevitable that a small amount of data will be "lost" in each year due to routine downtime for calibrations and site servicing.

measured annual mean concentrations at London City Airport (30.4 µg/m^3 at LCA-CAH and 26.9 µg/m^3 at LCA-ND) were lower than those at Canning Town, Bloomsbury and Stratford (33.1 µg/m^3, 37.7 µg/m^3 and 47.7 µg/m^3 respectively), and higher than those measured at Eltham and Bexley (19.3 µg/m^3 and 24.1 µg/m^3, respectively). This is broadly consistent with the location of London City Airport between the areas of high concentrations in central London and lower concentrations towards the outskirts. The maximum 1-hour mean concentrations recorded at both sites at London City Airport were the same as those recorded at all of the monitoring sites (with the exception of Stratford), in that there were no exceedances of the 1-hour mean objective.

Table 5: Nitrogen Dioxide (NO_2) Data Summary for London Monitoring Sites, 2017[a]

Metric	Background Site				Roadside Site
	Bexley	Bloomsbury	Eltham	Canning Town	Stratford
Max. 1-hr Mean (µg/m^3)	101.7	134.4	120.6	151.1	246.7
No. 1-hr >200 µg/m^3	0	0	0	0	4
Annual Mean (µg/m^3)	24.1	37.7	19.3	33.1	47.7
Data Capture (%)	95.1	98.6	97.4	99.1	97.6

[a] Includes provisional data. Nitrogen oxides concentrations are provided in Appendix 1.

Particulate Matter PM_{10}

3.10 The 2017 PM_{10} results for the LCA-CAH automatic monitoring station are summarised in Table 6. Data capture was 99.0%. The recorded annual mean concentration (19.2 µg/m^3) was well below the objective of 40 µg/m^3. There were five measured exceedances of the 24-hour mean objective value of 50 µg/m^3 compared with the 35 exceedances that are allowed. In addition, the 90th percentile of 24-hour mean concentrations (32.8 µg/m^3) was well below 50 µg/m^3.

Table 6: PM_{10} Data Summary for LCA-CAH, 2017

Metric	TEOM, VCM-corrected	PM_{10} Objectives
	PM_{10}	
Maximum 24-hour Mean	73.0 µg/m^3	-
No. 24-Hour Means >50 µg/m^3	5	50 µg/m^3; no more than 35 exceedances
90th Percentile	32.8 µg/m^3	50 µg/m^3
Annual Mean	19.2 µg/m^3	40 µg/m^3
Data Capture	99.0%	-

3.11 Table 7 shows the distribution of the 24-hour mean values into the different pollution bands (DAQI). The majority of 24-hour measured PM_{10} concentrations fell into the 'Low' pollution band (98.6%) during 2017. There were five, 24-hour mean concentrations within the 'Moderate' pollution band (1.4%). There were no 'High' or 'Very High' events.

Table 7: DAQI Bandings for PM_{10}, 2017

Band	Index	LCA-CAH
Very High [a]	10	
High [a]	9	
	8	
	7	
Moderate [a]	6	1
	5	1
	4	3
Low [a]	3	30
	2	160
	1	170

[a] Number of 24-hour mean values.

3.12 PM_{10} concentrations for six sites across London in 2017 are summarised in Table 8. These sites range from central London (Bloomsbury and Eltham) to outer London (Bexley), with two in east London (Stratford). The measured annual mean concentration at London City Airport (19.2 µg/m^3) was higher than all sites except Canning Town (Stratford 15.4 µg/m^3, Canning Town 23.6 µg/m^3, Bexley (14.4 µg/m^3 using VCM-corrected TEOM, 16.7 µg/m^3 using FDMS), Bloomsbury 18.9 µg/m^3 and Eltham 19.1 µg/m^3). The number of 24-hour mean exceedances of 50 µg/m^3 was the same as that measured at Canning Town but higher than that measured at Eltham, Bexley (TEOM) and Stratford and lower than that measured at Bexley (FDMS) and Bloomsbury.

Table 8: PM_{10} Data Summary of Background London Monitoring Sites, 2017[a]

	Background Sites					Roadside Site
	Bexley (TEOM)	Bexley (FDMS)	Bloomsbury (FDMS)	Eltham (FDMS)	Canning Town (FDMS)	Stratford (FDMS)
Maximum 24-hr mean (µg/m^3)	42.6	74.1	91.4	81.0	73.7	49.8
Annual Mean (µg/m^3)	14.4	16.7	18.9	19.1	23.6	15.4
No. 24-hr mean >50 µg/m^3	0	7	6	4	5	0
90th Percentile	23.5	30.6	31.9	30.5	38.9	25.5
Data Capture (%)	93.2	98.6	95.9	89.9	56.6	54.4

[a] All values are reference equivalent. All data, except where stated, are reported as VCM-corrected TEOM concentrations.

Nitrogen Dioxide Diffusion Tube Network

3.13 London City Airport also operates a network of passive diffusion tube samplers for nitrogen dioxide. The intent of this network is to establish the wider spatial pattern of nitrogen dioxide concentrations in the area surrounding the Airport. The locations of the monitoring sites are shown in Figure 2, and are described in Table 9; grid references and the monthly mean data are provided in Appendix 3. The diffusion tubes are exposed for approximately 4-week intervals. They are supplied and analysed by Gradko International Ltd., and are prepared using the 20% TEA in water method.

3.14 The diffusion tubes record monthly mean concentrations, which have been averaged to give the annual mean. The results cannot, therefore, be directly compared with the 1-hour mean objective. However, measurements across the UK have shown that the 1-hour mean nitrogen dioxide objective is unlikely to be exceeded where the annual mean concentration is below 60 $\mu g/m^3$ (Defra, 2016).

Table 9: Description of Diffusion Tube Monitoring Sites [a]

Location	Site ID
Lamp post at top of Parker Street, adjacent to housing	LCA 01
Lamp post on Camel Road, adjacent to nearest property on Hartmann Street	LCA 02
Lamp post on access road in Silvertown Quay. Approx. 36 metres from kerbside of main road	LCA 03
Lamp post at waterfront to east end of Newham Dockside	LCA 04
Lamp post on Straight Road, at kerbside	LCA 05
Lamp post on pedestrian walkway adjacent to nearest housing at Gallions Way	LCA 06
Landing Lights	LCA 07
Lamp post on Brixham Street	LCA 08
City Aviation House (triplicate tubes)	LCA 09
Jet Centre – airside	LCA 10
Lamp post at waterfront, eastern end of the University of East London	LCA 11
ILS, to north of runway and south of Royal Albert Dock	LCA 12
Lamp post at north west corner of Newham Dockside	LCA 13
Lamp post on waterfront at western end of Newham Dockside	LCA 14
Lamp post at kerbside (approx 1 m) of Royal Albert Way	LCA 15
Newham Dockside analyser (duplicate)	LCA 18

[a] LCA-17 was discontinued in January 2012 as the lamppost on which diffusion tubes were deployed was removed. LCA-16 and LCA-19 have also been discontinued from January 2017 as the land on which the sites were located is undergoing construction works.

3.15 It is important to note that not all of these monitoring sites represent relevant public exposure for annual mean concentrations of nitrogen dioxide; thus the objectives are not strictly applicable at all

of these sites. For instance, the sites at Landing Lights (LCA 07), the Jet Centre (LCA 10) and the ILS (LCA 12) are located on land that is not generally accessible by the public, or is owned by the Airport. The sites at LCA 04 (at the waterfront of Newham Dockside), LCA 11 (at the waterfront of the University of East London) and LCA 13, 14 and 15 (in the vicinity of Newham Dockside and Royal Albert Way) would also not represent relevant exposure for annual mean concentrations according to the criteria defined in LAQM.TG16[2], but are relevant for the 1-hour mean objective. Site LCA 03 is located within an area of land allocated for redevelopment at Silvertown Quay, but public access is currently prohibited. These sites have been included in the study to better understand the spatial pattern of nitrogen dioxide concentrations around the Airport.

3.16 Diffusion tubes are known to show systematic bias in relation to automatic (reference) monitors. For this reason, a co-location study has been carried out, with triplicate tubes exposed alongside the inlet to the automatic monitor at LCA-CAH, and duplicate tubes exposed in close proximity to the inlet of the LCA-ND automatic monitor. Comparison of the matched period results shows that the diffusion tubes were over-reading by an average of 38.2%. An adjustment factor of 0.724 has therefore been applied to all diffusion tube results to ensure that they give the best representation of true concentrations (see Appendix 3). The results from the triplicate tubes at LCA-CAH and the duplicate tubes at LCA-ND indicate overall "good" precision (±7.5% and ±6.5% respectively) in 2017 (Defra 2016).[3]

3.17 The bias-adjusted results are summarised in Table 10, and are also shown in Figure 3. The results show that the annual mean objective of 40 µg/m^3 was achieved at all diffusion tube monitoring locations during 2017. All measured annual mean nitrogen dioxide concentrations were well below 60 µg/m^3, and it is thus unlikely that the 1-hour mean objective was exceeded at any location.

[2] Defra Technical Guidance Note LAQM.TG(16) suggests that in the case of the annual mean objective, a relevant location might be where a member of the public would be exposed for a cumulative period of 6 months in a year.

[3] Both LCA-CAH and LCA-ND exhibited poor precision for a single month (between 30/10/2017 and 04/12/2017) but the overall precision is considered high as the average coefficient of variation is less than 10% at both sites.

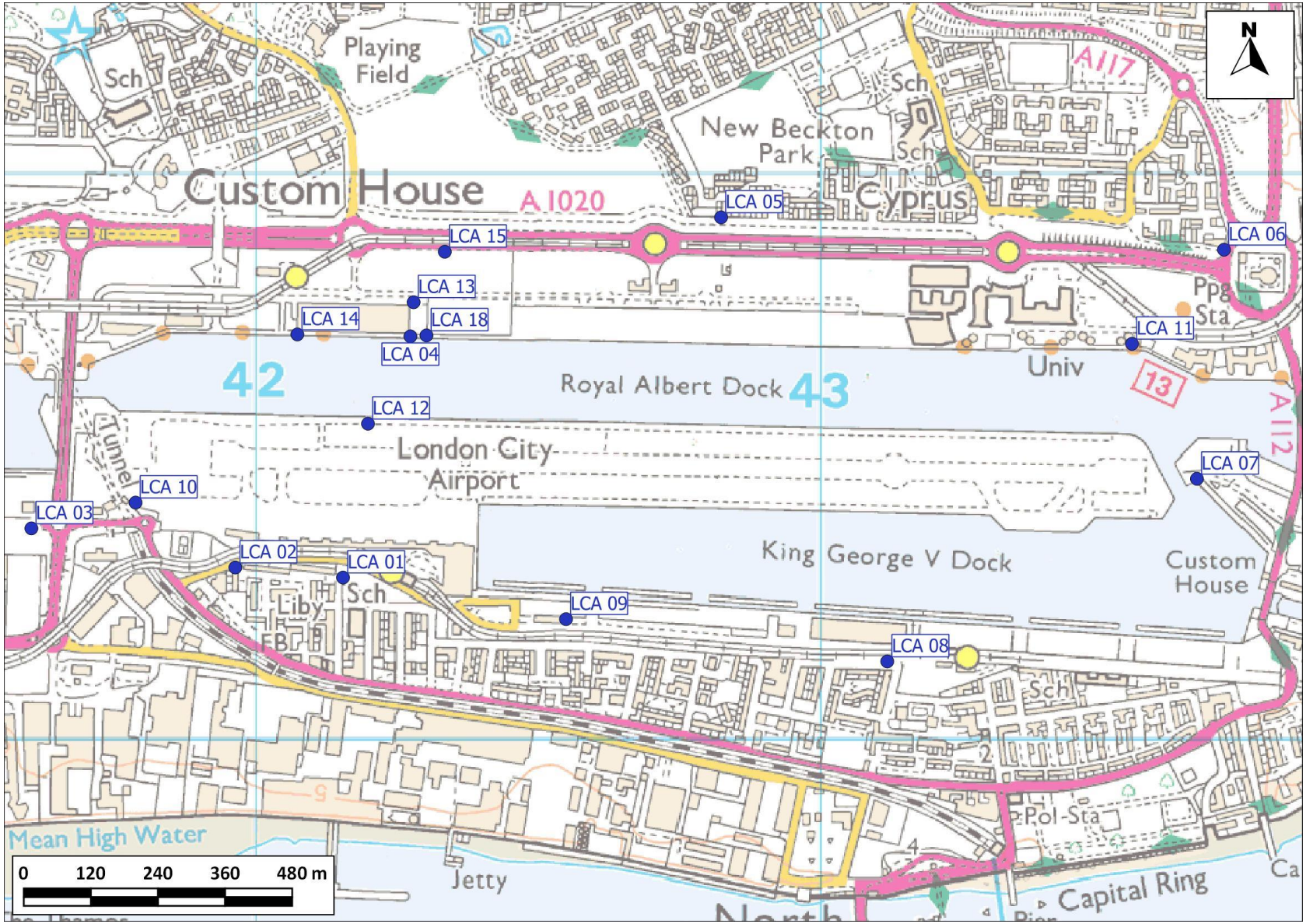

Figure 2: Diffusion Tube Monitoring Locations (blue dots)

