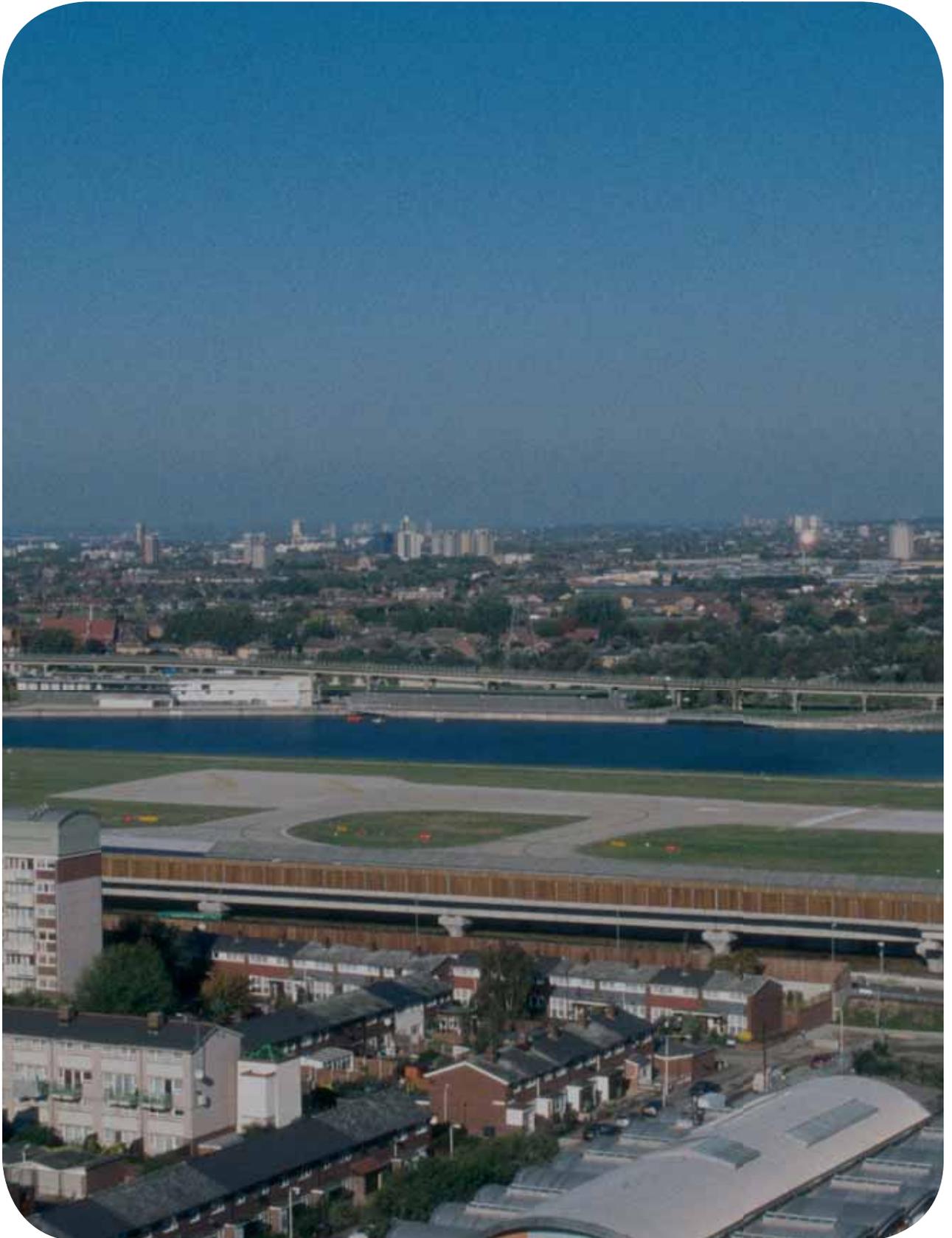


APPENDICES



APPENDIX 1:
LBN CORRESPONDENCE



Strategy Division
1st Floor West Wing
Date: 23rd July 2010
REF: 07/01510/VAR

Ms Janet Goulton
London City Airport Limited
City Aviation House
Royal Docks
London
E16 2PB

Dear Janet,

Town and Country Planning Act 1990 (as amended)

Re: London City Airport

Planning Permission 07/01510/VAR (under Section 73 of the Town and Country Planning Act 1990) to vary conditions 13 and 15 of the outline planning permission no.N/82/104 dated 23 May 1985 (as previously varied), to allow up to 120,000 total aircraft movements per annum (number of total movements in 2006 was 79,616) with related modifications to the daily and other limits including noise factored movements.

I refer to the above consent which was granted following completion of the Section 106 agreement on the 9th July 2009.

Further to your correspondence, dated 1 July 2010, this letter summarises the submissions received by the London Borough of Newham pursuant to the obligations of the above Planning Agreement required for the period covering 9th July – 31st December 2009.

The draft NOMMS (Noise Monitoring and Mitigation Strategy) was submitted to the Council on 8th October 2009 [Fourth Schedule, Part 10, 1], this fulfils this obligation.

The Temporary Noise Monitoring Strategy was submitted to the Council on 7th August & revised on 18th September 2009 [Fourth Schedule, Part 11, 1], this fulfils this obligation.

Further to the Approved Temporary Noise Monitoring Strategy, the Airport has submitted two Noise and Track Keeping reports, covering July – September and October – December 2009.

The draft Travel Plan, incorporating Staff and Passengers, was submitted to the Council on 9th December 2009 [Sixth Schedule, Part 1, 3], this partially fulfils this obligation, further revisions have been received and the Council have yet to Approve the Plan.

The following financial contributions were received by the Council on 17 August 2009:

£20,000	Bus Service [Sixth Schedule, Part 1, 5]
£375,000	DLR Service Enhancement [Sixth Schedule, Part 1, 6]
£200,000	Community Projects [Sixth Schedule, Part 3, 1(a)]
£5,000	Recruitment Costs [Sixth Schedule, Part 6, 1]

And these monies received on 18 August 2009:

£75,835.62	Education and Training (pro-rata) [Sixth Schedule Part 2, 3(a)]
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The receipt of the above monies fulfils the obligations listed.

The Council regularly receive a summary of the complaints and enquiries the Airport receives regarding environmental impact [Third Schedule, Part 7, 2(a)], this is an on going obligation that the Airport are currently adhering to.

The Council receives quarterly aggregate figures of the numbers and types of aircraft taking off from the Airport, during the period listed above a report was submitted to the Council on 26 October 2009 [Fourth Schedule, Part 7, 6], this is an ongoing obligation that the Airport are currently adhering to.

The Airport advised the Council on 18 December 2009 that their solicitors had submitted a draft Neighbouring Authority Agreement to the London Borough of Greenwich and the London Borough of Tower Hamlets [Fourth Schedule, Part 5, 1].

The Council approved the Provisional Categorisation of a new aircraft, the Embraer E170 with CF34 Engines, on the 14th September 2009 [Condition 7 (3)].

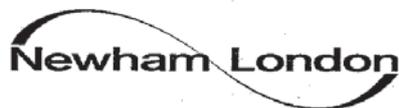
Yours sincerely



Jennifer Bishop
Airport Monitoring Officer
T: 020 3373 1168
E: Jennifer.Bishop@newham.gov.uk

cc by email only

Gary Hodgetts – Director Operations, Policy & Planning, London City Airport
Richard Hesketh – Planning Associate, RPS
Sunil Sahadevan – Team Leader Royal Docks, London Borough of Newham
Robin Whitehouse - Principal Environmental Health Officer, London Borough of Newham
Ian Hyde – Principal Transportation Planner, London Borough of Newham



Richard Hesketh
RPS
1st Floor West
Cottons Centre
Cottons Lane
SE1 2QG

Clive Dutton
Executive Director of Regeneration, Planning and
Property

PHYSICAL REGENERATION & DEVELOPMENT

Development Control
Newham Dockside
1st Floor, West Wing
Dockside Road
London, E16 2QU
Tel No.: 020 8430 2000
Direct Line: 02033731423
Fax No.: 020 8430 2901
E mail: sunil.sahadevan@newham.gov.uk
Ask for: Sunil Sahadevan
Our ref: 07/01510/VAR
Date: 26 February 2010

Dear Richard Hesketh,
Town and Country Planning Act 1990 (as amended)

**Re: London City Airport
Planning Permission 07/01510/VAR (under Section 73 of the Town and Country Planning Act 1990) to vary conditions 13 and 15 of the outline planning permission no.N/82/104 dated 23 May 1985 (as previously varied), to allow up to 120,000 total aircraft movements per annum (number of total movements in 2006 was 79,616) with related modifications to the daily and other limits including noise factored movements.**

I refer to your email of the 5th January 2010, concerning a draft structure of the Annual Performance Strategy that is required to be submitted on the 1st July 2010 under the above planning consent and S106 agreement.

We have considered the structure and consider that in the main it includes all the various reporting requirements under the agreement. However, we have the following comments for you to consider;

Noise

There will be a need to ensure that noise data is sufficiently detailed so that compliance can be checked. Therefore there would be a need to include daily numbers of movements including class, numbers of late flights etc. (Please continue to liaise with my colleague Robin Whitehouse in this regard).

Times of maintenance of flights

It would be useful to include whether or not all flights and maintenance fell within or outside of the allowed times in the Agreement.

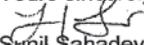
Travel Plan

Although there is a separate requirement under the Travel Plan requirements, it may also be useful to include this with the annual submission on the 1st July 2010. This would ensure all the compliance reports are submitted together.

I would be grateful for your thoughts.

I trust this information can be of assistance.

Yours sincerely,


Sunil Sahadevan
Team Leader
Royal Docks Area Team

c.c. Robin Whitehouse, LBN
c.c. Anne Bradbury, LBN
cc. Margaret Almond



Janet Goulton
Planning and Development Manager
London City Airport
City Aviation House,
Royal Docks,
London
E16 2PB

Clive Dutton
Executive Director of Regeneration, Planning and
Property

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Newham Docks
1st Floor, West Wing
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London, E16 2QU
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Fax No.: 020 8430 2901
E mail: sunil.sahadevan@newham.gov.uk
Ask for: Sunil Sahadevan
Our ref: 07/01510/VAR
Date: 26 February 2010

Dear Janet Goulton,

Town and Country Planning Act 1990 (as amended)

Re: London City Airport

Planning Permission 07/01510/VAR (under Section 73 of the Town and Country Planning Act 1990) to vary conditions 13 and 15 of the outline planning permission no.N/82/104 dated 23 May 1985 (as previously varied), to allow up to 120,000 total aircraft movements per annum (number of total movements in 2006 was 79,616) with related modifications to the daily and other limits including noise factored movements.

I refer to your letter of the 8th October 2009, regarding the above planning consent and S106 agreement. You submitted a draft Noise Monitoring and Mitigation Strategy as required by Part 10 (1) of the Fourth Schedule. It is acknowledged that clause 8.12(b) of the S106 suspends the requirements to submit the strategy until the current Judicial Review is concluded.

Please accept my apology for this belated response.

I can advise that the draft Strategy is acceptable to the Council, subject to the full details set out in the guidelines being submitted and approved.

I trust this information can be of assistance.

Yours sincerely,


Chris Gascoigne
Joint Interim Service Unit Manager

c.c. Robin Whitehouse, LBN
c.c. Anne Bradbury, LBN



Elizabeth Hegarty
Community Relations Manager
London City Airport
City Aviation House,
Royal Docks,
London
E16 2PB

Clive Dutton
Executive Director of Regeneration, Planning and
Property

PHYSICAL REGENERATION & DEVELOPMENT

Development Control
Newham Dockside
1st Floor, West Wing
Dockside Road
London, E16 2QU
Tel No.: 020 8430 2000
Direct Line: 02033731423
Fax No.: 020 8430 2901
E mail: sunil.sahadevan@newham.gov.uk
Ask for: Sunil Sahadevan
Our ref: 07/01510/VAR
Date: 26 February 2010

Dear Elizabeth Hegarty,

Town and Country Planning Act 1990 (as amended)

Re: London City Airport

Planning Permission 07/01510/VAR (under Section 73 of the Town and Country Planning Act 1990) to vary conditions 13 and 15 of the outline planning permission no.N/82/104 dated 23 May 1985 (as previously varied), to allow up to 120,000 total aircraft movements per annum (number of total movements in 2006 was 79,616) with related modifications to the daily and other limits including noise factored movements.