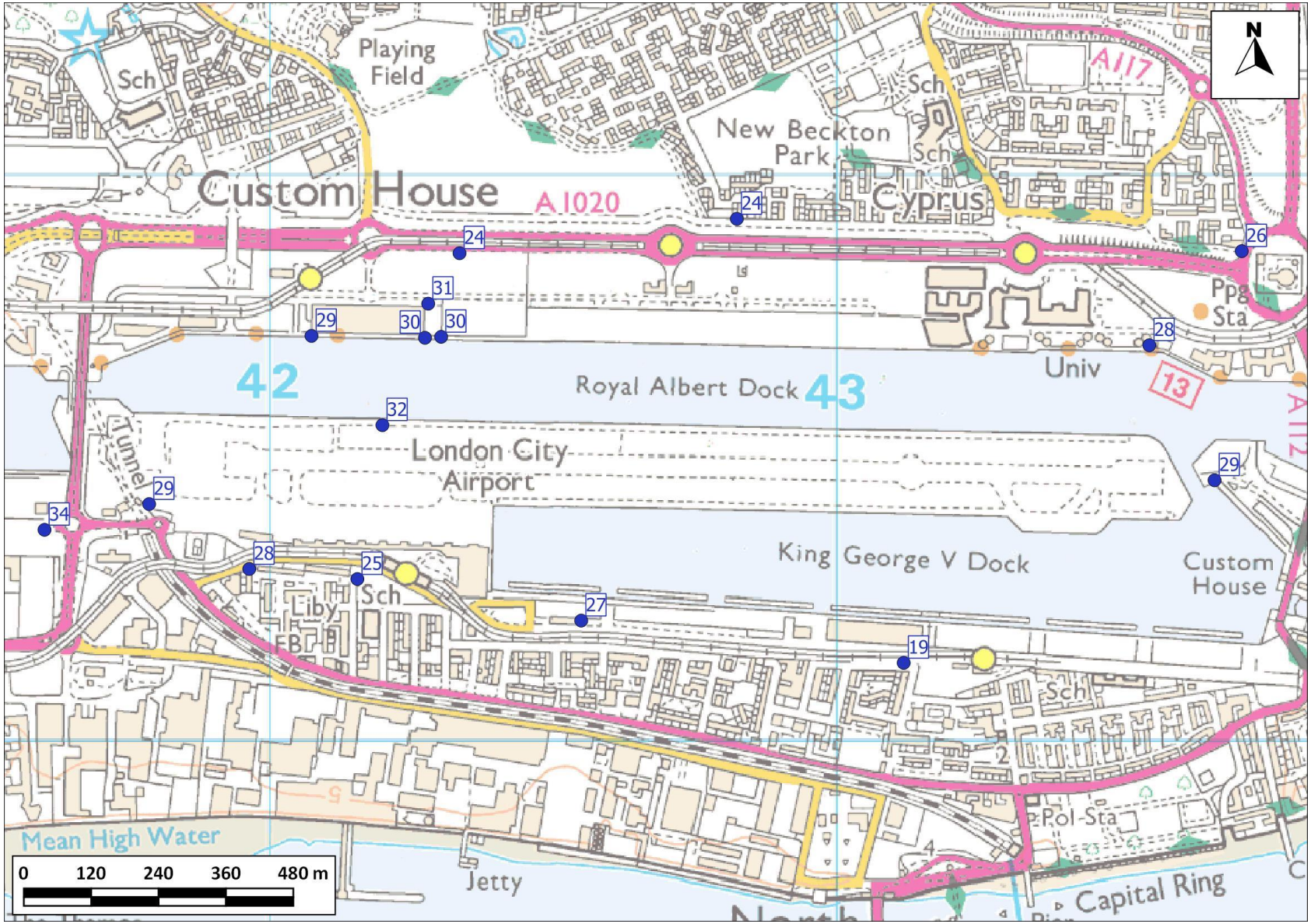

Figure 3: Nitrogen Dioxide Diffusion Tube Results, 2017 (µg/m^3)

Table 10: Diffusion Tube Data Summary for London City Airport, 2017 (Adjusted for Bias)

Site ID	Adjusted Value (µg/m^3) [a]
LCA 01	24.7
LCA 02	28.0
LCA 03	34.2 [b]
LCA 04	30.2
LCA 05	24.3
LCA 06	25.7
LCA 07	29.4
LCA 08	18.8
LCA 09	27.1
LCA 10	28.6
LCA 11	27.8
LCA 12	31.8
LCA 13	31.1
LCA 14	28.9
LCA 15	23.5
LCA 18	30.0

[a] Data have been adjusted using a local bias adjustment factor for 2017 of 0.724. The co-location studies are carried out at LCA-CAH using triplicate tubes and at LCA-ND with a duplicate tube located at the automatic monitors. Diffusion tubes were exposed for the period between 6th January 2017 to 8th January 2018.

[b] Data capture for LCA03 during 2017 was low at 42%. Data have therefore been annualised in accordance with LAQM.TG16. Further details are provided in Appendix A6.

4 Data Analyses

4.1 This chapter provides analyses of the data, including time series, trends and source contributions.

Time Series

4.2 The measured 1-hour mean nitrogen dioxide concentrations at LCA-CAH and LCA-ND, and at Bexley, Bloomsbury, Eltham, Canning Town (Wren Close) and Stratford (Cam Road), are shown as a time series in Figures 4 and 5 respectively. The concentrations over the monitoring period show similar patterns at all seven monitoring sites. The concurrence of periods with elevated concentrations at all sites suggests that these episodes were due to regional changes in concentrations.

4.3 The measured daily mean PM_{10} concentrations at LCA-CAH and at the two Bexley monitors, Bloomsbury, Eltham, Canning Town (Wren Close) and Stratford (Cam Road), are shown in Figures 6 and 7 respectively. Once again, the analysis suggests that periods of high pollution were principally due to regional changes in concentrations.

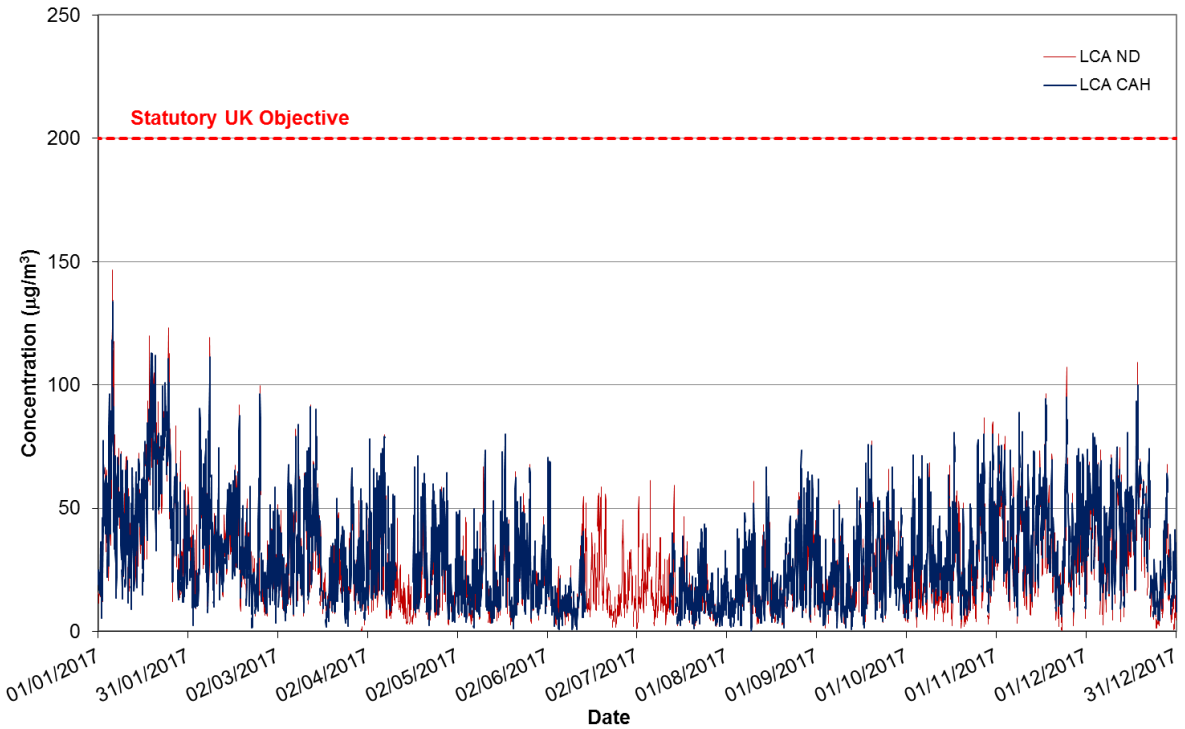

Figure 4: 1-Hour Mean Nitrogen Dioxide Concentrations at London City Airport, 2017

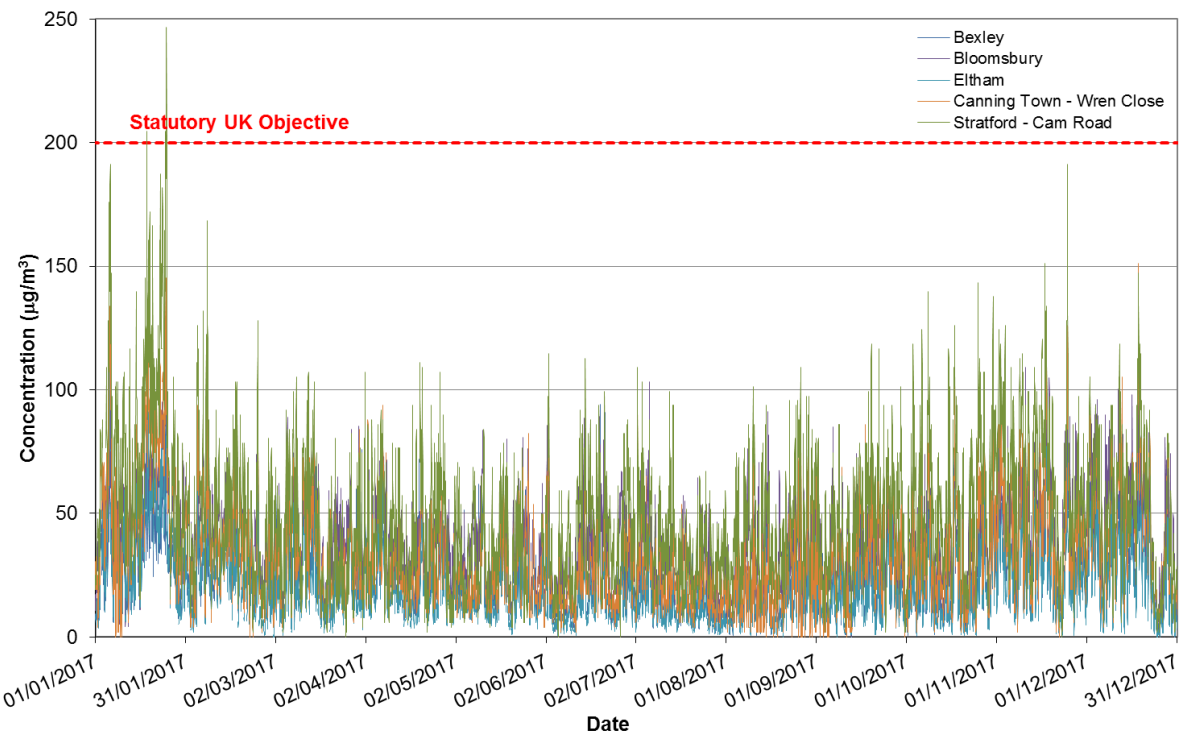

Figure 5: 1-Hour Mean Nitrogen Dioxide Concentrations at London Monitoring Sites, 2017

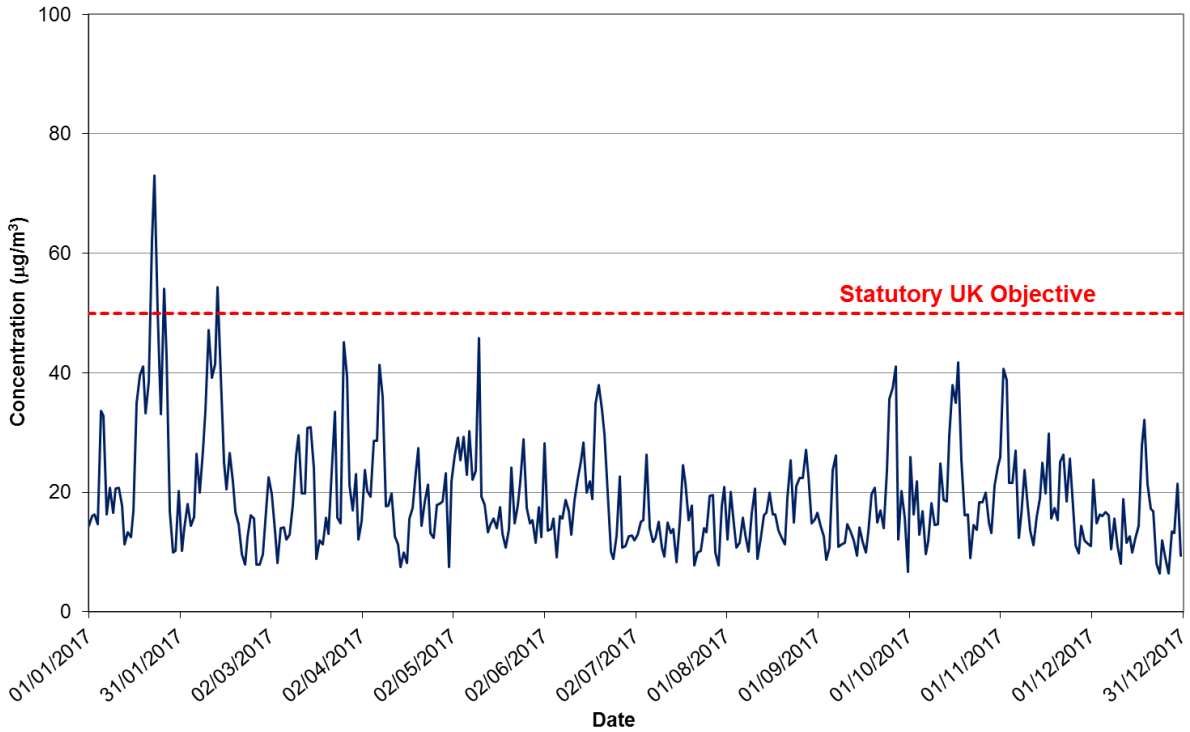

Figure 6: Daily Mean PM_{10} Concentrations at London City Airport (LCA-CAH), 2017

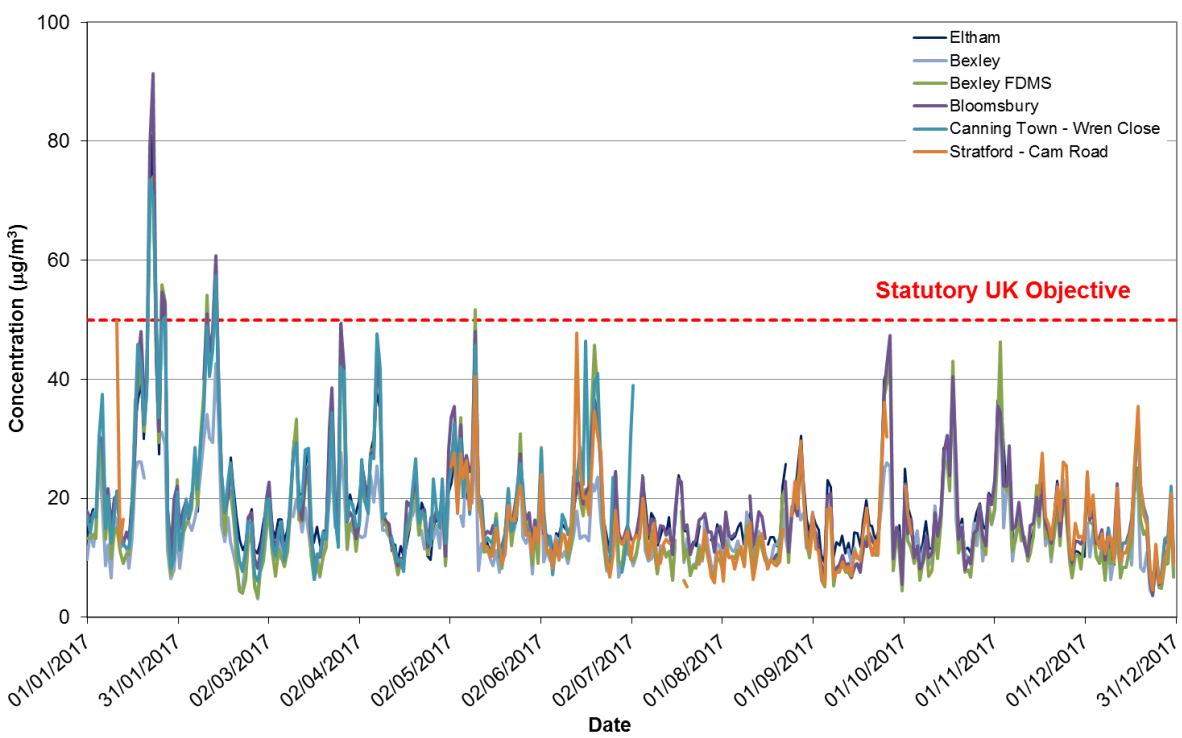

Figure 7: Daily Mean PM_{10} Concentrations at London Monitoring Sites, 2017

Trends in Pollutant Concentrations

4.4 The automatic station at the LCA-CAH site has been in operation since September 2006 and that at LCA-ND since September 2008. It is therefore appropriate to examine whether there are any trends in the measured pollutant concentrations over time.

4.5 Figure 8 shows the trends in measured annual mean nitrogen dioxide concentrations at LCA-CAH and LCA-ND (NO_2 only[4]) and at the five other monitoring locations identified for the regional evaluation of pollution episodes (Bexley, Bloomsbury, Eltham, Canning Town and Stratford). From a visual examination of Figure 8, there appears to be a general downward trend at all sites over the last eleven years but, with the exception of Bloomsbury and Stratford, concentrations have remained broadly constant over the last five years.

4.6 Because of the interest in trends, a more detailed analysis has been carried out, focusing on monitoring sites in the east London area. The results of the detailed analysis are provided in Appendix 5. In summary, there is a statistically significant downward trend at all the examined east-London monitoring sites for both nitrogen dioxide and nitrogen oxides (NOx), including at LCA-CAH and LCA-ND.

4.7 The trends in annual mean PM_{10} concentrations are shown in Figure 9, for the LCA-CAH site and two other monitoring locations, for which eleven years of data are available. There is no clear trend between 2007 and 2017, with concentrations remaining largely unchanged over this period, with the exception of the Stratford roadside site, which has shown a reduction in recent years.

[4] For the period 2009 to 2017 only.

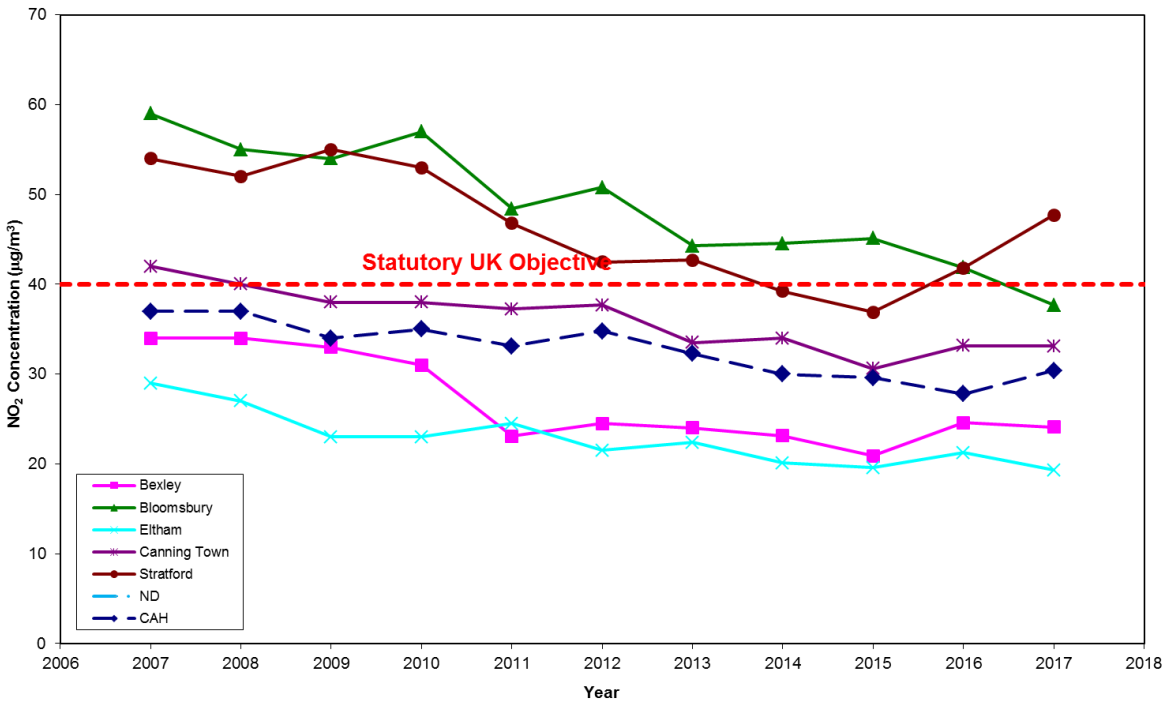

Figure 8: Annual Mean Nitrogen Dioxide Concentrations, 2007 – 2017 (µg/m^3)

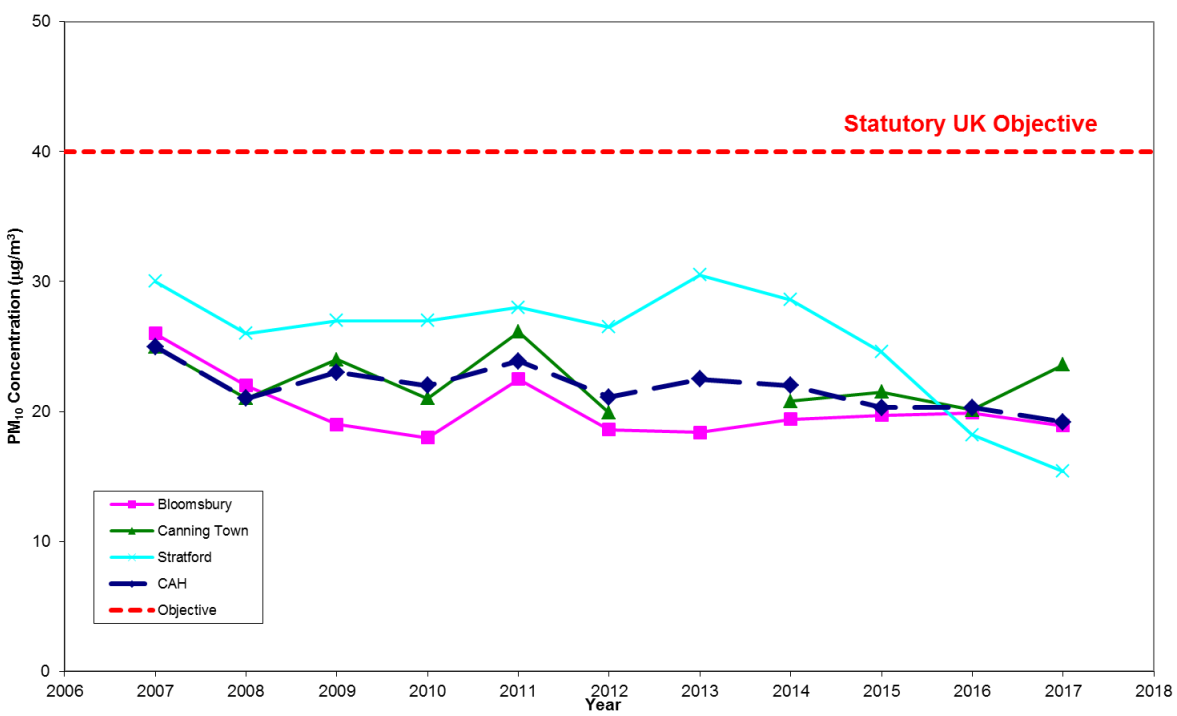

Figure 9: Annual Mean PM_{10} Concentrations, 2007 – 2017 (µg/m^3) [a]

[a] The Canning Town TEOM was decommissioned in 2013, and re-commissioned again in 2014.

Bivariate Pollution Roses

4.8 Pollution roses are a useful technique for exploring the influence of different sources of air pollution at a monitoring site. Bivariate pollution roses have been prepared using the "Openair" software[5]. These bivariate roses process average pollution concentration data by both wind direction and wind speed. They provide a powerful tool in identifying source contributions to measured concentrations at monitoring sites. The concentrations are shown by colour shading, with the distance from the centre point representing increasing wind speed.

4.9 It is known from both modelling studies and the analysis of empirical data that emissions from different source types behave differently in low and high wind speed conditions. For emissions from ground-level sources (such as road traffic), concentrations are highest during low wind speeds, and decrease rapidly with increasing wind speed (due to greater dilution and dispersion). In contrast, emissions released from elevated (e.g. chimney) sources, give rise to higher concentrations at higher wind speeds, as the plume is more likely to come down to ground close to the source. Emissions from the buoyant plumes of jet aircraft engines tend to behave in a similar manner to elevated sources. Carslaw *et al* (2006) showed how these bivariate plots could be used to identify the contribution of aircraft emissions to measured concentrations at Heathrow Airport.