I refer to your letter of the 8th January 2010, regarding the above planning consent and S106 agreement. You submitted a Travel Plan as required under items 3a, b and c of the Sixth Schedule, Part 1 (Transport).

The Travel Plan has been considered by the Council, and we are of the opinion that it is acceptable, subject to the following;

The updated passenger targets set out in 3.6 of the Travel Plan refers to monitoring of car parking charges to encourage use of public transport, along with reference to parking arrangements in the locality of the airport to prevent nuisance for local residents. We would prefer if a target was set that the Travel Plan could work towards, and a passenger trip mode review is undertaken as part of the next passenger survey, and this can be considered at the next Travel Plan review stage.

I trust this information can be of assistance.

Yours sincerely,


Chris Gascoigne
Joint Interim Service Unit Manager

c.c. Ian Hyde, LBN
c.c. Anne Bradbury, LBN



Janet Goulton
Planning and Development Manager
London City Airport
City Aviation House,
Royal Docks,
London
E16 2PB

Dear Janet Goulton,

Town and Country Planning Act 1990 (as amended)

Re: London City Airport

Planning Permission 07/01510/VAR (under Section 73 of the Town and Country Planning Act 1990) to vary conditions 13 and 15 of the outline planning permission no.N/82/104 dated 23 May 1985 (as previously varied), to allow up to 120,000 total aircraft movements per annum (number of total movements in 2006 was 79,616) with related modifications to the daily and other limits including noise factored movements.

I refer to your letter of the 18th September 2009 and attached strategy, concerning submission of a Temporary Noise Monitoring Strategy as required under Para 1 of Part 11 of the Fourth Schedule of the Section 106 agreement accompanying the above consent.

I can confirm that the submitted Temporary Noise Monitoring Strategy is considered acceptable.

I trust this information can be of assistance.

Yours sincerely,

A handwritten signature in black ink, appearing to read "V Geoghegan".

Victoria Geoghegan
Joint Interim Borough Planning Officer

c.c. Robin Whitehouse, LBN

Bernadette Marjoram MSc. F.C.I.M. F.R.S.A.
Joint Executive Director of Regeneration, Planning
and Property

**PHYSICAL REGENERATION &
DEVELOPMENT**

Development Control
Newham Dockside
1st Floor, West Wing
Dockside Road
London, E16 2QU
Tel No.: 020 8430 2000
Direct Line: 02033731423
Fax No.: 020 8430 2901
E mail: sunil.sahadevan@newham.gov.uk
Ask for: Sunil Sahadevan
Our ref: 07/01510/VAR
Date: 30 September 2009

**APPENDIX 2:
SUMMARY OF PLANNING AGREEMENT REQUIREMENTS & REFERENCES WITHIN APR**

Planning Agreement Reference	Planning Agreement Requirement	Location of Information within APR, para ref.
Section 1 Introduction		
Definitions	"An annual report to be submitted to the Council by 1 July in each calendar year which shall (to the extent required by the obligations in this Deed) report on the performance of and compliance with the terms of this Deed in the preceding calendar year and shall include all the annual reporting requirements contained in this Deed or as agreed with the Council from time to time"	1.2 Annual Performance Report, para 1.2.1
6th Schedule / Part 5 / 1 – Page 58	"In pursuance of any obligation under this Deed to report to the Council on the performance or compliance with the terms of this Deed, the Airport Companies shall provide the Council with the Annual Performance report by 1 July in each calendar year in respect of performance and compliance in the preceeding calendar year (January to December) and shall publish the Annual Performance Report on the website for the Airport Consultative Committee by 31 July in each calendar year Provided That for the avoidance of doubt the Airport Companies shall submit the first Annual Performance Report by 1 July 2010 for performance and compliance during the year 2009 and publish such Report on the Airport Consultative Committee website by 31 July 2010."	
6th Schedule / Part 5 / 2 – Page 58	"For the avoidance of doubt any obligation to report to the Council contained in this Deed shall be read and construed as if that obligation was to include such report in the Annual Performance Report regardless of any indication to the contrary as to form or timing of such report."	

Planning Agreement Reference	Planning Agreement Requirement	Location of Information within APR, para ref.
Section 2 Aircraft Movements		
4th Schedule / Part 7 / 6 – Page 45	“Report aggregate figures of the numbers and types of aircraft using LCY.”	2.1 Numbers and Types of Aircraft using the Airport, para 2.1.1
LBN letter dated 26 February 2010	“There will be a need to ensure that noise data is sufficiently detailed so that compliance can be checked. Therefore there would be a need to include daily numbers of movements including class, numbers of late flights etc. (Please continue to liaise with my colleague Robin Whitehouse in this regard).”	2.2 Daily Numbers of Movements including Noise Category, para 2.2.1
LBN letter dated 26 February 2010	“It would be useful to include whether or not all flights and maintenance fell within or outside of the allowed times in the Agreement.”	2.3 Times of Flights and Maintenance, para 2.3.1
Section 3 Noise		
Definitions	“The 57 dB Contour based on actual aircraft movements for the summer period (16 June to 15 September) in the calendar year immediately preceding the due date for submission of the Annual Performance Report,”	3.6 SIS: Noise Contours, para 3.6.1
Definitions	“The 66 dB Contour based on actual aircraft movements for the summer period (16 June to 15 September) in the calendar year immediately preceding the due date for submission of the Annual Performance Report.”	
Definitions	“The 69 dB Contour based on actual aircraft movements for the summer period (16 June to 15 September) in the calendar year immediately preceding the due date for submission of the Annual Performance Report.”	
Definitions	“The 57 dB Contour based on forecast Aircraft Movements at the Airport for the summer period (16 June to 15 September) in the calendar year of the due date for submission of the Annual Performance Report.”	
Definitions	“The 66 dB Contour based on forecast Aircraft Movements at the Airport for the summer period (16 June to 15 September) in the calendar year of the due date for submission of the Annual Performance Report.”	

Planning Agreement Reference	Planning Agreement Requirement	Location of Information within APR, para ref.
Definitions	"The 57 dB Contour based on forecast Aircraft Movements at the Airport for the summer period (16 June to 15 September) in the calendar year of the due date for submission of the Annual Performance Report but reduced to take into account likely cancellation of flights and other matters affecting numbers of Aircraft Movements by reference to historical data from the preceding five calendar years."	
Definitions	"The 66 dB Contour based on forecast Aircraft Movements at the Airport for the summer period (16 June to 15 September) in the calendar year of the due date for submission of the Annual Performance Report but reduced to take into account likely cancellation of flights and other matters affecting numbers of Aircraft Movements by reference to historical data from the preceding five calendar years."	
9th Schedule / Part 1 / 5 Page 65	"As part of the Annual Performance Report on 1 July each year the Actual 57 dB Contour, the Actual 66 dB Contour and the Actual 69 dB Contour is produced by the Airport Companies in accordance with the INM and submitted to the Council."	
4th Schedule / Part 1 / 1 Page 36	"On 1 July each year following the date of this Deed the Airport Companies shall include as part of the Annual Performance Report a list of all residential premises and Public Buildings where a period of 10 years or more has expired since the date on which the glazing elements, mechanical ventilation and modifications to external doors which form part of either the First Tier Works or the Public Buildings First Tier Works or the Second Tier Works or the Public Buildings Second Tier Works were carried out and completed..."	3.7 SIS: Further Inspection of Treated Premises, para 3.7.1
4th Schedule / Part 2 / 1 Page 39	"In the preparation of each Annual Performance Report the Airport Companies shall determine First Tier Works Eligibility and Public Buildings First Tier Works Eligibility by applying the Eligibility Methodology and shall publish in each Annual Performance Report the boundary within which premises having First Tier Works Eligibility and Public Buildings First Tier Works Eligibility are situated together with the 1998 57 dB Contour, the Actual 57 dB Contour, the Predicted 57 dB Contour and the Predicted Reduced 57 dB Contour."	3.8 SIS: First Tier Works, para 3.8.1

Planning Agreement Reference	Planning Agreement Requirement	Location of Information within APR, para ref.
4th Schedule / Part 3 / 1 Page 41	"In the preparation of each Annual Performance Report the Airport Companies shall determine Second Tier Works Eligibility and Public Buildings Second Tier Works Eligibility by applying the Eligibility Methodology and shall publish in each Annual Performance Report the boundary within which premises having Second Tier Works Eligibility and Public Buildings Second Tier Works Eligibility are situated together with the Actual 66 dB Contour, the Predicted 66 dB Contour and the Predicted Reduced 66 dB Contour."	3.9 SIS: Second Tier Works, para 3.9.1
4th Schedule / Part 4 Page 43	"The Airport Companies shall advertise at least twice a year starting three months from the date of the first Annual Performance Report in local newspapers which are in circulation within the vicinity of the Site and publish on the Airport Website the availability of the First Tier Works the Public Buildings First Tier Works the Second Tier Works and the Public Buildings Second Tier Works."	3.10 Publicity for SIS, para 3.10.1
4th Schedule / Part 5 / 1 Page 44	"The Airport Companies shall use reasonable endeavours to enter into the Neighbouring Authority Agreements within six months of the date of this Deed or such other longer timescale as agreed with the Council and for the avoidance of doubt upon completion of a Neighbouring Authority Agreement the Council shall cease to have any responsibility for the matters contained in that Neighbouring Authority Agreement so far as they relate to properties within the London Borough of Greenwich or the London Borough of Tower Hamlets (as the case may be)."	3.12 Neighbouring Authority Agreements, para 3.12.1
4th Schedule / Part 7 / 2 Page 45	"To ensure that fixed electrical ground power supplies are used at the Airport for conditioning the aircraft prior to engine start-up and for the starting of aircraft engines and that auxiliary power units are not used at the Airport unless their use is demonstrated to the Council to be operationally necessary and unless the Council have given their prior approval in writing to such use"	Appendix 7 Report on Operation of Noise Management Scheme, Section 2

Planning Agreement Reference	Planning Agreement Requirement	Location of Information within APR, para ref.
4th Schedule / Part 7 / 5 Page 45	"To hold regular meetings and/or discussions with the Council the Airport Consultative Committee and such other statutory bodies as may be reasonably nominated by the Council in order to review the operation of the noise Management Scheme and submit reports of the operation of the Noise Management Scheme to not fewer than two meetings per year of the Airport Consultative Committee."	3.1 Noise Management Scheme, para 3.1.1
Para A6.0 in Temporary Noise Strategy	"A record of the daily operational status of each monitor together with the total monthly correlation rate of noise events to aircraft departures for the immediately preceding quarter shall be submitted to LBN."	3.2 Temporary Noise Monitoring Strategy Reporting Requirements, para 3.2.1
4th Schedule / Part 12 / 3 - Page 47	"The Airport Companies shall identify in the Annual Performance Report on 1 July each year any dwelling with any part of its external elevation which is situated within the Actual 69 dB Contour for the purposes of the Purchase Scheme."	3.11 Purchase Scheme, para 3.11.1
9th Schedule / Part 1 / 4 – Page 65	"Annually on 31 December the provisional categorisation of each approved aircraft type is reviewed (provided that if the provisional categorisation for an aircraft type has been approved in the period between 1 October and 31 December of the year in question then the provisional categorisation of that aircraft type is reviewed on 31 December in the following year) having regard to the departure noise levels recorded at the four monitoring points used for the purposes of the Noise Monitoring System and the Airport companies by 1 July in the following year submit details in writing to the Council of the results of the review whereupon the provisional categorisation of each approved aircraft type is confirmed or amended by the Council with the agreement of the Airport Companies having regard to the monitored values and any such amendment may with the agreement of the Council include the introduction of sub-categorisation into narrower bands provided that noise factors appropriate to any such bands are calculated and applied."	3.4 Aircraft Categorisation, para 3.4.1