4.10 Figure 10 shows bivariate pollution roses for NOx concentrations in 2017 at the LCA-CAH and LCA-ND sites, using wind data from the meteorological station at London City Airport. During low wind speeds, dispersion is reduced and concentrations from ground-level sources are higher. The pattern at both monitoring sites is that the highest NOx concentrations occur during low wind speeds (i.e. towards the centre of the rose), indicating that the highest concentrations are associated with ground-level source releases (the wind-speed scale runs from 0 to 20 m/s, with the concentration scale running from 0 to around 140 µg/m^3). These higher concentrations are not associated with any particular wind direction. There is also some indication that emissions from the apron area are making a small contribution at both sites, with these contributions being associated with moderate wind speeds (especially for winds from the northwest for LCA-CAH). The association with higher wind speeds is suggestive of emissions from an elevated buoyant source reflecting emissions from aircraft engines.

[5] www.openair-project.org/about_us.php

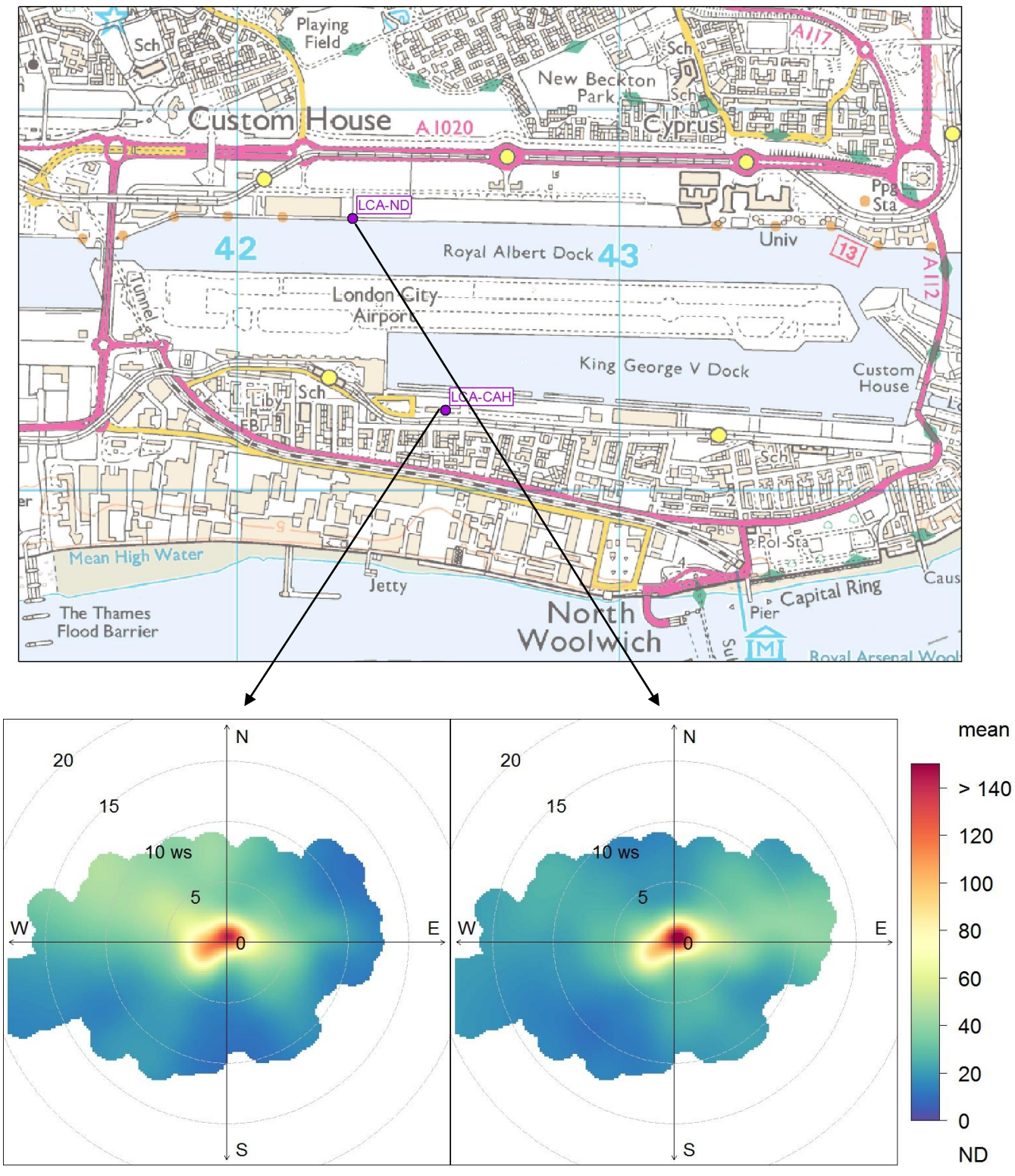

Figure 10: Bivariate Pollution Roses at LCA-CAH and LCA-ND Sites, 2017 (NO_x, µg/m^3)

5 References

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6 Glossary

Exceedance	A period of time where the concentration of a pollutant is greater than the appropriate air quality objective.
FDMS	Filter Dynamics Monitoring System.
LAQN	London Air Quality Network.
LCA-CAH	London City Airport – City Aviation House monitoring site.
LCA-ND	London City Airport – Newham Dockside monitoring site
μg/m^3	Microgrammes per cubic metre.
NO_2	Nitrogen dioxide.
NO_x	Nitrogen oxides (taken to be NO_2 + NO).
NO	Nitric oxide.
Objectives	A nationally defined set of health-based concentrations for nine pollutants, seven of which are incorporated in Regulations, setting out the extent to which the standards should be achieved by a defined date, taking into account costs, benefits, feasibility and practicality. There are also vegetation-based objectives for sulphur dioxide and nitrogen oxides.
PM_{10}	Small airborne particles, more specifically particulate matter less than 10 micrometers in aerodynamic diameter.
Standards	A nationally defined set of concentrations for nine pollutants below which health effects do not occur or are minimal.
TEA	Triethanolamine – absorbent for nitrogen dioxide used in diffusion tubes.
TEOM	Tapered Element Oscillating Microbalance.
VCM	Volatile Correction Model.

A1 Appendix 1 – Nitrogen Oxides Results

A1.1 Nitrogen oxides (NO_x) concentrations, which are essentially the sum of nitrogen dioxide and nitric oxide, are presented in Table A1.1 for the automatic monitoring stations at London City Airport and for five sites across London in Table A1.2.

Table A1.1: Nitrogen Oxides (NO_x) Data Summary for LCA-CAH and LCA-ND, 2017

Site	LCA-CAH	LCA-ND
Maximum 1-Hour Mean	665 µg/m^3	748 µg/m^3
Annual Mean	50.7 µg/m^3	45.3 µg/m^3
Data Capture	85.8%	93.4%

Table A1.2: Nitrogen Oxides (NO_x) Data Summary for London Monitoring Sites, 2017

Site	Bexley	Bloomsbury	Eltham	Canning Town	Stratford
Maximum 1-Hour Mean (µg/m^3)	597.1	662.8	565.9	812.8	1273.7
Annual Mean (µg/m^3)	39.2	61.4	29.7	54.4	90.7
Data Capture %	95.1	98.6	97.4	99.1	97.6

A2 Appendix 2 – Diffusion Tube Data

A2.1 Raw monthly average diffusion tube data, along with the location details and monitoring periods, are presented in Table A2.1.

Table A2.1: Raw Monthly Diffusion Tube Data for 2017, Not Bias Adjusted (µg/m^3)

Site ID	Grid ref	06/01/17 to 03/02/17	03/02/17 to 06/03/17	06/03/17 to 07/04/17	07/04/17 to 02/05/17	02/05/17 to 06/06/17	06/06/17 to 12/07/17	12/07/17 to 04/08/17	04/08/17 to 07/09/17	07/09/17 to 03/10/17	03/10/17 to 30/10/17	30/10/17 to 04/12/17	04/12/17 to 08/01/18	Unadjusted Annual Mean	Data Capture (%)
LCA 01	542154, 180288	54.3	39.8	37.1	31.1	0.0	30.2	25.8	32.8	33.2	37.5	45.5	42.9	34.2	100%
LCA 02	541965, 180299	45.6	39.0	37.5	35.3	35.4	36.0	31.5	–	37.6	–	46.7	41.9	38.7	83%
LCA 03	541589, 180373	53.2	39.3	37.6	22.2	–	–	–	30.9	–	–	–	–	36.6	42%
LCA 04	542271, 180708	51.8	46.8	40.8	28.8	32.6	32.5	–	–	36.5	37.6	68.5	41.2	41.7	83%
LCA 05	542847, 180914	46.5	37.4	31.4	24.2	28.0	30.3	25.5	30.2	33.0	34.8	42.7	39.1	33.6	100%
LCA 06	543712, 180868	52.0	40.4	37.2	29.8	32.5	34.6	23.0	31.1	35.0	34.4	41.0	–	35.5	92%
LCA 07	543662, 180460	50.8	43.1	39.3	34.8	33.1	34.6	30.4	35.0	37.7	34.9	68.0	46.1	40.7	100%
LCA 08	543120, 180133	49.5	37.8	34.0	27.9	0.0	25.4	19.9	0.0	26.6	–	–	39.2	26.0	83%
LCA 09	542532, 180196	52.3	37.5	37.1	34.9	33.3	30.7	28.5	33.7	31.0	40.9	45.3	43.5	37.4	100%
		50.5	41.9	37.7	34.1	32.0	33.1	26.2	31.7	39.0	37.2	68.9	41.3	39.5	100%
		63.6	42.5	35.6	30.9	31.8	31.9	27.7	31.1	36.1	36.6	47.3	45.8	38.4	100%
LCA 10	541758, 180428	64.4	45.3	46.0	40.4	–	40.3	33.1	29.8	43.7	46.7	46.7	46.7	43.9	92%
LCA 11	543549, 180693	51.4	45.4	40.1	30.8	34.6	33.8	33.8	35.5	40.2	43.5	69.0	58.6	43.0	100%
LCA 12	542192, 180561	54.9	45.6	40.6	28.5	40.9	29.7	28.0	38.5	38.7	39.4	48.2	47.1	40.0	100%
LCA 13	542280, 180769	49.3	38.1	34.3	25.8	30.2	24.2	23.8	30.8	30.7	28.8	42.0	–	32.5	92%
LCA 14	542070, 180712	56.5	46.5	37.6	31.8	33.7	32.0	27.9	32.2	39.4	39.9	68.7	50.7	41.4	100%
LCA 15	542316, 180862	53.1	42.8	39.9	33.2	34.3	34.3	26.1	31.7	38.0	38.7	68.6	42.9	40.3	100%
LCA 18	542303, 180707	54.8	40.1	36.3	27.0	20.3	32.1	26.0	32.6	37.3	36.7	68.2	44.0	38.0	100%
		55.1	38.7	37.4	27.5	25.8	29.7	27.0	32.0	33.4	33.2	46.6	41.9	35.7	100%

– not available

A3 Appendix 3 – Bias Adjustment Factor for Diffusion Tubes

A3.1 Diffusion tubes are known to exhibit bias when compared to results from automatic analysers. Therefore diffusion tube results need to be adjusted to account for this bias. One of the main factors influencing diffusion tube performance is thought to be the laboratory that supplies and analyses the tubes. The diffusion tubes exposed at London City Airport are supplied and analysed by Gradko International Ltd. (20% TEA in water).

A3.2 In order to determine the bias exhibited by these tubes, studies are carried out using triplicate tubes co-located at LCA-CAH and duplicate tubes at LCA-ND. All diffusion tube data presented in this report have been adjusted using the overall factor calculated from the data presented in Table A3.1, with the optimum relationship defined using orthogonal regression.

Table A3.1: Results of Diffusion Tube and Continuous Monitor Co-location Studies in 2017 [a]

	Diffusion Tube	Automatic	Adjustment Factor
LCA-CAH	38.4	28.5	0.740
LCA-ND	36.8	26.0	0.707
Overall Factor [b]			**0.724**

[a] Diffusion tubes were exposed for the period between 6th January 2017 to 8th January 2018. The automatic monitoring data correspond to this period.

[b] The overall factor has been determined using orthogonal regression.

A3.3 Table A3.2 presents the bias adjustment factors applied to the data for the last ten years.

Table A3.2: Previous Bias Adjustment Factors

Year	Factor
2008	0.786
2009	0.717
2010	0.801
2011	0.738
2012	0.744
2013	0.771
2014	0.832
2015	0.858
2016	0.762
2017	0.724

A4 Appendix 4 – Diffusion Tube Precision

A4.1 Diffusion tube precision describes the ability of a measurement to be consistently reproduced, i.e. how similar the results of duplicate or triplicate tubes are to each other. It is an indication of how carefully the tubes have been handled in either the laboratory and/or the field. Tube precision is separated into two categories 'Good' or 'Poor' as follows: tubes are considered to have **'Good'** precision where the coefficient of variation (CV) of duplicate or triplicate diffusion tubes for eight or more periods during the year is less than 20%, and the average CV of all monitoring periods is less than 10%. Tubes are considered to have **'Poor'** precision where the CV of four or more periods is greater than 20% and/or the average CV is greater than 10%.