Planning Agreement Reference	Planning Agreement Requirement	Location of Information within APR, para ref.
Section 4 Ground Noise		
5th Schedule / Part 1 / 2 Page 49	"Annually on 1 July every year as part of the Annual Performance Report to submit to the Council:	
(a) written details (in accordance with the format set out in Part 6 of this Schedule) of Ground Running that has taken place during the preceding calendar year (the year to run from 1 January to 31 December each year for this purpose) including details of the number duration and power settings of ground runs and the types of aircraft involved; and		
(b) written measurements and calculations to show whether the ground Running Noise Limit has been exceeded during the preceding calendar year." [5th Schedule / Part 1 / 2 – Page 49]	4.1 Ground Running of Aircraft Engines, para 4.1.1	
5th Schedule / Part 1 / 3 Page 49	"In the event that the Ground running Noise Limit has been exceeded contrary to paragraph 1 of this Part to submit annually on 1 July as part of the Annual Performance Report written proposals to the Council for their approval for the carrying out of measures and the time scale for the carrying out of those measures in order 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."	4.2 Exceedences of Ground Running Noise Limit, para 4.2.1

Planning Agreement Reference	Planning Agreement Requirement	Location of Information within APR, para ref.
Section 5 Air Quality		
3rd Schedule / Part 3 / 1(c) - Page 31	"With effect from the date of this Deed the Airport Companies shall make the data from the Air Quality Measurement Programme available to the Council the Airport Consultative Committee and members of the general public through the Annual Performance Report and at each meeting of the Airport Consultative Committee by reporting on such data for the most recent quarter of the year preceding such meeting for which there is data available."	5.1 Data from Air Quality Measurement Programme, para 5.1.1
3rd Schedule / Part 3 / 1(d) (iii) - Page 31	"Through the Annual Performance Report insofar as this shall include a summary of the results available from any Deposits Study in the preceding calendar year and the number and nature of such complaints in the preceding calendar year." [3rd Schedule / Part 3 / 1(d) (iii), Page 31]	5.2 Results from any Deposits Study in the Preceding Calendar Year, para 5.2.1
Section 6 Sustainability and Biodiversity		
3rd Schedule / Part 6 / 4 - Page 34	"During the operation of the approved Airport Sustainability Action Plan, the Airport Companies shall report to the Council annually on 1 July as part of the Annual Performance Report on the performance of the Airport Companies during the previous calendar year against the targets in the Airport Sustainability Action Plan."	6.1 Airport Sustainability Strategy and Airport Biodiversity Strategy, para 6.1.1
3rd Schedule / Part 6 / 8 - Page 34	"Report to the Council every two years on 1 July (on those occasions, as part of the Annual Performance Report for that year) on the performance of the Airport Companies against the objectives and measures specified in the Airport Biodiversity Strategy in the preceding two calendar years, the first such report to be made on 1 July following the second anniversary of the receipt of written approval from the Council pursuant to paragraphs 5 and 6 of this Part; and..."	

Planning Agreement Reference	Planning Agreement Requirement	Location of Information within APR, para ref.
3rd Schedule / Part 6 / 8 - Page 34	"Every five years on 1 July (on those occasions, as part of the Annual Performance Report for that year) submit to the Council a review of the performance of the Airport Biodiversity Strategy and the first such review shall be submitted on 1 July following the fifth anniversary of the receipt of written approval from the Council pursuant to paragraphs 5 and 6 of this Part; and..."	
Section 7 Education, Employment and Training		
6th Schedule / Part 2 / 1(a) – Page 55	<p>"Use reasonable endeavours to ensure that</p> <p>(i) at least 70% of the full time equivalent jobs at the Airport are filled by residents of the Local Area including at least 35% filled by residents of the London Borough of Newham;</p> <p>(ii) at least 70% of direct employees of LCA are resident in Local Area;</p> <p>(iii) at least 35% of direct employees of LCA are resident in the London Borough of Newham.</p> <p>(iv) Where LCA initiates recruitment simultaneously for more than 1 job vacancy to advertise through local employment agency (e.g. Reed, Docklands Office), to notify vacancies to relevant Recruitment Centre and to advertise such vacancies on the Airport Website."</p> <p>"To provide the Council and the Airport Consultative Committee with an annual return on 1 July each year with details of the percentage of people living in the Local Area who are employed on the site including the percentage of residents of the London Borough of Newham." [6th Schedule / Part 2 / 1(f) – Page 55]</p>	7.3 Employment Statistics Reporting, para 7.3.1
6th Schedule / Part 2 / 1(b) – Page 55	<p>"To use reasonable endeavours to encourage employers at the Site to fill their job vacancies with residents of the London Borough of Newham and in so doing:</p> <p>(i) within six months of the date of this Deed establish a forum for all employers at the Airport which have at least 20 individual members of staff based at the Airport and to hold meetings of that forum at least twice in each calendar year;</p> <p>(ii) so far as practicable ensure all employers at the Airport which have at least 20 individual members of staff recruit locally as far as possible and advertise job vacancies through the Airport Website and the relevant Recruitment Centre."</p>	7.5 Employer's Forum, para 7.5.1
6th Schedule / Part 2 / 1(c) – Page 55	"To continue to provide a list of the existing employers at the Site to the Council annually on 1 July each year in order to enable the Council to encourage such employers to fill their job vacancies with residents of the London Borough of Newham."	7.3 Employment Statistics Reporting, para 7.3.3

Planning Agreement Reference	Planning Agreement Requirement	Location of Information within APR, para ref.
6th Schedule / Part 2 / 1(d) – Page 55	“To continue to provide the Council annually with details in writing of the policy adopted by LCA to fill any airport job vacancy and LCA shall consult the council about such policy on not fewer than one occasion each year in conjunction with the submission of the annual return pursuant to paragraph 1(f) of this Part”	7.4 Airport Job Policy, para 7.4.1
6th Schedule / Part 2 / “1(e) – Page 55	“To provide the Council with details of programmes initiated by LCA for the training of their own employees as part of the annual return pursuant to paragraph 1(f).”	7.7 Training Programmes, para 7.7.1
6th Schedule / Part 2 / “1(f) – Page 55	“To provide the Council and the Airport Consultative Committee with an annual return on 1 July each year with details of the percentage of people living in the Local Area who are employed on the Site including the percentage of residents of the London Borough of Newham;”	7.3 Employment Statistics Reporting, para 7.3.1
6th Schedule / Part 2 / 1(g) – Page 56	“To use reasonable endeavours to participate in and encourage staff of LCA, other employers at the Airport and their staff to participate in local community projects and initiatives.” [6th Schedule / Part 2 / 1(g) – Page 56]	7.6 Staff Participation, para 7.6.1
6th Schedule / Part 2 / 1(h) – Page 56	“Within 12 months of the date of this Deed to implement a work experience programme at the Airport which shall have the objective of providing one week work experience for a minimum of 40 residents of the London borough of Newham and a minimum total of eight residents of the London Boroughs of Bexley, Barking & Dagenham, Greenwich and Tower Hamlets and further...”	7.2 Work Experience, para 7.2.5
Section 8 Surface Access		
LBN letter dated 26 February 2010	Although there is a separate requirement to under the Travel Plan requirements, it may also be useful to include this with the annual submission on the 1st July 2010. This would ensure all the compliance reports are submitted together.	8.2 Travel Plan, para 8.2.1

Planning Agreement Reference	Planning Agreement Requirement	Location of Information within APR, para ref.
Section 9 Environmental Complaints		
3rd Schedule / Part 7 / 2 (c) - Page 35	"The Airport Companies shall submit a report of any such complaint and any such action: (c) in summary as part of the Annual Performance Report in relation to such complaints and actions in the preceding calendar year."	9.1 Report of any Compliant or Action in Summary in Preceding Calendar Year, para 9.1.1
Section 11 Other Matters		
Clause 8.12 (b) and (c) Page 21	"8.12 In the event of any claim being made for judicial review of the Planning Permission to Part 54 Civil Procedures Rules, the following provisions shall have effect: (b) where any investigation study report scheme or strategy is required to be undertaken submitted approved implemented or operated under this Deed: (i) any time period within which it is required to be undertaken submitted approved implemented or operated (as the case may be) shall be suspended from the date of the claim for judicial review and the unexpired part of such period shall not resume until the date on which the claim has been finally determined Provided That if the unexpired period is less than six months that period shall when it resumes be extended to six months; and (ii) any due date by which it is required to have been undertaken submitted approved implemented or operated (as the case may be) shall be postponed until six months after the date on which the claim has been finally determined." " (c) if the Annual Performance Report is required under this Deed to be published during the currency of the claim for judicial review or within six months of the claim being finally determined the content of the Annual Performance Report shall be agreed between the Airport Companies and the Council having regard to the provisions of this clause 8.12;"	11.1 Judicial Review Claim, para 11.1.2

APPENDIX 3: TIMES OF FLIGHTS AND MAINTENANCE – RELEVANT PLANNING CONDITIONS

Extract of relevant planning conditions attached to planning permission 07/01510/VAR restricting times of flights and maintenance:

- (5) The ground running of aeroplane engines for testing or maintenance purposes shall take place only between the hours of 0630 and 2200 hours from Monday to Friday inclusive and between the hours of 0630 and 1230 hours on Saturdays, 1230 and 2200 hours on Sundays and 0900 and 2200 hours on Bank Holidays and public Holidays (but not at all on Christmas Day) and;
- i) In such locations and with such orientations of the aircraft as may be agreed in writing with the local planning authority and
- ii) Employing such noise protection measures as may be agreed in writing with the local planning authority.

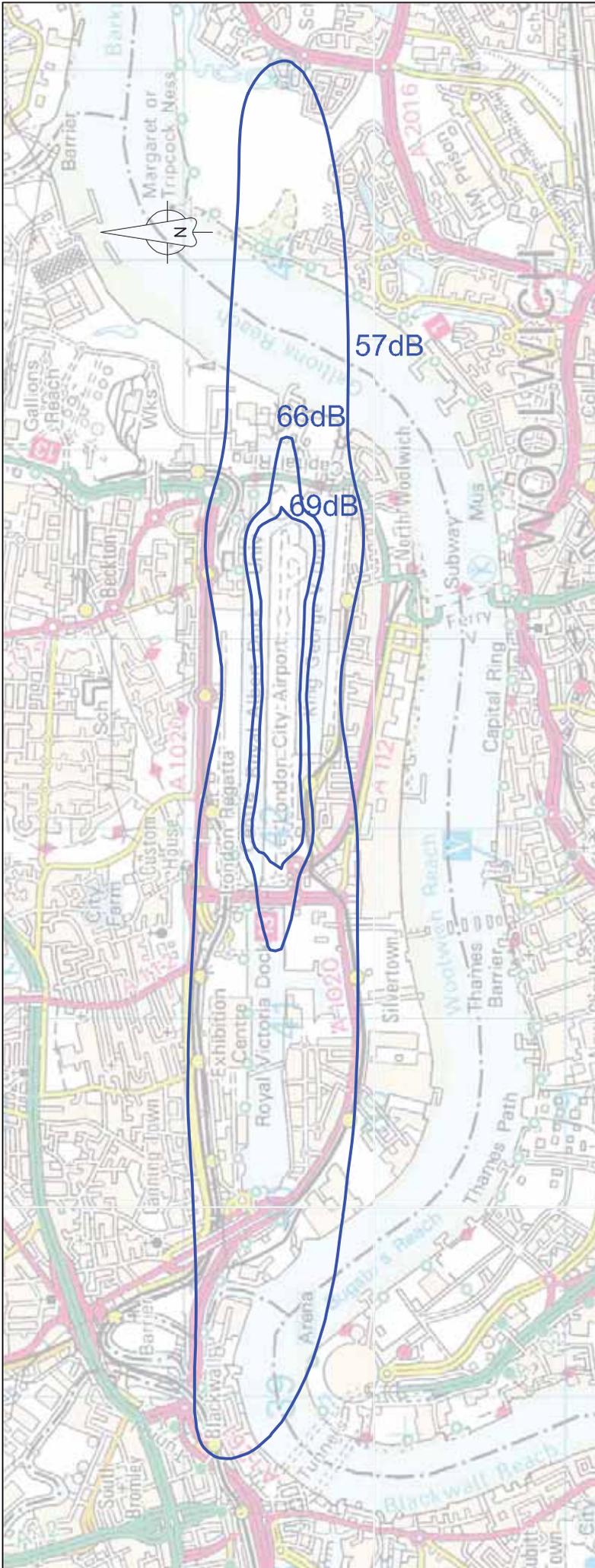
Reason

In the interests of protecting amenity from noise impacts at sensitive parts of the day, in accordance with Policies 4A.20 (Reducing Noise and Enhancing Soundscapes) of the London Plan (Consolidated February 2008) and EQ45 (Pollution) and T29 (London City Airport) of the Unitary Development Plan (adopted June 2001, saved from the 27th of September 2007 in accordance with the direction from the Secretary of State).

- (6a) The Airport shall not be used for the taking off or landing of aircraft at any time other than between 0630 and 2200 hours from Monday to Friday inclusive and between 0900 and 2200 hours on Bank Holidays and Public Holidays except:
- a) In the event of an emergency
- b) For the taking off or landing between 2200 and 2230 hours of an aircraft which was scheduled to take off from or land at the Airport before 2200 hours but which has suffered unavoidable operational delays and where that taking off or landing would not result in there being more than 400 aircraft movements at the Airport per calendar year between 2200 and 2330 hours or more than 150 such movements in any consecutive three months.
- (6b) The Airport shall not be used for the taking off or landing of aircraft on Saturdays at any time other than between 0630 and 1230 hours except:
- iii) In the event of an emergency
- iv) For the taking off or landing between 1230 and 1300 hours on Saturdays of an aircraft that was scheduled to take off or land before 1230 hours but has suffered unavoidable operational delays and where that taking off or landing would not result in there being more than 400 aircraft movements at the airport per calendar year between 1230 and 1300 hours or more than 150 such movements in any consecutive three months.
- v) The taking off or landing of aircraft between 1230 hours and 1800 hours on one Saturday per calendar year for the Airport's charity open day.

- (6c) The Airport shall not be used for the taking off or landing of aircraft on Sundays at any time other than between 1230 and 2200 hours except:
- a) In the event of an emergency
 - b) For the taking off or landing between 2200 and 2230 hours of an aircraft which was scheduled to take off from or land at the Airport before 2200 hours but which has suffered unavoidable operational early, and where that taking off or landing would not result in there being more than 400 aircraft movements at the Airport per calendar year between 2200 and 2330 hours or more than 150 such movements in any consecutive three months.
- (6d) For the purposes of sub-paragraph (b) of each condition (6a), (6b), and (6c) the figures of 400 aircraft movements and 150 aircraft movements shall in each case include all aircraft movements by aircraft which have suffered operational delays between the hours specified in each sub-paragraph on Mondays to Fridays, on Saturdays, on Sundays and on Bank and Public Holidays and the expression 'aircraft movements' shall mean the take-off or landing of an aircraft at the Airport, other than those engaged in training or aircraft testing.
- Reason**
- In the interests of protecting environmental amenity from noise impacts at sensitive parts of the day and week, in accordance with Policies 4A.20 (Reducing Noise an enhancing Soundscape) of the London Plan (Consolidated February 2008) and EQ45 (Pollution) and T29 (London City Airport) of the Unitary Development Plan (adopted June 2001, saved from the 27th of September 2007 in accordance with the direction from the Secretary of State).
- (9) Between 0630 and 0659 hours on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the airport will be closed between these times) the number of aircraft movements shall not exceed 6 on any day.
- Reason**
- In the interests of protecting environmental amenity from noise impacts at a sensitive part of the day, in accordance with Policies 4A.20 (Reducing Noise an enhancing Soundscape) of the London Plan (Consolidated February 2008) and EQ45 (Pollution) and T29 (London City Airport) of the Unitary Development Plan (adopted June 2001, saved from the 27th of September 2007 in accordance with the direction from the Secretary of State).
- (10) Notwithstanding the restriction on aircraft movements between 0630 and 0959 hours, as set out by Condition 9, the total movements in the period between 0630 and 0645 on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the airport will be closed between these times), shall not exceed 2 on any day.
- Reason**
- In the interests of protecting environmental amenity from noise impacts at a sensitive part of the day, in accordance with Policies 4A.20 (Reducing Noise an enhancing Soundscape) of the London Plan (Consolidated February 2008) and EQ45 (Pollution) and T29 (London City Airport) of the Unitary Development Plan (adopted June 2001, saved from the 27th of September 2007 in accordance with the direction from the Secretary of State).

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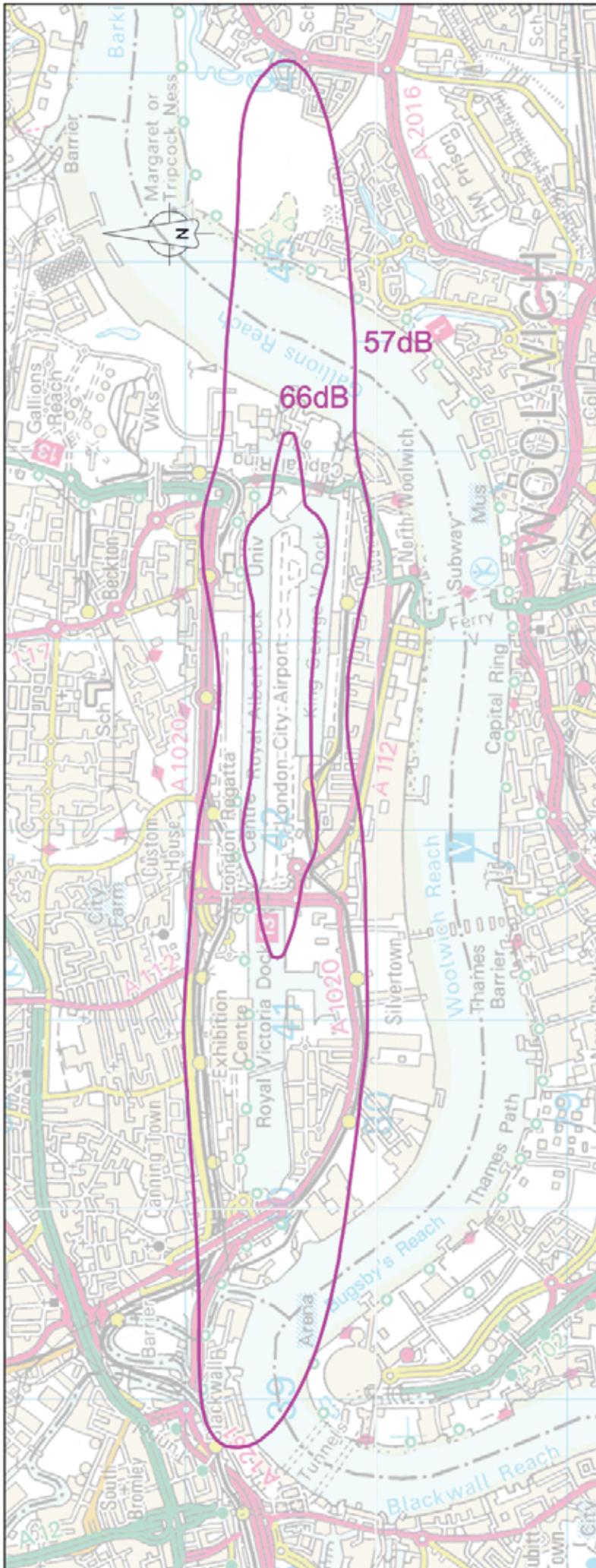


Rev	Date	Description	By
		Bickerdike Allen Partners 121 Salusbury Road London NW6 6RG Tel: (020) 7625 4411 Fax: (020) 7625 0250 e-mail: mail@bickerdikeallen.com	B A P

Project
LONDON CITY AIRPORT

Title
Actual Noise Contours
Summer 2009 (57, 66 and 69 dB L_{Aeq,16h})
Average Mode

Drawn DT	Checked	Approved	Job no A1125	Pha 119
Date JUN-10	Scale 1:30,000	Status	Fig. 1	Rev



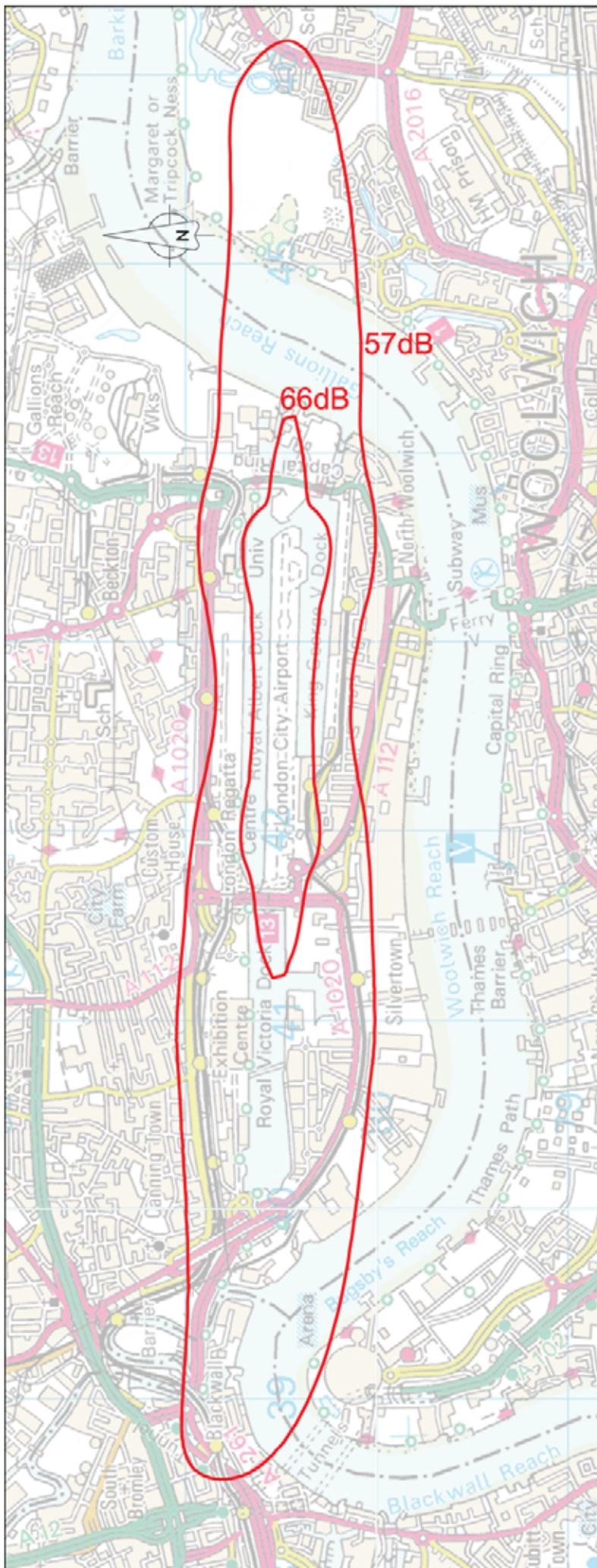
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Rev	Date	Description	By
		Bickerdike Allen Partners 121 Salusbury Road London NW6 6RG Tel: (020) 7625 4411 Fax: (020) 7625 0250 e-mail: mail@bickerdikeallen.com	B A P

Project
LONDON CITY AIRPORT

Title
Predicted Reduced Noise Contours
Summer 2010 (57 and 66 dB L_{Aeq,16h})
Average Mode

Drawn DT	Checked	Approved	Job no A1125	Pha 119
Date JUN-10	Scale 1:30,000	Status	Fig. 2	Rev