A4.2 Table A4.1 shows that for eleven of the twelve periods of monitoring at LCA-CAH there was 'Good' precision with a single month of poor precision. The average precision is <10% and only a single period has a CV >20%. Overall, therefore, the precision of the diffusion tubes is 'Good', which is consistent with the performance of 20% TEA in water tubes supplied by Gradko International in other co-location studies (Defra, 2018).

Table A4.1: Precision of Triplicate Diffusion Tubes, LCA-CAH

Period	Start Date	End Date	Tube 1	Tube 2	Tube 3	Mean	Standard Deviation	CV	Tube Precision
1	06/01/2017	03/02/2017	52.3	50.5	63.6	55	7.1	13	Good
2	03/02/2017	06/03/2017	37.5	41.9	42.5	41	2.7	7	Good
3	06/03/2017	07/04/2017	37.1	37.7	35.6	37	1.1	3	Good
4	07/04/2017	02/05/2017	34.9	34.1	30.9	33	2.1	6	Good
5	02/05/2017	06/06/2017	33.3	32.0	31.8	32	0.8	2	Good
6	06/06/2017	12/07/2017	30.7	33.1	31.9	32	1.2	4	Good
7	12/07/2017	04/08/2017	28.5	26.2	27.7	27	1.2	4	Good
8	04/08/2017	07/09/2017	33.7	31.7	31.1	32	1.3	4	Good
9	07/09/2017	03/10/2017	31.0	39.0	36.1	35	4.1	11	Good
10	03/10/2017	30/10/2017	40.9	37.2	36.6	38	2.3	6	Good
11	30/10/2017	04/12/2017	45.3	68.9	47.3	54	13.1	24	Poor
12	04/12/2017	08/01/2018	43.5	41.3	45.8	44	2.2	5	Good
Average CV								**8**	**-**

A4.3 Table A4.2 shows that for eleven of the twelve periods of monitoring at LCA-ND there was 'Good' precision with a single month of poor precision. The average precision is <10% and only a single period has a CV >20%. Overall, therefore, the precision of the diffusion tubes is 'Good', which is consistent with the performance of 20% TEA in water tubes supplied by Gradko International in other co-location studies (Defra, 2018).

Table A4.2: Precision of Duplicate Diffusion Tubes, LCA-ND

Period	Start Date	End Date	Tube 1	Tube 2	Mean	Standard Deviation	CV	Tube Precision
1	06/01/2017	03/02/2017	54.8	55.1	55	0.2	0	Good
2	03/02/2017	06/03/2017	40.1	38.7	39	1.0	3	Good
3	06/03/2017	07/04/2017	36.3	37.4	37	0.8	2	Good
4	07/04/2017	02/05/2017	27.0	27.5	27	0.3	1	Good
5	02/05/2017	06/06/2017	20.3	25.8	23	3.9	17	Good
6	06/06/2017	12/07/2017	32.1	29.7	31	1.7	6	Good
7	12/07/2017	04/08/2017	26.0	27.0	27	0.7	3	Good
8	04/08/2017	07/09/2017	32.6	32.0	32	0.4	1	Good
9	07/09/2017	03/10/2017	37.3	33.4	35	2.8	8	Good
10	03/10/2017	30/10/2017	36.7	33.2	35	2.5	7	Good
11	30/10/2017	04/12/2017	68.2	46.6	57	15.3	27	Poor
12	04/12/2017	08/01/2018	44.0	41.9	43	1.5	3	Good
Average CV							**6**	**-**

A5 Appendix 5 – Detailed Trend Analysis

Nitrogen Dioxide

A5.1 Figure A.5.1 shows the smooth-trend analyses of 1-hour mean nitrogen dioxide concentrations for LCA-CAH, LCA-ND and six other, nearby monitoring sites (Greenwich Burrage Grove, Greenwich Eltham, Greenwich Woolwich Flyover, Newham Cam Road, Newham Wren Close and Tower Hamlets Blackwall) [6], over the period 2007 to 2017.

A5.2 A Theil-Sen analysis has been applied to the data to identify statistically significant trends and slopes, and the results are described in Table A.5.1. There is a statistically significant downward trend in nitrogen dioxide concentrations at LCA-CAH, LCA-ND and all of the six monitoring sites (Greenwich Burrage Grove, Greenwich Eltham, Greenwich Woolwich Flyover, Newham Cam Road, Newham Wren Close and Tower Hamlets Blackwall).

Table A5.1: Theil-Sen Analysis, Nitrogen Dioxide Concentrations at City Aviation House, Newham Dockside and Other Monitoring Sites, 2007 to 2017

Monitoring Site	Theil-Sen Analysis [a]	Statistically Significant Trend?
City Aviation House (LCA-CAH)	-0.74 [-1.22, -0.29]	**Yes**
Newham Dockside (LCA-ND) [b]	-1.44 [-2.04, -0.78]	**Yes**
Greenwich Burrage Grove	-2.1 [-2.56, -1.63]	**Yes**
Greenwich Eltham	-0.67 [-1.05, -0.31]	**Yes**
Greenwich Woolwich Flyover	-1.01 [-1.58, -0.35]	**Yes**
Newham Cam Road	-1.48 [-2.11, -0.85]	**Yes**
Newham Wren Close	-1.05 [-1.62, -0.45]	**Yes**
Tower Hamlets Blackwall	-1.2 [-1.72, -0.73]	**Yes**

[a] The first value is the slope. The number in brackets is the upper and lower 95th percentile confidence interval.

[b] Analysis carried out for 2009 to 2017.

[6] The Poplar site at Tower Hamlets was decommissioned in July 2013 data. As the data for the period 2007 to 2013 was statistically not significant, it has been removed from this analysis. The Greenwich Millennium Village monitoring site was decommissioned at the end of 2016. As the data for the period of 2007 to 2016 was statistically not significant, it has also been removed from this analysis.

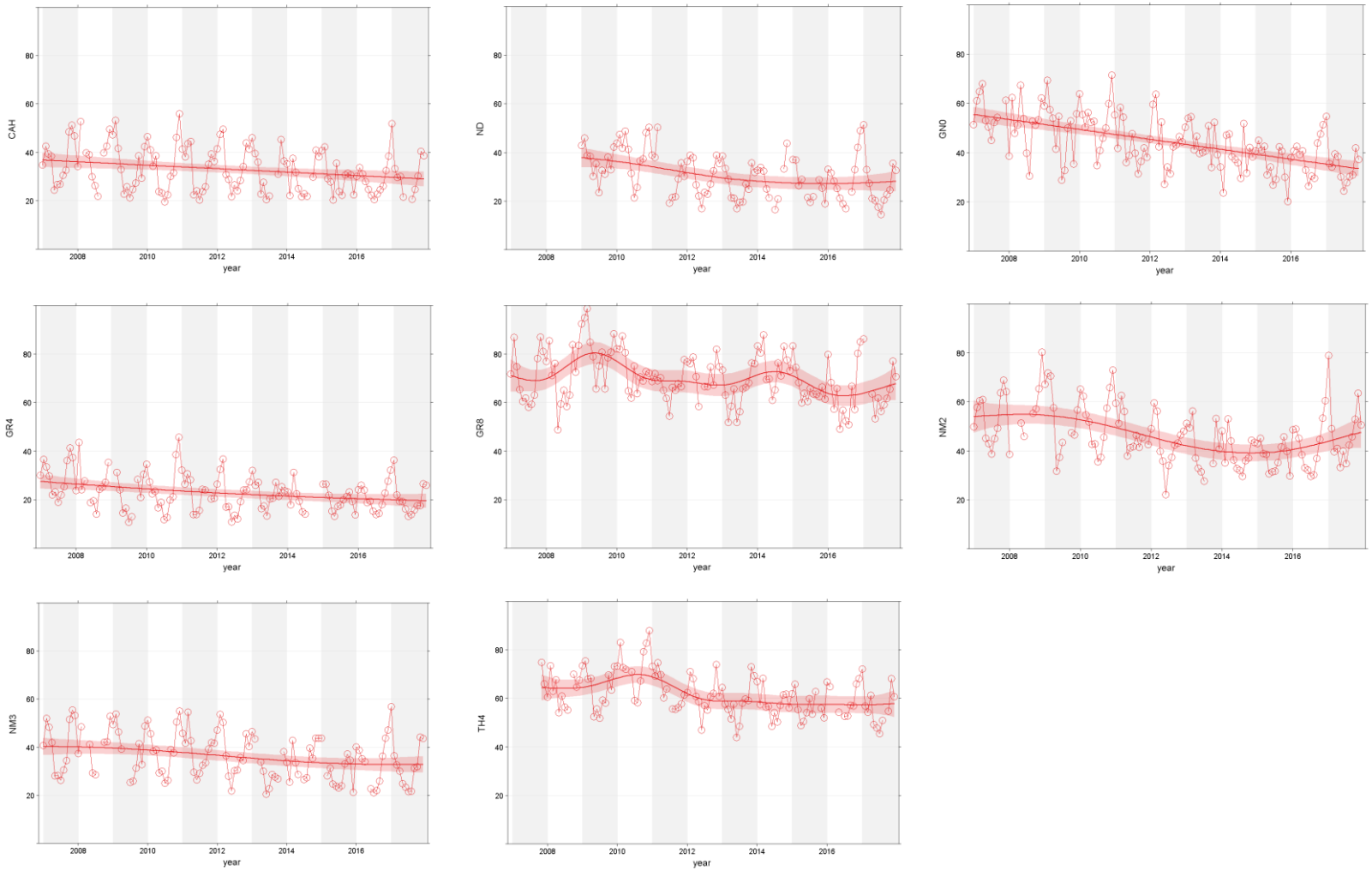

Figure A.5.1: Smooth Trend Analysis, Hourly Nitrogen Dioxide Concentrations at City Aviation House, Newham Dockside and Other Monitoring Sites, 2007 – 2017 (Left to Right: City Aviation House, Newham Dockside, Greenwich Burrage Grove, Greenwich Eltham, Greenwich Woolwich Flyover, Newham Cam Road, Newham Wren Close, Tower Hamlets Blackwall)

Nitrogen Oxides (NO_x)

A5.3 Figure A.5.2 shows the smooth trend analysis of 1-hour mean NO_x concentrations for LCA-CAH, LCA-ND and other monitoring sites (Greenwich Burrage Grove, Greenwich Eltham, Greenwich Woolwich Flyover, Newham Cam Road, Newham Wren Close, Tower Hamlets Blackwall) for the period 2007 to 2017.

A5.4 The Theil-Sen analysis, shown in Table A.5.2, indicates a statistically significant downward trend in NOx concentrations at LCA-CAH, LCA-ND and all six of the monitoring sites (Greenwich Burrage Grove, Greenwich Eltham, Greenwich Woolwich Flyover, Newham Cam Road, Newham Wren Close and Tower Hamlets Blackwall).

Table A5.2: Theil-Sen Analysis, NO_x Concentrations at City Aviation House and Other London Monitoring Sites, 2007 to 2017

Monitoring Site	Theil-Sen Analysis [a]	Statistically Significant Trend?
City Aviation House (LCA-CAH)	-1.33 [-2.35, -0.45]	**Yes**
Newham Dockside (LCA-ND) [b]	-4.9 [-6.66, -2.93]	**Yes**
Greenwich Burrage Grove	-5.19 [-6.58, -3.78]	**Yes**
Greenwich Eltham	-0.96 [-1.75, -0.18]	**Yes**
Greenwich Woolwich Flyover	-3.26 [-6.04, -0.21]	**Yes**
Newham Cam Road	-3.6 [-5.17, -2.04]	**Yes**
Newham Wren Close	-1.43 [-2.75, -0.26]	**Yes**
Tower Hamlets Blackwall	-3.73 [-5.73, -1.59]	**Yes**

[a] The first value is the slope. The value in brackets is the upper and lower 95th percentile confidence interval.

[b] Analysis carried out for 2009 to 2017.