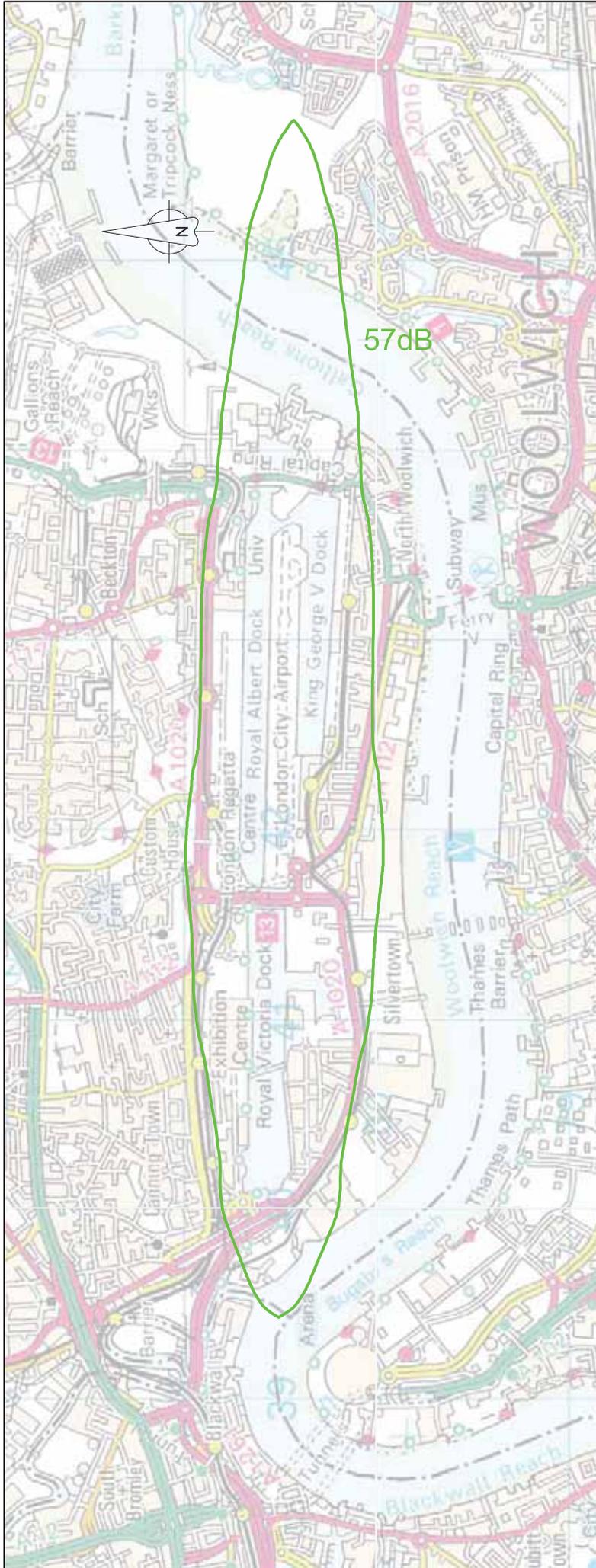
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100018300

Rev	Date	Description	By
		Bickerdike Allen Partners 121 Salusbury Road London NW6 6RG Tel: (020) 7625 4411 Fax: (020) 7625 0250 e-mail: mail@bickerdikeallen.com	B A P

Project
LONDON CITY AIRPORT

Title
Predicted Noise Contours
Summer 2010 (57 and 66 dB L_{Aeq,16h})
Average Mode

Drawn	Checked	Approved	Job no	Pha
DT			A1125	119
Date	Scale	Status	Fig.	Rev
JUN-10	1:30,000		Fig. 3	



Ordinance Survey map licenced to
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100018300

Rev	Date	Description	By
		Bickerdike Allen Partners 121 Salusbury Road London NW6 6RG Tel: (020) 7625 4411 Fax: (020) 7625 0250 e-mail: mail@bickerdikeallen.com	B A P

Project
LONDON CITY AIRPORT

Title
London City Airport
L_{Aeq,16h} Noise contours
'1998 Planning Contours'

Drawn DT	Checked	Approved	Job no A1125	Pha 119
Date JUN-10	Scale 1:30,000	Status	Fig. 4	Rev

APPENDIX 5: LIST OF TREATED PREMISES

This appendix provides a list of residential premises and public buildings that have been treated under the airport's sound insulation scheme on or before 1 July 2000. Each property on this list will receive a letter inviting them to allow an inspection to be undertaken of the relevant glazing elements, mechanical ventilation and any modifications to external doors that formed part of the original sound insulation scheme works.

The purpose of the inspection is to ensure that the works undertaken, provided they have not been altered, continue to be of a standard sufficient to satisfy the acoustic standard for which they were designed to achieve. Where this is found not to be the case, the airport will arrange to undertake further works (subject to the permission of the building owner or other relevant person) as maybe necessary to ensure the acoustic standard is achieved.

S106 requirement, Fourth Schedule, Part 1, Para 1 states that,

"1 On 1 July in each year following the date of this Deed the Airport Companies shall include as part of the Annual Performance Report a list of all residential premises and Public Buildings where a period of 10 years or more has expired since the date on which the glazing elements, mechanical ventilation and modifications to external doors which form part of either the First Tier Works or the Public Buildings First Tier Works or the Second Tier Works or the Public Buildings Second Tier Works were carried out and completed by on behalf or at the direction of the Airport Companies (or their respective predecessors in title) pursuant to the obligations in this Deed (and the 1998 Agreement) and on the first occasion on which such list is included in the Annual Performance Report, subject to paragraphs 3 and 4 of this Part the following shall apply in relation to each relevant residential premises and Public Building:...

Schedule 1 attached includes a list of all residential premises where a period of 10 years or more has expired since the mechanical ventilators have been installed. These properties are defined within the 1998 Agreement as the "original premises" and the "part 1 premises". Records indicate that these properties were offered mechanical ventilators.

The following public buildings have been treated over ten years ago and will require further inspection.

- Camel Road Community Centre
- Storey Road School

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
	4		WYTHES ROAD	E16 2DN	100002190661080	DWELLING
	6		WYTHES ROAD	E16 2DN	100002190661085	DWELLING
	8		WYTHES ROAD	E16 2DN	100002190661079	DWELLING
	20		SAVILLE ROAD	E16 2DS	100002190661107	DWELLING
	10		WYTHES ROAD	E16 2DN	100002190661078	DWELLING
10A			WYTHES ROAD	E16 2DN	100002190661077	DWELLING
	13		SAVILLE ROAD	E16 2DS	100002190661118	DWELLING
	22		SAVILLE ROAD	E16 2DS	100002190661106	DWELLING
	15		SAVILLE ROAD	E16 2DS	100002190661119	DWELLING
	12		WYTHES ROAD	E16 2DN	100002190661076	DWELLING
12A			WYTHES ROAD	E16 2DN	100002190661075	DWELLING
	24		SAVILLE ROAD	E16 2DS	100002190661105	DWELLING
	17		SAVILLE ROAD	E16 2DS	100002190661120	DWELLING
	14		WYTHES ROAD	E16 2DN	100002190661083	DWELLING
	22		PARKER STREET	E16 2DJ	100002190888854	DWELLING
	26		SAVILLE ROAD	E16 2DS	100002190661104	DWELLING
	19		SAVILLE ROAD	E16 2DS	100002190661121	DWELLING
	16		WYTHES ROAD	E16 2DN	100002190661074	DWELLING
	28		SAVILLE ROAD	E16 2DS	100002190661103	DWELLING
	24		PARKER STREET	E16 2DJ	100002190887294	DWELLING
	21		SAVILLE ROAD	E16 2DS	100002190661122	DWELLING
	30		SAVILLE ROAD	E16 2DS	100002190661102	DWELLING
	18		WYTHES ROAD	E16 2DN	100002190661073	DWELLING
	114		DREW ROAD	E16 2DG	100002190661277	DWELLING
	134		DREW ROAD	E16 2DG	100002190661278	DWELLING
	23		SAVILLE ROAD	E16 2DS	100002190661123	DWELLING
	26		PARKER STREET	E16 2DJ	100002190887295	DWELLING
	32		SAVILLE ROAD	E16 2DS	100002190661101	DWELLING
	20		WYTHES ROAD	E16 2DN	100002190661072	DWELLING
	34		SAVILLE ROAD	E16 2DS	100002190661100	DWELLING
	25		SAVILLE ROAD	E16 2DS	100002190661124	DWELLING
	28		PARKER STREET	E16 2DJ	100002190887296	DWELLING
	22		WYTHES ROAD	E16 2DN	100002190661071	DWELLING
	112		DREW ROAD	E16 2DG	100002190661279	DWELLING
	132		DREW ROAD	E16 2DG	100002190661280	DWELLING
	33		LEONARD STREET	E16 2DT	100002190661113	DWELLING
	27		SAVILLE ROAD	E16 2DS	100002190661125	DWELLING
	36		SAVILLE ROAD	E16 2DS	100002190661099	DWELLING
	130		DREW ROAD	E16 2DG	100002190661286	DWELLING
	110		DREW ROAD	E16 2DG	100002190661285	DWELLING
	35		LEONARD STREET	E16 2DT	100002190661114	DWELLING
	24		WYTHES ROAD	E16 2DN	100002190661070	DWELLING
	38		SAVILLE ROAD	E16 2DS	100002190661098	DWELLING
	108		DREW ROAD	E16 2DG	100002190661281	DWELLING
	128		DREW ROAD	E16 2DG	100002190661282	DWELLING
	30		PARKER STREET	E16 2DJ	100002190887297	DWELLING
	29		SAVILLE ROAD	E16 2DS	100002190661126	DWELLING
	37		LEONARD STREET	E16 2DT	100002190661115	DWELLING
	26		WYTHES ROAD	E16 2DN	100002190661069	DWELLING
	106		DREW ROAD	E16 2DG	100002190661283	DWELLING
	126		DREW ROAD	E16 2DG	100002190661284	DWELLING
	40		SAVILLE ROAD	E16 2DS	100002190661097	DWELLING
	32		PARKER STREET	E16 2DJ	100002190888855	DWELLING
	39		LEONARD STREET	E16 2DT	100002190661116	DWELLING
	31		SAVILLE ROAD	E16 2DS	100002190661127	DWELLING
	28		WYTHES ROAD	E16 2DN	100002190661068	DWELLING
	33		SAVILLE ROAD	E16 2DS	100002190661062	DWELLING
	42		SAVILLE ROAD	E16 2DS	100002190661096	DWELLING
	104		DREW ROAD	E16 2DG	100002190661268	DWELLING
	124		DREW ROAD	E16 2DG	100002190661267	DWELLING
	41		LEONARD STREET	E16 2DT	100002190661059	DWELLING
	54		WYTHES ROAD	E16 2DN	100002190661054	DWELLING
	56		WYTHES ROAD	E16 2DN	100002190661053	DWELLING
	34		PARKER STREET	E16 2DJ	100002190887298	DWELLING
	44		SAVILLE ROAD	E16 2DS	100002190661058	DWELLING
	35		SAVILLE ROAD	E16 2DS	100002190661063	DWELLING
	102		DREW ROAD	E16 2DG	100002190661269	DWELLING
	122		DREW ROAD	E16 2DG	100002190661270	DWELLING
	43		LEONARD STREET	E16 2DT	100002190661060	DWELLING
	37		SAVILLE ROAD	E16 2DS	100002190661064	DWELLING
	60		WYTHES ROAD	E16 2DN	100002190661051	DWELLING

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
46A	58		WYTHES ROAD	E16 2DN	1000002190661052	DWELLING
			SAVILLE ROAD	E16 2DS	1000002190888856	DWELLING
	46		SAVILLE ROAD	E16 2DS	1000002190661057	DWELLING
	36		PARKER STREET	E16 2DJ	1000002190887299	DWELLING
	100		DREW ROAD	E16 2DG	1000002190661271	DWELLING
	120		DREW ROAD	E16 2DG	1000002190661272	DWELLING
	162		DREW ROAD	E16 2DG	1000002190661362	DWELLING
	140		DREW ROAD	E16 2DG	1000002190661361	DWELLING
	142		DREW ROAD	E16 2DG	1000002190661363	DWELLING
	164		DREW ROAD	E16 2DG	1000002190661364	DWELLING
	146		DREW ROAD	E16 2DG	1000002190661367	DWELLING
	168		DREW ROAD	E16 2DG	1000002190661368	DWELLING
	138		DREW ROAD	E16 2DG	1000002190661359	DWELLING
	160		DREW ROAD	E16 2DG	1000002190661360	DWELLING
	166		DREW ROAD	E16 2DG	1000002190661366	DWELLING
	144		DREW ROAD	E16 2DG	1000002190661365	DWELLING
	136		DREW ROAD	E16 2DG	1000002190661358	DWELLING
	158		DREW ROAD	E16 2DG	1000002190661357	DWELLING
	45		LEONARD STREET	E16 2DT	1000002190661061	DWELLING
	62		WYTHES ROAD	E16 2DN	1000002190661050	DWELLING
	48		SAVILLE ROAD	E16 2DS	1000002190661056	DWELLING
	39		SAVILLE ROAD	E16 2DS	1000002190661066	DWELLING
	178		DREW ROAD	E16 2DG	1000002190661378	DWELLING
	156		DREW ROAD	E16 2DG	1000002190661377	DWELLING
	150		DREW ROAD	E16 2DG	1000002190661371	DWELLING
	172		DREW ROAD	E16 2DG	1000002190661372	DWELLING
	154		DREW ROAD	E16 2DG	1000002190661375	DWELLING
	176		DREW ROAD	E16 2DG	1000002190661376	DWELLING
	174		DREW ROAD	E16 2DG	1000002190661374	DWELLING
	152		DREW ROAD	E16 2DG	1000002190661373	DWELLING
	148		DREW ROAD	E16 2DG	1000002190661369	DWELLING
	170		DREW ROAD	E16 2DG	1000002190661370	DWELLING
	98		DREW ROAD	E16 2DG	1000002190661273	DWELLING
	118		DREW ROAD	E16 2DG	1000002190661274	DWELLING
	64		WYTHES ROAD	E16 2DN	1000002190661049	DWELLING
	38		PARKER STREET	E16 2DJ	1000002190887300	DWELLING
	96		DREW ROAD	E16 2DG	1000002190661275	DWELLING
	116		DREW ROAD	E16 2DG	1000002190661276	DWELLING
	40		PARKER STREET	E16 2DJ	1000002190661356	DWELLING
	10		DREW ROAD	E16 2DF	1000002190627615	DWELLING
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	70		DREW ROAD	E16 2DF	1000002190627616	DWELLING
	12		DREW ROAD	E16 2DF	1000002190627617	DWELLING
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46		DREW ROAD	E16 2DF	1000002190627648	DWELLING	
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86		DREW ROAD	E16 2DF	1000002190627628	DWELLING	
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38		DREW ROAD	E16 2DF	1000002190627652	DWELLING	
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16		DREW ROAD	E16 2DF	1000002190627631	DWELLING	
76		DREW ROAD	E16 2DF	1000002190627632	DWELLING	
50		DREW ROAD	E16 2DF	1000002190627656	DWELLING	
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58		DREW ROAD	E16 2DF	1000002190627654	DWELLING	
40		DREW ROAD	E16 2DF	1000002190627653	DWELLING	
66		DREW ROAD	E16 2DF	1000002190627624	DWELLING	
4		DREW ROAD	E16 2DF	1000002190627623	DWELLING	
64		DREW ROAD	E16 2DF	1000002190627622	DWELLING	

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
	14		DREW ROAD	E16 2DF	1000002190627619	DWELLING
	2		DREW ROAD	E16 2DF	1000002190627621	DWELLING
	80		DREW ROAD	E16 2DF	1000002190627635	DWELLING
	82		DREW ROAD	E16 2DF	1000002190627636	DWELLING
	92		DREW ROAD	E16 2DF	1000002190627637	DWELLING
	94		DREW ROAD	E16 2DF	1000002190627638	DWELLING
	26		DREW ROAD	E16 2DF	1000002190627639	DWELLING
	74		DREW ROAD	E16 2DF	1000002190627620	DWELLING
	28		DREW ROAD	E16 2DF	1000002190627640	DWELLING
	30		DREW ROAD	E16 2DF	1000002190627641	DWELLING
	42		DREW ROAD	E16 2DF	1000002190627646	DWELLING
	24		DREW ROAD	E16 2DF	1000002190627645	DWELLING
	22		DREW ROAD	E16 2DF	1000002190627644	DWELLING
	32		DREW ROAD	E16 2DF	1000002190627642	DWELLING
	20		DREW ROAD	E16 2DF	1000002190627643	DWELLING
	49		CAMEL ROAD	E16 2DE	1000002190661351	DWELLING
	42		PARKER STREET	E16 2DJ	1000002190661355	DWELLING
	47		CAMEL ROAD	E16 2DE	1000002190661350	DWELLING
	44		PARKER STREET	E16 2DJ	1000002190661354	DWELLING
	30		CAMEL ROAD	E16 2DD	1000002190661312	DWELLING
	40		CAMEL ROAD	E16 2DD	1000002190661309	DWELLING
	38		CAMEL ROAD	E16 2DD	1000002190661308	DWELLING
	42		CAMEL ROAD	E16 2DD	1000002190661310	DWELLING
	64		CAMEL ROAD	E16 2DD	1000002190661329	DWELLING
	60		CAMEL ROAD	E16 2DD	1000002190661319	DWELLING
	62		CAMEL ROAD	E16 2DD	1000002190661328	DWELLING
	84		CAMEL ROAD	E16 2DD	1000002190661340	DWELLING
	94		CAMEL ROAD	E16 2DD	1000002190661341	DWELLING
	76		CAMEL ROAD	E16 2DD	1000002190661327	DWELLING
	74		CAMEL ROAD	E16 2DD	1000002190661326	DWELLING
	96		CAMEL ROAD	E16 2DD	1000002190661342	DWELLING
	98		CAMEL ROAD	E16 2DD	1000002190661343	DWELLING
	44		CAMEL ROAD	E16 2DD	1000002190661311	DWELLING
	20		CAMEL ROAD	E16 2DD	1000002190661307	DWELLING
	72		CAMEL ROAD	E16 2DD	1000002190661325	DWELLING
	18		CAMEL ROAD	E16 2DD	1000002190661306	DWELLING
	16		CAMEL ROAD	E16 2DD	1000002190661305	DWELLING
	28		CAMEL ROAD	E16 2DD	1000002190661304	DWELLING
	26		CAMEL ROAD	E16 2DD	1000002190661303	DWELLING
	24		CAMEL ROAD	E16 2DD	1000002190661302	DWELLING
	22		CAMEL ROAD	E16 2DD	1000002190661301	DWELLING
14A			CAMEL ROAD	E16 2DD	1000002190661300	DWELLING
	32		CAMEL ROAD	E16 2DD	1000002190661313	DWELLING
	34		CAMEL ROAD	E16 2DD	1000002190661314	DWELLING
	70		CAMEL ROAD	E16 2DD	1000002190661324	DWELLING
	36		CAMEL ROAD	E16 2DD	1000002190661315	DWELLING
	52		CAMEL ROAD	E16 2DD	1000002190661323	DWELLING
	54		CAMEL ROAD	E16 2DD	1000002190661316	DWELLING
	50		CAMEL ROAD	E16 2DD	1000002190661322	DWELLING
14B			CAMEL ROAD	E16 2DD	1000002190661344	DWELLING
	56		CAMEL ROAD	E16 2DD	1000002190661317	DWELLING
	48		CAMEL ROAD	E16 2DD	1000002190661321	DWELLING
	58		CAMEL ROAD	E16 2DD	1000002190661318	DWELLING
	92		CAMEL ROAD	E16 2DD	1000002190661336	DWELLING
	66		CAMEL ROAD	E16 2DD	1000002190661330	DWELLING
	68		CAMEL ROAD	E16 2DD	1000002190661331	DWELLING
	46		CAMEL ROAD	E16 2DD	1000002190661320	DWELLING
14C			CAMEL ROAD	E16 2DD	1000002190661332	DWELLING
	86		CAMEL ROAD	E16 2DD	1000002190661333	DWELLING
	82		CAMEL ROAD	E16 2DD	1000002190661339	DWELLING
	80		CAMEL ROAD	E16 2DD	1000002190661338	DWELLING
	88		CAMEL ROAD	E16 2DD	1000002190661334	DWELLING
	78		CAMEL ROAD	E16 2DD	1000002190661337	DWELLING
	90		CAMEL ROAD	E16 2DD	1000002190661335	DWELLING
	45		CAMEL ROAD	E16 2DE	1000002190661349	DWELLING
	12		CAMEL ROAD	E16 2DD	1000002190627579	DWELLING
	46		PARKER STREET	E16 2DJ	1000002190661353	DWELLING
	43		CAMEL ROAD	E16 2DE	1000002190661348	DWELLING
	10		CAMEL ROAD	E16 2DD	1000002190627578	DWELLING
	48		PARKER STREET	E16 2DJ	1000002190661352	DWELLING
	41		CAMEL ROAD	E16 2DE	1000002190661347	DWELLING

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
	8		CAMEL ROAD	E16 2DD	1000002190627577	DWELLING
	39		CAMEL ROAD	E16 2DE	1000002190661346	DWELLING
	37		CAMEL ROAD	E16 2DE	1000002190661345	DWELLING
	6		CAMEL ROAD	E16 2DD	1000002190627576	DWELLING
	4		CAMEL ROAD	E16 2DD	1000002190627575	DWELLING
	2		CAMEL ROAD	E16 2DD	1000002190627574	DWELLING
	50		PARKER STREET	E16 2DJ	1000002190661299	DWELLING
	52		PARKER STREET	E16 2DJ	1000002190661298	DWELLING
	54		PARKER STREET	E16 2DJ	1000002190661297	DWELLING
	56		PARKER STREET	E16 2DJ	1000002190661296	DWELLING
	35		CAMEL ROAD	E16 2DE	1000002190661293	DWELLING
	11		CAMEL ROAD	E16 2DE	1000002190661260	DWELLING
	33		CAMEL ROAD	E16 2DE	1000002190661292	DWELLING
	23		CAMEL ROAD	E16 2DE	1000002190661266	DWELLING
	21		CAMEL ROAD	E16 2DE	1000002190661265	DWELLING
	9		CAMEL ROAD	E16 2DE	1000002190661259	DWELLING
	58		PARKER STREET	E16 2DJ	1000002190661295	DWELLING
	60		PARKER STREET	E16 2DJ	1000002190661294	DWELLING
	31		CAMEL ROAD	E16 2DE	1000002190661291	DWELLING
	19		CAMEL ROAD	E16 2DE	1000002190661264	DWELLING
	17		CAMEL ROAD	E16 2DE	1000002190661263	DWELLING
	29		CAMEL ROAD	E16 2DE	1000002190661290	DWELLING
	5		CAMEL ROAD	E16 2DE	1000002190627612	DWELLING
	7		CAMEL ROAD	E16 2DE	1000002190661258	DWELLING
	27		CAMEL ROAD	E16 2DE	1000002190661289	DWELLING
	13		CAMEL ROAD	E16 2DE	1000002190661261	DWELLING
	15		CAMEL ROAD	E16 2DE	1000002190661262	DWELLING
	1		CAMEL ROAD	E16 2DE	1000002190627611	DWELLING
	25		CAMEL ROAD	E16 2DE	1000002190661288	DWELLING
	3		CAMEL ROAD	E16 2DE	1000002190627610	DWELLING

APPENDIX 6 FIRST TIER WORKS ELIGIBILITY

This appendix provides a list of residential premises that are eligible for First Tier Works as described under Part 5 of the Ninth Schedule of the Section 106 Agreement dated 9th July 2009.

Subject to the provisions of the Section 106 Agreement, the general scope of works will comprise:-

- for single glazed properties – secondary glazing and sound attenuating vents
- for double glazed properties – sound attenuating vents only

The works will relate to habitable rooms that have windows on elevations most affected by aircraft noise as described in the Section 106 Agreement. The method of determining eligibility for First

Tier works is described below.

S106 requirement, Fourth Schedule, Part 2, Para 1 states that,

“1 In the preparation of each Annual Performance Report the Airport Companies shall determine First Tier Works Eligibility and Public Buildings First Tier Works Eligibility by applying the Eligibility Methodology and shall publish in each Annual Performance Report the boundary within which premises having First Tier Works Eligibility and Public Buildings First Tier Works Eligibility are situated together with the 1998 57 dB Contour, the Actual 57 dB Contour, the Predicted 57 dB Contour and the Predicted Reduced 57 dB Contour.”