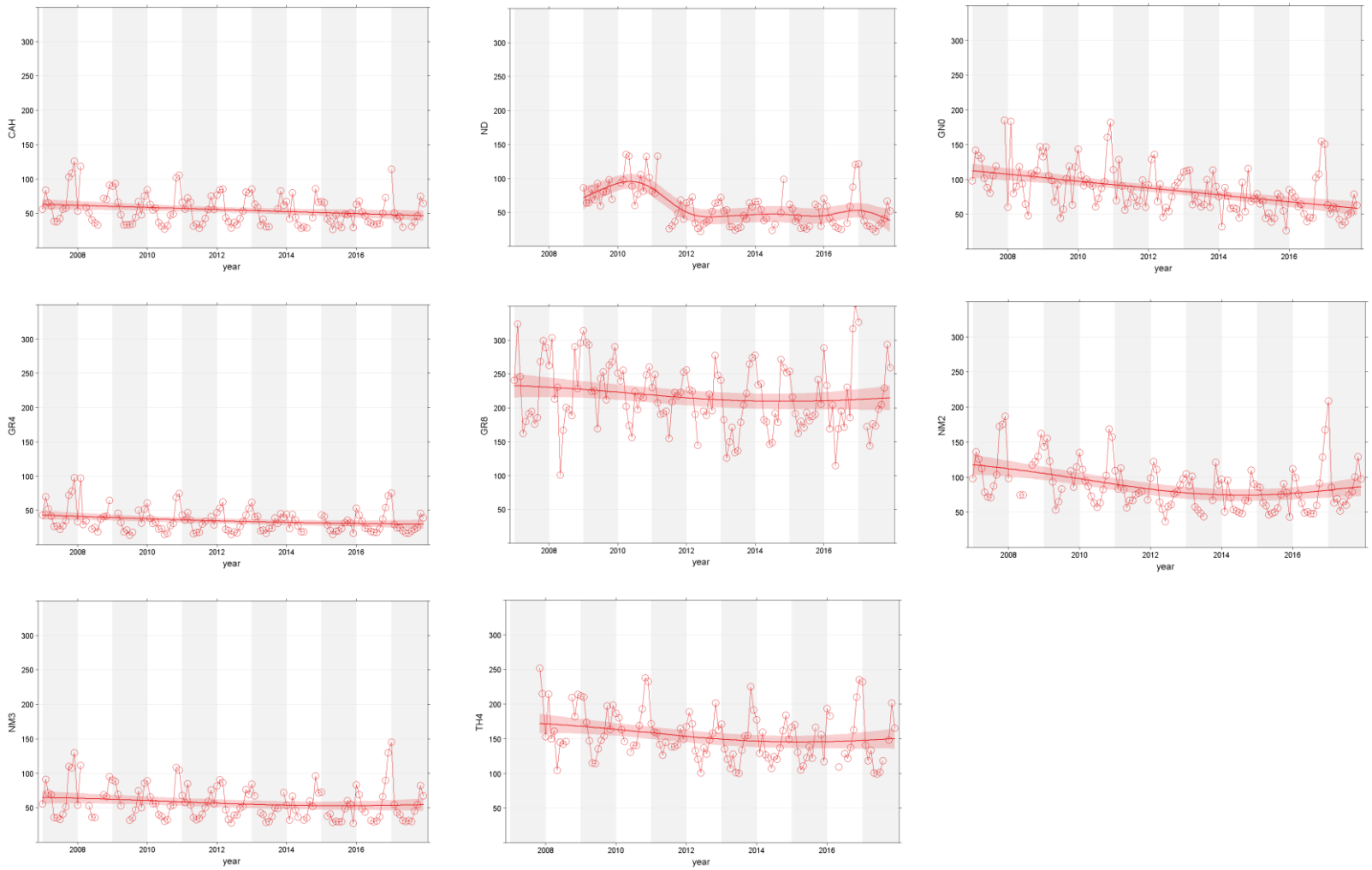

Figure A.5.2 Smooth Trend Analysis, Hourly NO_x Concentrations at City Aviation House, Newham Dockside and Other London Monitoring Sites, 2007 – 2017 (Left to Right: Aviation House, Newham Dockside, Greenwich Burrage Grove, Greenwich Eltham, Greenwich Woolwich Flyover, Newham Cam Road, Newham Wren Close, Tower Hamlets Blackwall)

A6 Adjustment of Short-Term Data to Annual Mean

A6.1 Data capture at the LCA03 diffusion tube monitoring site was low during 2017 and, as such, does not represent a full calendar year. Therefore, the data have been adjusted to an annual mean equivalent based on the ratio of concentrations during the short-term monitoring period (5 months; Jan – April and August 2017) to those over the 2017 calendar year at the four background sites detailed in Table 5, where long-term data are available[7]. This follows the guidance set out in Box 7.9 of LAQM.TG16.

A6.2 The annual mean nitrogen dioxide concentrations and the period means for each of the four monitoring sites from which adjustment factors have been calculated are presented in Table A5.3, along with the Overall Factor.

Table A5.3: Data used to Adjust Short-term Monitoring Data from LCA03 to 2017 Annual Mean Equivalent

Monitoring Site	Period Mean Concentration (µg/m^3)		Adjustment Factor	Overall Factor
	2017 Calendar year	Jan-April and August 2017 [a]		
London Bexley	24.1	25.7	0.94	0.93
London Bloomsbury	37.7	39.9	0.94	
London Eltham	19.3	21.3	0.91	
Wren Close	33.1	35.1	0.94	

[a] January 6th to May 2nd 2017 and August 4th to September 9th 2017 to be exact.

[7] London Bexley, London Bloomsbury and London Eltham are operated as part of the Automatic Urban and Rural Network (AURN) and Wren Close is managed by Air Quality England.

LONDON CITY AIRPORT

2017 ANNUAL PERFORMANCE REPORT
(COMPLIANCE WITH PLANNING PERMISSION)

ANNEX 7
AIR QUALITY ACTION PLAN PROGRESS SUMMARY

01 June 2018

London City Airport
City Aviation House
Royal Docks
London E16 2PB
Tel: 020 7646 0000
LondonCityAirport.com

London City Airport
Get closer.

Air Quality Action Plan (2016 – 2018) Measures	Completed by	Comments
Measure 1: Any outstanding or continuous actions from the 2012 – 2015 Air Quality Action Plan to be completed and progressed (be it monitoring or otherwise) and reported to the Local Planning Authority.	At least on an Annual Basis	Measure 3: delivery of FEGP on stands 21 – 24 will be delivered as part of CADP1 construction. Measure 8: improvement of ground operational times is a continual process as a testament to this LCY currently have one of the highest on time performance scores of any airport in the UK. This is important because the less time aircraft are getting ready for to exit stand for departure or to disembark passengers after landing means inefficient engine running is reduced, not just for the aircraft but also for those services assisting the ground operation thus reducing associated emissions.
Measure 2: Undertake a feasibility study to install FEGP on stands/apron areas currently without FEGP at LCA (Dec 2016) and introduce FEGP to those areas based on findings of the feasibility study (Dec 2018).	Dec 2016 & Dec 2018	Complete and provided to LBN Officers in May 2017. Delivery on additional stands is incorporated into the CADP development.
Measure 3: Continue assessing APU use over a period of 8 hours at selected stands, on separate days, during both the summer and winter months. This study will log the use and operating times of APUs and will be used to inform future strategies to reduce APU use.	On-going	Completed in November 2016 and August 2017.
Measure 4: To have approved by the Local Planning Authority an Auxiliary Power Unit (APU) strategy in order to reduce air quality impacts from such activities.	Dec-16	APU procedure introduced by LCY in December 2016. Strategy submitted to LBN in June 2017 for approval.
Measure 5: To report and monitor the performance of Measure 4 once implemented as part of the Airport's Annual Performance Report.	June 2017 & On-going	Awaiting approval of strategy.
Measure 6: To decommission all remaining Stage II MGPUs.	Dec-17	Complete - MGPU 8 was the last Euro II stage emissions MGPU. June 2017
Measure 7: To undertake a study of the Fine Particulates (PM2.5) to enhance AQMP coverage of emerging levels of air quality testing. Any actions will be implemented and progress reported through the Airport's Annual Performance Report.	Jun-17	Monitor in place from 21st October 2017 to 18th November 2017. Report shared with LBN. Monitoring across 3 sites averaged 8.7 µg/m3, well under the 25 µg/m3 air quality objective level.
Measure 8: To submit to the Local Planning Authority for approval in writing a Ground Running, Testing and Maintenance Strategy in order to reduce air quality impacts from such activities. Any actions will be implemented and progress reported through the airport's Annual Performance Report.	Dec-16	Complete. Strategy submitted to LBN as part of CADP Condition 49 and approved.

Air Quality Action Plan (2016 – 2018) Measures	Completed by	Comments
Measure 9: London City Airport will work with the major airlines to explore the potential to introduce "Engine Out Taxi" (EOT) procedures, i.e. single engine taxiing. If feasible, a Code of Practice to encourage EOT will be introduced and any actions will be implemented and progress reported through the Airport's Annual Performance Report.	Jun-17	Single Engine Taxi assement has been complete and may occur 20% of the time however there are safety concerns surrounding the operation of this however hence why it cannot be a fundamental change. Reduced thrust has also been discussed with the airlines but not considered to be possible at LCY due to the short taxiing times. This will be revisited once the new taxiways for CADP have been constructed.
Measure 10: Undertake feasibility study with airlines via the Pilot Forum, to understand the potential of using Electric Taxiing Systems at LCA, i.e. electric hybrid aircraft and other electric taxiing options, without affecting on time performance.	Dec-18	Not required at this time
Measure 11: LCY will continue to work with operators at the Airport (in accordance with ADI 01/15) to increase the percentage of London Low Emissions Zone (LLEZ) compliant vehicles year on year, with the target of achieving 100% compliance with the LLEZ by December 2017.	Dec-17	All vehicles are compliant with LLEZ, with the exception of 3 fire appliances. 2 of these are being replaced in the next year, and the final appliance is only used very infrequently as a reserve vehicle.
Measure 12: LCY will investigate and implement provisions to reduce idling black cabs and associated emissions based on a completed emissions study as reported to the Local Planning Authority. Any actions will be implemented and progress reported through the airport's Annual Performance Report.	Sep-16	Submitted to LBN and comments are being addressed.
Measure 13: Install a new continuous Air Quality Monitor at King George V (KGV) House in order to enhance air quality data capture site wide including PM 2.5. The local Planning Authority will need to provide input on the developing strategy. This information will be reported on a quarterly basis and annually via the Airport's Annual Performance Report.	Dec-18	Not required at this time
Measure 14: Introduce an online portal to provide public access to real-time information and statistics on air quality information gathered by LCA through the AQMP.	Aug-16	Complete as of August 2016.
Measure 15: To continue to undertake on a two year basis a RAMP employee air quality monitoring assessment with direct individual recording apparatus and from December 2017 publish findings.	Dec-17	Assessment complete May 2017. All measured levels were well below the Workplace Emissions Limits set by the Health and Safety Executive.

Air Quality Action Plan (2016 – 2018) Measures	Completed by	Comments
Measure 16: Update the LCY website to provide clear, concise information to the local and wider community on the performance of this Air Quality Action Plan and the Air Quality Management Plan. Progress will be reported through the airport's Annual Performance Report and to the Local Authority on an annual basis as a minimum.	On-going	Completed during December 2016, however the information is constantly reviewed.
Measure 17: Measure, Monitor and report annually to the Local Planning Authority on actions contained within this Air Quality Action Plan.	On-going	As included in APR.

Air Quality Action Plan (2017-2019)	Indicative Timescale	Status Update
Measure 1: London City Airport will continue to routinely record the availability of FEGP on all stands where it is has been installed, and the time taken to effect repairs. It will also continue to record the use of FEGP within the online portal and document any contraventions of Airfield Operating Instruction AOI 07. The Standard Terms and Conditions will be amended to require mandatory use of FEGP on any Stand where it is available, as and when FEGP availability is increased.	June each year	Use of FEGP where available is mandatory, and no contraventions to this were recorded in 2017. Four faults were recorded during the year, all of which were rectified within a day.
Measure 2: London City Airport will monitor the use of APU in accordance with the relevant Airfield Operating Instruction AOI 07, and will continue to record APU use via the Airport's "Qlickview" online reporting tool. Any contraventions of the Airfield Operating Instructions, and any future requirements within the forthcoming APU Strategy, will be documented.	June each year	In place. 922 aircraft requested use of APUs during 2017. 17 aircraft were recorded as being in breach of the operating instruction.
Measure 3: With the continued procurement of Fixed Electrical Ground Power (FEGP) reliance on MGPUs will be phased out completely by December 2020 in accordance with the requirements of Condition 46 of the CADP1 Conditions. Prior to this date, the early decommissioning of the older MGPUs will minimise emissions; all remaining MGPUs with Stage II emissions will be decommissioned by March 2017.	March 2017	All MGPUs with stage II emissions have been decommissioned. The installation of FEGP on the remaining stands will be completed as part of CADP within the agreed timescales.
Measure 4: London City Airport will review the outcomes of the Ground Engine Running Strategy within the quarterly reports and will prepare a report for submission to LBN on the air quality implications where ground running times exceed agreed targets.	Within 2 months of GERS quarterly reports	Data presented in the first quarterly report did not suggest any exceedance in limits. This will be continually monitored.
Measure 5: London City Airport will work with the major airlines to explore the potential to introduce "Engine Out Taxi" (EOT) procedures i.e. single engine taxiing. A feasibility study will be submitted to LBN for approval. Pending the outcome of the feasibility study, a Code of Practice to encourage EOT will be introduced at a later date.	Sept 2017 (feasibility study) Dec 2017 (COP)	Single Engine Taxi assement has been complete and may occur 20% of the time however there are safety concerns surrounding the operation of this however hence why it cannot be a fundamental change. Reduced thrust has also been discussed with the airlines but not considered to be possible at LCY due to the short taxiing times. This will be revisited once the new taxiways for CADP have been constructed.
Measure 6: London City Airport will undertake a feasibility study to understand the potential of using Electric Taxiing Systems at LCA, without affecting time performance. A feasibility study will be submitted to LBN for approval, and will include, if practicable, timescales for implementation.	Dec-18	Not yet required.