This schedule of premises has been created using the following noise contours;

- Actual 2009 57 dB contour;
- Predicted 2010 57 dB contour;
- Predicted reduced 2010 57 dB contour

The full “*Eligibility methodology*” is defined in the Ninth Schedule, Part 4, Para 2

Bickerdike Allen Partners

Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
DRAKE HALL	14	FLAT 20	WESLEY AVENUE	E16 1TG	1000002190587958	DWELLING
DRAKE HALL	14	FLAT 21	WESLEY AVENUE	E16 1TG	1000002190587959	DWELLING
DRAKE HALL	14	FLAT 22	WESLEY AVENUE	E16 1TG	1000002190587960	DWELLING
DRAKE HALL	14	FLAT 23	WESLEY AVENUE	E16 1TG	1000002190587961	DWELLING
DRAKE HALL	14	FLAT 17	WESLEY AVENUE	E16 1TG	1000002190587962	DWELLING
DRAKE HALL	14	FLAT 18	WESLEY AVENUE	E16 1TG	1000002190587963	DWELLING
DRAKE HALL	14	FLAT 19	WESLEY AVENUE	E16 1TG	1000002190587964	DWELLING
DRAKE HALL	14	FLAT 28	WESLEY AVENUE	E16 1TG	1000002190587965	DWELLING
DRAKE HALL	14	FLAT 29	WESLEY AVENUE	E16 1TG	1000002190587966	DWELLING
DRAKE HALL	14	FLAT 30	WESLEY AVENUE	E16 1TG	1000002190587967	DWELLING
DRAKE HALL	14	FLAT 31	WESLEY AVENUE	E16 1TG	1000002190587968	DWELLING
DRAKE HALL	14	FLAT 24	WESLEY AVENUE	E16 1TG	1000002190587969	DWELLING
DRAKE HALL	14	FLAT 25	WESLEY AVENUE	E16 1TG	1000002190587970	DWELLING
DRAKE HALL	14	FLAT 26	WESLEY AVENUE	E16 1TG	1000002190587971	DWELLING
DRAKE HALL	14	FLAT 27	WESLEY AVENUE	E16 1TG	1000002190587972	DWELLING
DRAKE HALL	14	FLAT 32	WESLEY AVENUE	E16 1TG	1000002190587973	DWELLING
DRAKE HALL	14	FLAT 12	WESLEY AVENUE	E16 1TG	1000002190587974	DWELLING
DRAKE HALL	14	FLAT 13	WESLEY AVENUE	E16 1TG	1000002190587975	DWELLING
DRAKE HALL	14	FLAT 14	WESLEY AVENUE	E16 1TG	1000002190587976	DWELLING
DRAKE HALL	14	FLAT 15	WESLEY AVENUE	E16 1TG	1000002190587977	DWELLING
DRAKE HALL	14	FLAT 1	WESLEY AVENUE	E16 1TG	1000002190587978	DWELLING
DRAKE HALL	14	FLAT 10	WESLEY AVENUE	E16 1TG	1000002190587979	DWELLING
DRAKE HALL	14	FLAT 11	WESLEY AVENUE	E16 1TG	1000002190587980	DWELLING
DRAKE HALL	14	FLAT 5	WESLEY AVENUE	E16 1TG	1000002190587981	DWELLING
DRAKE HALL	14	FLAT 6	WESLEY AVENUE	E16 1TG	1000002190587982	DWELLING
DRAKE HALL	14	FLAT 7	WESLEY AVENUE	E16 1TG	1000002190587983	DWELLING
DRAKE HALL	14	FLAT 8	WESLEY AVENUE	E16 1TG	1000002190587984	DWELLING
DRAKE HALL	14	FLAT 16	WESLEY AVENUE	E16 1TG	1000002190587985	DWELLING
DRAKE HALL	14	FLAT 2	WESLEY AVENUE	E16 1TG	1000002190587986	DWELLING
DRAKE HALL	14	FLAT 3	WESLEY AVENUE	E16 1TG	1000002190587987	DWELLING
DRAKE HALL	14	FLAT 4	WESLEY AVENUE	E16 1TG	1000002190587988	DWELLING
DRAKE HALL	14	FLAT 9	WESLEY AVENUE	E16 1TG	1000002190587989	DWELLING
	9		JULIA GARFIELD MEWS	E16 1UB	1000002190587992	DWELLING
	11		JULIA GARFIELD MEWS	E16 1UB	1000002190587993	DWELLING
	13		JULIA GARFIELD MEWS	E16 1UB	1000002190587994	DWELLING
	15		JULIA GARFIELD MEWS	E16 1UB	1000002190587995	DWELLING
	17		JULIA GARFIELD MEWS	E16 1UB	1000002190587996	DWELLING
	10		JULIA GARFIELD MEWS	E16 1UB	1000002190587997	DWELLING
	12		JULIA GARFIELD MEWS	E16 1UB	1000002190587998	DWELLING
	14		JULIA GARFIELD MEWS	E16 1UB	1000002190587999	DWELLING
	16		JULIA GARFIELD MEWS	E16 1UB	1000002190588000	DWELLING
	3		RAYLEIGH ROAD	E16 1UR	1000002190588001	DWELLING
	5		RAYLEIGH ROAD	E16 1UR	1000002190588002	DWELLING
	7		RAYLEIGH ROAD	E16 1UR	1000002190588003	DWELLING
	9		RAYLEIGH ROAD	E16 1UR	1000002190588004	DWELLING
	11		RAYLEIGH ROAD	E16 1UR	1000002190588005	DWELLING
HENRY PURCELL HOUSE	119	FLAT 3	EVELYN ROAD	E16 1UU	1000002190588006	DWELLING
HENRY PURCELL HOUSE	119	FLAT 4	EVELYN ROAD	E16 1UU	1000002190588007	DWELLING
HENRY PURCELL HOUSE	119	FLAT 5	EVELYN ROAD	E16 1UU	1000002190588008	DWELLING
HENRY PURCELL HOUSE	119	FLAT 6	EVELYN ROAD	E16 1UU	1000002190588009	DWELLING
HENRY PURCELL HOUSE	119	FLAT 1	EVELYN ROAD	E16 1UU	1000002190588010	DWELLING
HENRY PURCELL HOUSE	119	FLAT 2	EVELYN ROAD	E16 1UU	1000002190588011	DWELLING
HENRY PURCELL HOUSE	119	FLAT 7	EVELYN ROAD	E16 1UU	1000002190588012	DWELLING
HENRY PURCELL HOUSE	119	FLAT 8	EVELYN ROAD	E16 1UU	1000002190588013	DWELLING
HENRY PURCELL HOUSE	119	FLAT 9	EVELYN ROAD	E16 1UU	1000002190588014	DWELLING
MALCOLM SARGENT HOUSE	117	FLAT 4	EVELYN ROAD	E16 1UU	1000002190588015	DWELLING
MALCOLM SARGENT HOUSE	117	FLAT 5	EVELYN ROAD	E16 1UU	1000002190588016	DWELLING
MALCOLM SARGENT HOUSE	117	FLAT 6	EVELYN ROAD	E16 1UU	1000002190588017	DWELLING
MALCOLM SARGENT HOUSE	117	FLAT 7	EVELYN ROAD	E16 1UU	1000002190588018	DWELLING
MALCOLM SARGENT HOUSE	117	FLAT 1	EVELYN ROAD	E16 1UU	1000002190588019	DWELLING
MALCOLM SARGENT HOUSE	117	FLAT 2	EVELYN ROAD	E16 1UU	1000002190588020	DWELLING
MALCOLM SARGENT HOUSE	117	FLAT 3	EVELYN ROAD	E16 1UU	1000002190588021	DWELLING
MALCOLM SARGENT HOUSE	117	FLAT 8	EVELYN ROAD	E16 1UU	1000002190588022	DWELLING
MALCOLM SARGENT HOUSE	117	FLAT 9	EVELYN ROAD	E16 1UU	1000002190588023	DWELLING
	11		PANKHURST AVENUE	E16 1UT	1000002190588024	DWELLING
	9		PANKHURST AVENUE	E16 1UT	1000002190588025	DWELLING
	7		PANKHURST AVENUE	E16 1UT	1000002190588026	DWELLING
	5		PANKHURST AVENUE	E16 1UT	1000002190588027	DWELLING
	3		PANKHURST AVENUE	E16 1UT	1000002190588028	DWELLING
	1		PANKHURST AVENUE	E16 1UT	1000002190588029	DWELLING
RUSSELL FLINT HOUSE	2	FLAT 4	PANKHURST AVENUE	E16 1UT	1000002190588030	DWELLING