Air Quality Action Plan (2017-2019)	Indicative Timescale	Status Update
Measure 7: London City Airport will review the outcomes of the Ground Engine Running, Testing and Maintenance (GERT&M) Strategy and will advise on the air quality implications, specifically with regard to proposals for relocation of the engine ground run positions during CADP1 construction.	Within 2 months of GERT&M reports	No air quality implications identified as no change to engine running location proposed to date, any future proposal will be subject to a review implication proposal.
Measure 8: London City Airport will continue to work with operators at the Airport (in accordance with AOI 12) to increase the percentage of London Low Emissions Zone (LLEZ) compliant vehicles year on year, with the target of achieving 100% compliance with the LLEZ by December 2017. If the ULEZ is expanded to encompass London City Airport, LCA will review AOI 12 with the intent of achieving ULEZ compliance for all airside vehicles as soon as December 2020.	Dec 17	All vehicles are compliant with LLEZ, with the exception of 3 fire appliances. A plan through which these will be brought into compliance has been discussed with LBN.
Measure 9: London City Airport will continue to enforce the requirement in AOI 12 that all new vehicles issued with a Airside Vehicle Permit (i.e. not renewal applications for existing AVPs), comply with the latest vehicle emissions standards for road vehicles (Euro Standards) defined as the date by which the Euro Standard comes into force for registration and the sale of new vehicles.	June each year	In effect and internally audited annually.
Measure 10: London City Airport will continue to undertake routine annual, and periodic, random emissions testing for airside vehicles. The results of the testing will be reported to LBN on an annual basis.	June each year	At least 15 vehicles will be tested during 2018 and reported after the year end.
Measure 11: London City Airport will undertake a feasibility study for the procurement of low emission vehicles (hybrid or electric) to replace the existing fleet, together with a timescale for subsequent implementation. The feasibility report will be submitted to LBN for approval.	Dec 2017	Postponed to December 2018 in agreement with LBN.
Measure 12: London City Airport will investigate and implement provisions to reduce idling black cabs. This will involve liaison through the Airport's Transport Forum with the relevant service providers to understand the causes for such instances and implementation, if necessary, of methods to reduce such impacts occurring.	Dec 2017	A black cab emissions study has been submitted to LBN. Comments are being reviewed.
Measure 13: London City Airport will continue to review and update the website to provide clear, concise information to the local and wider community on the performance of the Air Quality Management Strategy.	June each year	The information was reviewed during 2017, and live information on air quality is now available for both monitoring sites.

Air Quality Action Plan (2017-2019)	Indicative Timescale	Status Update
Measure 14: London City Airport will continue to undertake, on a two year basis, a RAMP employee air quality monitoring assessment with direct, individual recording apparatus.	April 2017	Completed and shared with LBN.
Measure 15: London City Airport will publish an article relating to air quality and airport operations at least once per year in the airport staff newsletter "Airport Life".	June each year	To be published in the June 2018 edition.

LONDON CITY AIRPORT

2017 ANNUAL PERFORMANCE REPORT
(COMPLIANCE WITH PLANNING PERMISSION)

ANNEX 8
SUSTAINABILITY AND BIODIVERSITY ACTION PLAN PROGRESS SUMMARY

01 June 2018

London City Airport
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Sustainability and Biodiversity Objective		Indicative Timescale	Status update
WST1	Implement a site waste management plan and review prior to each phase of CADP.	Prior to each phase of CADP	Due to the early stage of CADP construction site waste management plan will be implemented when principal contractor mobilises in June.
WST4	Conduct a feasibility study into using sustainable methods for disposing of food waste including biofuel conversion and anaerobic digestion	End of April 2017	Complete and due to be implemented in 2018.
WST5	To create and implement a furnishing recycling programme to help local charities and reduce office waste	End of July 2017	This has been set up with Reyooz, and has been communicated internally.
EC1	Improve employee awareness on energy reduction through two campaigns and training sessions per year.	Ongoing (evidenced yearly)	Ongoing. The first event was held in May 2017, focused on carbon.
EC4	Installation of low energy LED runway lighting	End of January 2017	Completed
WH1	Implement a state of the art bird deterrent scheme, a quiet and less intrusive method of bird management at the airport	End of December 2017	A laser deterrent scheme has been installed, with pyrotechnics used only in exceptional circumstances.
WH2	Investigate, produce and make publicly available safeguarding guidance for developers, which specifically details safe methods of increasing local biodiversity within developments without compromising aerodrome safety	End of December 2017	Complete and visible on the website
WH3	Provision of artificial substrate mesh for aquatic colonization and the provision of shelter for fish fry within KGV Dock	Mid 2017	An artificial fish refuge has been installed.
WH4	Continue providing £10,000 per year until 2018 to East Ham Nature Reserve to deliver an educational biodiversity and environmental programme for the local community.	Until 2018	This was provided during 2017.
W2	Upgrade and increase the under of meters (from the existing 12) to effectively monitor areas of high water usage	End for December 2017	Survey complete to identify the high areas of use. The findings will be implemented during 2018.

Sustainability and Biodiversity Objective		Indicative Timescale	Status update
W3	Operate within the conditions stipulated in LCA's water discharge permit with regards to BOD (biochemical oxygen demand) and evidence performance.	End of May each year	The conditions relating to BOD were met throughout 2017, and the evidence shared externally. Monitoring is ongoing.
W5	Create and implement a Flood Management Plan for the Airport in accordance with Environment Agency guidance	End of December 2017	Completed, and a copy shared with LBN.
N2	Continue installation of sound insulation measures to high density tower blocks located in Tower Hamlets as part of the airport Sound Insulation Scheme (SIS)	End of August 2017	Sound insulation for these properties has commenced, with completion scheduled for Summer 2018.
N3	Implement and maintain a Construction Noise and Vibration Management and Mitigation Strategy (CNVMMS) as required under the CADP planning permission at the commencement of the CADP works.	Ongoing, beginning at the commencement of the CADP works	Implementation of the construction Noise and Vibration Management and Mitigation Strategy (CNVMMS) has commenced following the commencement of CADP. Noise and vibration monitoring also is being undertaken independently by LCY noise consultants- RSK
SC1	Distribution of a Community leaflet detailing construction activity at least four times a year to the immediate local area for the duration of the CADP works.	On-going throughout the CADP works	Ongoing. The first was issued as the works commenced at the end of 2017.

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ANNEX 9
ONSITE EMPLOYEES

01 June 2018

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List of Onsite Employers 2017

COMPANY NAME
AA Lovegrove
Aero Spa
Airport Chauffeurs Ldn
Ambigraph Signs
ASIG
Aspinal of London
Alitalia
Avis
BA Cityflyer
Boots
BP Installations
Caffé Nero
Cityjet
Diamond Air International
Dixons Travel
DO&CO
Eurest
Europcar
Execair Cargo Services Ltd
Flightcare Multiservices
GSF
Hertz
Laduree
Lagardere Travel Retail
London City Airport
Luxair
Menzies
Mitie
NATS
Omniserv t/a Blackjack Promotions
PJ August Decorator
Pret a Manager
Sky Handling Partner
SSP
Swiss
Travelex
Tumi
WH Smiths

List of CADP Contractors 2017

COMPANY NAME
Bechtel
Buckingham
McNicholas
Dynasafe

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ANNEX 10
TAKE OFF INTO WORK STATISTICS 2017

01 June 2018

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Take Off Into Work Statistics 2017

Company	Total into work in 2017
LCY	18
Lawmens	4
Travelex	3
Menzies	3
Sky Handling Partner	26
Avis	1
Whsmith	1
Lagardere	4
Café Nero	1
SSP	3
Laduree	3
Aspinal of London	1
Total:	**68**

In addition, roles below were offered but candidates did not start for various reasons (employer end and candidate). It shows LCY had activity and Workplace met requirements and completed full recruitment process.

Travelex	Sales consultant
Daimond Air	Customer service agent
LCY	RAMP
Lawmens Ltd	Labourer
Avis	Trainee customer service manager
LCY	RAMP service agent
LCY	Security officer
SHP	PHA
Avis Group	Sales rental agent
SHP	PHA
SHP	PHA

LONDON CITY AIRPORT

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APPENDIX 11
LONDON CITY AIRPORT LIMITED
2017-18 RECRUITMENT POLICY

01 June 2018

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1. Applications

1.1. London City Airport advertise all vacancies on their dedicated career's page on www.londoncityairport.com/careers

1.2. Jill Pearman, Recruitment Manager (Tel 020 7646 0011) manages this careers page and posts all vacancies.

1.3. It is a core value of London City Airport to ensure that:

- All applicants are dealt with in a courteous, respectful, fair and diplomatic way
- All applicants are properly informed at all stages of the progress of their application.

1.4. In some limited specific instances, vacancies of a specialist nature may be advertised on both the LCY website and via specific aviation or other recruitment agencies and job boards. In this instance, advertising and procedure will remain the same as that for all other vacancies to ensure consistency.

1.5. Notwithstanding the above, where recruitment for more than one position is initiated simultaneously, London City Airport will advertise such vacancies through a local employment agency (e.g. Newham Workplace and/or others), notify local recruitment centres of such vacancies and advertise through the LCY website.

1.6. London City Airport works in partnership with the Local Authority (via Newham Workplace) to deliver into-work training for unemployed Newham residents. In some instances, candidates from this training programme may be recruited directly by London City Airport Limited (Jill Pearman) and from Newham Workplace.

1.7. London City Airport endeavours to employ people living in the vicinity of the airport to share its economic and social benefits. Specifically, the airport has agreed targets with the Local Authority to endeavour to employ:

- 70% of its employees from the "local area"[1]
- including 50% from the London Borough of Newham.
- 40% of new recruits are residents of London Borough of Newham employed by Concessions & Onsite Contactors
- After the commencement of CADP 40% of new recruits for jobs which relate to the construction of the Development by Contractors and Sub-Contractors are residents of Newham.

1.8. A standard application form is used to assist in filling all vacancies as a way of obtaining the same information from each candidate.

1.9. Applicants will have the opportunity to register their interest in specific areas of the business and upload their CVs to our website. We will hold this information on our data base for future consideration and will notify applicants directly when relevant roles are available via job alerts.

1.10. All documentation relating to selection of new staff (e.g. completed application forms) that is not retained must be disposed of securely (i.e. shredded).

2. Selection

2.1. A candidate will not be appointed without first being interviewed by persons with the authority to select.

2.2. The purpose of the interview is to:

- Assess the skills and knowledge of the applicant
- Assess the attitude of the applicant
- Identify the strengths and weaknesses not apparent from the application form
- Probe details or inconsistencies submitted by the applicant
- Establish suitability for employment
- Give information about the job and working conditions.

2.3. All interviewers are trained in Recruitment and Selection Skills and Employment Law to be aware of legal requirements and the Company's equal opportunities policy.

2.4. All interviews are conducted by two or more authorised people.

2.5. All interviewers are senior to the vacant position.

2.6. All interviews are conducted in private and in a place without distractions. Where appropriate, the candidate is shown the environment in which he/she will work if successful.

2.7. Interviews reflect Company philosophy, observe legal requirements, are conducted courteously and give full details of terms and conditions of employment and benefits.

2.8. Written records are kept of all short-listing decisions in case of query at a later stage.

2.9. Written records are kept of all interviews conducted using a standard 'Interview Assessment Form'.

2.10. Successful applicants will receive a standard offer of appointment letter. This is arranged by Jill Pearman and the HR team.

3. Equal opportunities policy

3.1. The recruitment policy will aim to select the most suitable person for the job in respect of experience and qualifications and the Company will comply with its equal opportunities policy in this regard.

3.2. All recruitment publicity positively encourages applications from suitably qualified, experienced people and avoids any stereotyping of roles.

1 The "local area" is defined by the London Borough of Newham as the 11 East London Boroughs of Newham, Tower Hamlets, Hackney, Waltham Forest, Redbridge, Barking & Dagenham, Having, Bexley, Greenwich, Lewisham and Southwark

3.3. Vacancies are advertised in a variety of ways to ensure that a fair cross section of potential applicants have access to the advertisement, including via:

- Local Authority "one stop shops" including Newham Workplace, Skillsmatch and Greenwich Local Labour & Business
- All Job Centre Plus outlets, via their electronic system, Newham College (CIPS) and Anchor House Homeless Charity (entry level roles only).

3.4. All vacancies are advertised on London City Airport's website (www.londoncityairport.com/careers).

3.5. The application form only includes those questions that are necessary at the initial stages of selection. All questions on the application form are relevant and non-discriminatory

3.6. At interview, questions or assumptions about a candidate's personal and domestic circumstances or plans will only be asked where necessary with regard to the role. Where the requirements of the job affect the candidate's personal life (e.g. shift work, unsociable hours or travel) this will be discussed objectively.

4. Selection criteria

4.1. Only those qualifications and skills that are important to the job are criteria for selection. These include, but are not limited to, education and professional qualifications, experience and physical abilities. However, such formal academic or professional qualification requirements may be waived if candidates can demonstrate their suitability for the job by other means including previous experience and a willingness to undergo further training.

4.2. All applicants will receive with the application form:

- an outline job description
- a person specification, detailing essential and desirable characteristics

4.3. All applicants short-listed for interview will receive interview details in writing.

4.4. All candidates who are not short-listed receive a standard rejection letter immediately after the short-listing process has been completed with details of employability skills programmes available locally.

4.5. In the event that two candidates, after interview, equally meet the person specification, the candidate living closer to the airport will normally be given priority.

4.6. Positions will only be filled with suitable candidates. Unsuitable candidates will not be appointed.

4.7. All unsuccessful short-listed candidates will receive Notification informing them of the result of their assessment / interview within 7 working days.

4.8. All unsuccessful internal applicants will have a debriefing interview where the reasons for their non appointment will be explained and, where appropriate, general guidance will be given on areas for improvement.

5. Selection tests

5.1. Selection tests are used to ensure that applicants have the skills and aptitude requirements for the job.

5.2. All such tests are valid, reliable and free from gender or race bias and are non-discriminatory. Tests are developed in conjunction with education professionals to ensure a level of suitability to the role applied for.

6. Other criteria

6.1. Any requirements in relation to age, ability, experience and qualifications will be applied for the particular vacancy in a non-discriminatory way.

6.2. All concessionaires/service partners at London City Airport have a contractual obligation to London City Airport to use all reasonable endeavours to recruit locally.

6.3. London City Airport has an Employers' Forum in which supports on-site partners with a range of issues, one of which is local recruitment.

LONDON CITY AIRPORT

2017 ANNUAL PERFORMANCE REPORT
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APPENDIX 12
CORPORATE SOCIAL RESPONSIBILITY

01 June 2018

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X.1.1 LCY and its on-site partners are keen to engage in local community projects and initiatives and LCY works with on-site companies to facilitate their community engagement.

X.1.2 In 2016, LCY continued to engage staff and on-site companies in community projects and initiatives via:

- LCY's annual volunteers forth night;
- LCY's annual 12-days of giving;
- LCY's Staff Committee;
- LCY Consultative Committee;
- 'Airport Life', staff Newsletter, distributed to all staff bi-monthly;
- Richard House fundraising events;
- A weekly all staff e-bulletin

X.1.3 LCY actively encourages employee volunteering from its own staff and other companies based on-site to help assist with these programmes. All employee volunteering opportunities are advertised by the CSR team by email, internal communications. Through the two large volunteering events held at the airport, volunteering fort night and 12 Days of Giving, a total of 80 staff participated and delivered over 600 volunteering hours

X.1.4 LCY continued to invest in the local community in particular with its support to Richard House Children's Hospice with fundraising activities including donation boxes, a charity bike ride to Amsterdam and in-kind donations, raising £950.000 since the start of the partnership.

X.1.5 A new £30k 30th Anniversary Sponsorship Fund sponsored grants to 14 different local charities and organisations near the airport. A total of 75 organisations applied for funding, across 8 boroughs. The airport plans to launch a larger annual Community Fund in 2018.

X.2.1 Community Engagement

The Airport is committed to being a responsible and good business and acknowledges that have as strong and positive relationship with the community surrounding to the Airport is of utmost importance

X.2.2 With the commencement of the City Airport Development Programme the airport has now also initiated a quarterly community leaflet informing over 6,000 residents in the Royal Docks, North Woolwich and Beckton about the planned works and there is also a 24h manned telephone line for residents to communicate about their experience on the Development Programme.

X.2.3 The airport has also sponsored a range of local community events such as: the annual Britannia Village Remembrance Day, International Food Festival, the Ferry Festival and Biodiversity events. All these events were delivered by or in collaboration with the London Borough of Newham, local charities and community organisations.

X.3 Education Excellence

X.3.1. In 2017 the airport continued to deliver several education programmes to all age groups from primary schools to higher education.

X.3.2 In 2017, LCY has engaged with nearly 4.300 students across East London

X.3.3 LCY works closely with local schools and education charities to raise the levels of aspirations in young people and support their careers available within the aviation industry. This is facilitated through Airport tours, careers awareness events and tailored educational programmes, including Science, Technology Engineering and Maths (STEM) and enterprise challenges.

X.3.4 In 2016, LCY worked with 110 schools, colleges and universities from Newham and the surrounding boroughs including:

Newham

- Kingsford
- Sara Bonnell
- Rockeby
- Lister
- Little Ilford
- Oasis Silvertown
- Royal docks Community Secondary School

Tower Hamlets

- St Paul's Ways
- Langdon Park School

Barking & Dagenham

- Joe Richardson
- Sydney Russel School
- Eastbury School
- Dagenham Park
- Riverside

Redbridge

- Caterham

Waltham Forest

- Rushcroft Foundation School
- Buxton School
- Norlington School

Greenwich

- Thomas Tallis

X.3.5 Primary Education

X.4.1 In 2017, the airport welcomed a total of 2,289 primary school students at the airport for an educational tour either delivered by the airport directly or through our collaboration with the 15Billion Workweek programme and the Enabling Enterprise High Fliers Programme.

X.3.6 The airport's environmental stewardship programme in collaboration with Thames 21 reached a total of 500 primary school students across East London in a programme which consist of a series of classroom lessons and a field trip to the Thames foreshore.

X.3.7 Secondary Education

In 2017, the airport continued education programmes for local secondary schools which focused on promoting knowledge of Airport operations, the variety of pathways into employment and the key skills required in the industry, with a focus on STEM (Science, Technology Engineering and Maths skills.

X.3.8 A total of 300 East London Students received an airport related challenge through our Future Prospects programme.

X.3.9 Higher Education

The airport worked in partnership with the East London Business Alliance (ELBA) to expand the flagship education event flagship education 'STEM in Aviation event'. total of 214 secondary school students from 16 schools across 6 East London boroughs were given insight in the application of technology in the aviation sector. Industry volunteers from the airport, NATS, Bechtel and Accenture demonstrated innovations in their sector using STEM (Science, Technology, Engineering and Maths) subjects.

X. 3.10 The airport also provided tours for a total of 250 university students.

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ANNEX 13
SUMMARY OF THE ATF WORKING GROUPS ACTIONS AND OUTPUTS

01 June 2018

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Working Group Focus	Actions Identified and outputs
Working Groups	
Elizabeth Line	**Actions**
	1.Seven connection options identified in the report. 2. ATF agreed the assessment criteria to enable an initial assessment to be completed considering aspects such as time of journey, interchanges, changes in vertical circulation, etc, as well as other aspects specific to air passengers (travelling with luggage, etc). 3. Additional dialogue with air passengers to be considered. 4.Programme of work to look at dedicated Elizabeth Line station close to the Airport
	Output 1. Short, medium and long term options identified for connection the airport to the Elizabeth Line • Short term (by Dec 18) shuttle bus interchange at Custom House station • Medium term (circa 2021) interchange at Canary Wharf – Poplar DLR station • Long Term (circa 2025) provision of dedicated Elizabeth Line station
Uber/minicabs	1. LCY to monitor Uber presence near the Airport for a week. 2. LCY to confirm classifications used within the quarterly passenger survey and the CAA survey 3. LCY to confirm LHR and STN position on Uber management, including signal disruption
	Output 1. Reporting mechanism in place for Airport staff to report nuisance drivers. 2. Residential area across from the Airport is 'geo-fenced' to prevent drivers accepting jobs. 3. Messaging to drivers and passengers via the app modified to ensure pick up from the Airport short term car park only.
Bus connections	Response to 2017 TfL consultation recommended some amendments to their proposed change to the 474 bus route to maintain bus connection to the western royal docks area.
ASAS	2018-2025 Surface Access Strategy was published in January 2018.
Taxi Management	
The aims of the Working Group are now part of an ongoing monitoring and review by LCY and LBN. There aims remain to: 1. Monitor reported nuisance complaints from local residents regarding minicab operations; 2. Assess the impact of these operations: ands 3. Recommend what appropriate steps of redress should be taken.	1. LBN & LCY to monitor the parking situation post the commencement of the LBN Royal Docks Parking Zone scheme **Output** Situation is raised as a standing item at the ATF, LCACC and at the airport's regualt transport meetings with LBN.

Working Group Focus	Actions Identified and outputs
Cycling and Walking	
The aims of the Working Group: 1.. Promote cycle training; 2. Once infrastructure in place purchase pool bikes to enable staff to trial cycling; 3. Maintain a full understanding of LBN's cycle strategy (via the ATF) and ensure Airport integration as new routes develop; 4. Promote TfL/GLA's street level design guidance in future development; and 5. As cycling and walking demand grows LCY, via the ATF, to work with LBN and TfL to provide additional infrastructure	1. Expansion of the Western Car park enclosure to 24 spaces 2. Expansion of the City Aviation House enclosure to a 24 space cycle enclosure 3. LCY put forward as part of the Dockless Cycle Hire trial. Led
Information Provision	
The aims of the Working Group; To identify improvements that will make transport information more accessible to air passengers before, during and to/from their journey to the Airport. This includes the Airport's website, provision within the terminals and across the local transport network (DLR and Tube).	1. Provided Info Desk with travel leaflet; 2. Added LCY to Tube 'in carriage' maps; 3. High-quality travel info available on LCY.com; 4. ATF inputted to transport messaging on new passenger info screens; 5. DLR & TfL consulted LCY on passenger travel information issues; and **Outputs** 1.Passenger Information Screens installed in the International Baggage Hall 2. DLR & TfL engaged on passenger travel information to provide improved communications between the two businesses
Low Carbon Infrastructure	
The aims of the Working Group; To complete a high-level review of the low carbon transport aspirations and strategies of LBN, TfL and the GLA and use that to inform the LCY approach to the issue. This will be an interactive and collaborative project that brings together members of the ATF to provide their thoughts and expertise. Specifically the following aspects will be considered; **Aspect 1:** Longer term aspirations of each organisation to support the use of low carbon forms of vehicular transport **Aspect 2**: Relevant monitoring processes for each organisation **Aspect 3**: Funding streams that may bring forward low carbon solutions **Aspect 4**: The ATF to understand low carbon requirements that may be placed on the Airport over the coming years	1. LCY met TfL, London Taxi Company and numerous charging companies to discuss rapid charging programme. Set to continue into 2017. 2. Subject to TfL requirements identify locations suitable for installation of rapid and standard charging points; 3. If suitable locations can be found (subject to power supply and longevity of site) progress within installation; 7. TfL, GLA and LBN to actively include LCY in future discussions regarding the provision of charging points; 8. LCY to include a section within the revised ASAS focussing on electric vehicles and infrastructure; 9. As London's charging network grows actively promote electric vehicle use by Airport staff and passengers.

LONDON CITY AIRPORT

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APPENDIX 14
LBN CORRESPONDENCE

01 June 2018

London City Airport
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Tim Halley
London City Airport
Hartmann Road
Silvertown
London
E16 2PX

Amanda Reid
Head of Planning and Development
Investment Team
1st Floor, West Wing
Newham Dockside
1000 Dockside Road
London
E16 2QU

Ask for: Dave Whittaker
Airport Monitoring Officer
Tel No.: 020 3373 7759
Email: dave.whittaker@newham.gov.uk
Our ref: 18/01684/S106

12th June 2018

Dear Mr. Halley

Application No: 18/01684/S106

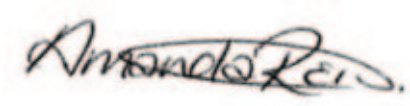
Location: London City Airport
Hartmann Road
Silvertown
London
E16 2PX

Proposal: **Request to Comply with Schedule 14, Part 1, Paragraph 1.1 of the S106 Agreement Attached to Planning Permission 13/01228/FUL Dated 26th July 2016 – Submission of London City Airport 2017 Annual Performance Report**

I write in response to the submission of the London City Airport 2017 Annual Performance Report ('The APR') on 1st June 2018, pursuant to the requirements of the Section 106 Agreement ('the S106 Agreement') attached to planning permission 13/01228/FUL dated 26th July 2016.

Pursuant to Schedule 14, Part 1, Paragraph 1.1 of the Section 106 Agreement, requiring the submission of the APR to the Council by 1st June each calendar year, in its capacity as the Local Planning Authority, the Council hereby confirm compliance with this obligation.

Yours sincerely,



Amanda Reid
Head of Planning and Development