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
RUSSELL FLINT HOUSE	2	FLAT 5	PANKHURST AVENUE	E16 1UT	1000002190588031	DWELLING
RUSSELL FLINT HOUSE	2	FLAT 6	PANKHURST AVENUE	E16 1UT	1000002190588032	DWELLING
RUSSELL FLINT HOUSE	2	FLAT 7	PANKHURST AVENUE	E16 1UT	1000002190588033	DWELLING
RUSSELL FLINT HOUSE	2	FLAT 1	PANKHURST AVENUE	E16 1UT	1000002190588034	DWELLING
RUSSELL FLINT HOUSE	2	FLAT 2	PANKHURST AVENUE	E16 1UT	1000002190588035	DWELLING
RUSSELL FLINT HOUSE	2	FLAT 3	PANKHURST AVENUE	E16 1UT	1000002190588036	DWELLING
RUSSELL FLINT HOUSE	2	FLAT 8	PANKHURST AVENUE	E16 1UT	1000002190588037	DWELLING
RUSSELL FLINT HOUSE	2	FLAT 9	PANKHURST AVENUE	E16 1UT	1000002190588038	DWELLING
	4		PANKHURST AVENUE	E16 1UT	1000002190588039	DWELLING
	6		PANKHURST AVENUE	E16 1UT	1000002190588040	DWELLING
	8		PANKHURST AVENUE	E16 1UT	1000002190588041	DWELLING
	13		SOUTHEY MEWS	E16 1TN	1000002190588179	DWELLING
	12		SOUTHEY MEWS	E16 1TN	1000002190588180	DWELLING
	11		SOUTHEY MEWS	E16 1TN	1000002190588181	DWELLING
	10		SOUTHEY MEWS	E16 1TN	1000002190588182	DWELLING
	9		SOUTHEY MEWS	E16 1TN	1000002190588183	DWELLING
	8		SOUTHEY MEWS	E16 1TN	1000002190588184	DWELLING
CLEVES HOUSE	7	FLAT 4	SOUTHEY MEWS	E16 1TN	1000002190588185	DWELLING
CLEVES HOUSE	7	FLAT 5	SOUTHEY MEWS	E16 1TN	1000002190588186	DWELLING
CLEVES HOUSE	7	FLAT 6	SOUTHEY MEWS	E16 1TN	1000002190588187	DWELLING
CLEVES HOUSE	7	FLAT 1	SOUTHEY MEWS	E16 1TN	1000002190588188	DWELLING
CLEVES HOUSE	7	FLAT 2	SOUTHEY MEWS	E16 1TN	1000002190588189	DWELLING
CLEVES HOUSE	7	FLAT 3	SOUTHEY MEWS	E16 1TN	1000002190588190	DWELLING
BEAUFORT HOUSE	8	FLAT 4	FAIRFAX MEWS	E16 1TY	1000002190588191	DWELLING
BEAUFORT HOUSE	8	FLAT 5	FAIRFAX MEWS	E16 1TY	1000002190588192	DWELLING
BEAUFORT HOUSE	8	FLAT 6	FAIRFAX MEWS	E16 1TY	1000002190588193	DWELLING
BEAUFORT HOUSE	8	FLAT 1	FAIRFAX MEWS	E16 1TY	1000002190588194	DWELLING
BEAUFORT HOUSE	8	FLAT 2	FAIRFAX MEWS	E16 1TY	1000002190588195	DWELLING
BEAUFORT HOUSE	8	FLAT 3	FAIRFAX MEWS	E16 1TY	1000002190588196	DWELLING
	7		FAIRFAX MEWS	E16 1TY	1000002190588197	DWELLING
	6		FAIRFAX MEWS	E16 1TY	1000002190588198	DWELLING
	5		FAIRFAX MEWS	E16 1TY	1000002190588199	DWELLING
	4		FAIRFAX MEWS	E16 1TY	1000002190588200	DWELLING
	3		FAIRFAX MEWS	E16 1TY	1000002190588201	DWELLING
	2		FAIRFAX MEWS	E16 1TY	1000002190588202	DWELLING
	1		FAIRFAX MEWS	E16 1TY	1000002190588203	DWELLING
	16		KEATS AVENUE	E16 1TW	1000002190588204	DWELLING
	15		KEATS AVENUE	E16 1TW	1000002190588205	DWELLING
	14		KEATS AVENUE	E16 1TW	1000002190588206	DWELLING
	13		KEATS AVENUE	E16 1TW	1000002190588207	DWELLING
	12		KEATS AVENUE	E16 1TW	1000002190588208	DWELLING
	11		KEATS AVENUE	E16 1TW	1000002190588209	DWELLING
	10		KEATS AVENUE	E16 1TW	1000002190588210	DWELLING
BALMORAL HOUSE	9	FLAT 4	KEATS AVENUE	E16 1TW	1000002190588211	DWELLING
BALMORAL HOUSE	9	FLAT 5	KEATS AVENUE	E16 1TW	1000002190588212	DWELLING
BALMORAL HOUSE	9	FLAT 6	KEATS AVENUE	E16 1TW	1000002190588213	DWELLING
BALMORAL HOUSE	9	FLAT 1	KEATS AVENUE	E16 1TW	1000002190588214	DWELLING
BALMORAL HOUSE	9	FLAT 2	KEATS AVENUE	E16 1TW	1000002190588215	DWELLING
BALMORAL HOUSE	9	FLAT 3	KEATS AVENUE	E16 1TW	1000002190588216	DWELLING
MAGDALEN HOUSE	8	FLAT 4	KEATS AVENUE	E16 1TW	1000002190588217	DWELLING
MAGDALEN HOUSE	8	FLAT 5	KEATS AVENUE	E16 1TW	1000002190588218	DWELLING
MAGDALEN HOUSE	8	FLAT 6	KEATS AVENUE	E16 1TW	1000002190588219	DWELLING
MAGDALEN HOUSE	8	FLAT 1	KEATS AVENUE	E16 1TW	1000002190588220	DWELLING
MAGDALEN HOUSE	8	FLAT 2	KEATS AVENUE	E16 1TW	1000002190588221	DWELLING
MAGDALEN HOUSE	8	FLAT 3	KEATS AVENUE	E16 1TW	1000002190588222	DWELLING
	7		KEATS AVENUE	E16 1TW	1000002190588223	DWELLING
	6		KEATS AVENUE	E16 1TW	1000002190588224	DWELLING
	5		KEATS AVENUE	E16 1TW	1000002190588225	DWELLING
	4		KEATS AVENUE	E16 1TW	1000002190588226	DWELLING
	3		KEATS AVENUE	E16 1TW	1000002190588227	DWELLING
	2		KEATS AVENUE	E16 1TW	1000002190588228	DWELLING
	1		KEATS AVENUE	E16 1TW	1000002190588229	DWELLING
WINDSOR HALL	13	FLAT 12	WESLEY AVENUE	E16 1SZ	1000002190588248	DWELLING
WINDSOR HALL	13	FLAT 13	WESLEY AVENUE	E16 1SZ	1000002190588249	DWELLING
WINDSOR HALL	13	FLAT 14	WESLEY AVENUE	E16 1SZ	1000002190588250	DWELLING
WINDSOR HALL	13	FLAT 15	WESLEY AVENUE	E16 1SZ	1000002190588251	DWELLING
WINDSOR HALL	13	FLAT 1	WESLEY AVENUE	E16 1SZ	1000002190588252	DWELLING
WINDSOR HALL	13	FLAT 10	WESLEY AVENUE	E16 1SZ	1000002190588253	DWELLING
WINDSOR HALL	13	FLAT 11	WESLEY AVENUE	E16 1SZ	1000002190588254	DWELLING
WINDSOR HALL	13	FLAT 2	WESLEY AVENUE	E16 1SZ	1000002190588255	DWELLING
WINDSOR HALL	13	FLAT 16	WESLEY AVENUE	E16 1SZ	1000002190588256	DWELLING

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
WINDSOR HALL	13	FLAT 3	WESLEY AVENUE	E16 1SZ	1000002190588257	DWELLING
WINDSOR HALL	13	FLAT 5	WESLEY AVENUE	E16 1SZ	1000002190588258	DWELLING
WINDSOR HALL	13	FLAT 6	WESLEY AVENUE	E16 1SZ	1000002190588259	DWELLING
WINDSOR HALL	13	FLAT 7	WESLEY AVENUE	E16 1SZ	1000002190588260	DWELLING
WINDSOR HALL	13	FLAT 8	WESLEY AVENUE	E16 1SZ	1000002190588261	DWELLING
WINDSOR HALL	13	FLAT 4	WESLEY AVENUE	E16 1SZ	1000002190588262	DWELLING
WINDSOR HALL	13	FLAT 9	WESLEY AVENUE	E16 1SZ	1000002190588263	DWELLING
	17		FAIRFAX MEWS	E16 1TY	1000002190588264	DWELLING
	16		FAIRFAX MEWS	E16 1TY	1000002190588265	DWELLING
	15		FAIRFAX MEWS	E16 1TY	1000002190588266	DWELLING
	14		FAIRFAX MEWS	E16 1TY	1000002190588267	DWELLING
	13		FAIRFAX MEWS	E16 1TY	1000002190588268	DWELLING
	12		FAIRFAX MEWS	E16 1TY	1000002190588269	DWELLING
	11		FAIRFAX MEWS	E16 1TY	1000002190588270	DWELLING
	10		FAIRFAX MEWS	E16 1TY	1000002190588271	DWELLING
CHARLOTTE HOUSE	9	FLAT 4	FAIRFAX MEWS	E16 1TY	1000002190588272	DWELLING
CHARLOTTE HOUSE	9	FLAT 5	FAIRFAX MEWS	E16 1TY	1000002190588273	DWELLING
CHARLOTTE HOUSE	9	FLAT 6	FAIRFAX MEWS	E16 1TY	1000002190588274	DWELLING
CHARLOTTE HOUSE	9	FLAT 1	FAIRFAX MEWS	E16 1TY	1000002190588275	DWELLING
CHARLOTTE HOUSE	9	FLAT 2	FAIRFAX MEWS	E16 1TY	1000002190588276	DWELLING
CHARLOTTE HOUSE	9	FLAT 3	FAIRFAX MEWS	E16 1TY	1000002190588277	DWELLING
WINDSOR HALL	13	FLAT 20	WESLEY AVENUE	E16 1SZ	1000002190588278	DWELLING
WINDSOR HALL	13	FLAT 21	WESLEY AVENUE	E16 1SZ	1000002190588279	DWELLING
WINDSOR HALL	13	FLAT 22	WESLEY AVENUE	E16 1SZ	1000002190588280	DWELLING
WINDSOR HALL	13	FLAT 17	WESLEY AVENUE	E16 1SZ	1000002190588281	DWELLING
WINDSOR HALL	13	FLAT 18	WESLEY AVENUE	E16 1SZ	1000002190588282	DWELLING
WINDSOR HALL	13	FLAT 19	WESLEY AVENUE	E16 1SZ	1000002190588283	DWELLING
WINDSOR HALL	13	FLAT 27	WESLEY AVENUE	E16 1SZ	1000002190588284	DWELLING
WINDSOR HALL	13	FLAT 28	WESLEY AVENUE	E16 1SZ	1000002190588285	DWELLING
WINDSOR HALL	13	FLAT 29	WESLEY AVENUE	E16 1SZ	1000002190588286	DWELLING
WINDSOR HALL	13	FLAT 23	WESLEY AVENUE	E16 1SZ	1000002190588287	DWELLING
WINDSOR HALL	13	FLAT 24	WESLEY AVENUE	E16 1SZ	1000002190588288	DWELLING
WINDSOR HALL	13	FLAT 25	WESLEY AVENUE	E16 1SZ	1000002190588289	DWELLING
WINDSOR HALL	13	FLAT 26	WESLEY AVENUE	E16 1SZ	1000002190588290	DWELLING
WINDSOR HALL	13	FLAT 30	WESLEY AVENUE	E16 1SZ	1000002190588291	DWELLING
WINDSOR HALL	13	FLAT 31	WESLEY AVENUE	E16 1SZ	1000002190588292	DWELLING
WINDSOR HALL	13	FLAT 32	WESLEY AVENUE	E16 1SZ	1000002190588293	DWELLING
CHATSWORTH HOUSE	15	FLAT 4	WESLEY AVENUE	E16 1TD	1000002190588294	DWELLING
CHATSWORTH HOUSE	15	FLAT 5	WESLEY AVENUE	E16 1TD	1000002190588295	DWELLING
CHATSWORTH HOUSE	15	FLAT 6	WESLEY AVENUE	E16 1TD	1000002190588296	DWELLING
CHATSWORTH HOUSE	15	FLAT 7	WESLEY AVENUE	E16 1TD	1000002190588297	DWELLING
CHATSWORTH HOUSE	15	FLAT 1	WESLEY AVENUE	E16 1TD	1000002190588298	DWELLING
CHATSWORTH HOUSE	15	FLAT 2	WESLEY AVENUE	E16 1TD	1000002190588299	DWELLING
CHATSWORTH HOUSE	15	FLAT 3	WESLEY AVENUE	E16 1TD	1000002190588300	DWELLING
CHATSWORTH HOUSE	15	FLAT 8	WESLEY AVENUE	E16 1TD	1000002190588301	DWELLING
CHATSWORTH HOUSE	15	FLAT 9	WESLEY AVENUE	E16 1TD	1000002190588302	DWELLING
BLENHEIM HOUSE	11	FLAT 4	CONSTABLE AVENUE	E16 1TZ	1000002190588303	DWELLING
BLENHEIM HOUSE	11	FLAT 5	CONSTABLE AVENUE	E16 1TZ	1000002190588304	DWELLING
BLENHEIM HOUSE	11	FLAT 6	CONSTABLE AVENUE	E16 1TZ	1000002190588305	DWELLING
BLENHEIM HOUSE	11	FLAT 1	CONSTABLE AVENUE	E16 1TZ	1000002190588306	DWELLING
BLENHEIM HOUSE	11	FLAT 2	CONSTABLE AVENUE	E16 1TZ	1000002190588307	DWELLING
BLENHEIM HOUSE	11	FLAT 3	CONSTABLE AVENUE	E16 1TZ	1000002190588308	DWELLING
BECKET HOUSE	10	FLAT 4	CONSTABLE AVENUE	E16 1TZ	1000002190588309	DWELLING
BECKET HOUSE	10	FLAT 5	CONSTABLE AVENUE	E16 1TZ	1000002190588310	DWELLING
BECKET HOUSE	10	FLAT 6	CONSTABLE AVENUE	E16 1TZ	1000002190588311	DWELLING
BECKET HOUSE	10	FLAT 1	CONSTABLE AVENUE	E16 1TZ	1000002190588312	DWELLING
BECKET HOUSE	10	FLAT 2	CONSTABLE AVENUE	E16 1TZ	1000002190588313	DWELLING
BECKET HOUSE	10	FLAT 3	CONSTABLE AVENUE	E16 1TZ	1000002190588314	DWELLING
	20		CONSTABLE AVENUE	E16 1TZ	1000002190588315	DWELLING
	19		CONSTABLE AVENUE	E16 1TZ	1000002190588316	DWELLING
	18		CONSTABLE AVENUE	E16 1TZ	1000002190588317	DWELLING
	17		CONSTABLE AVENUE	E16 1TZ	1000002190588318	DWELLING
	16		CONSTABLE AVENUE	E16 1TZ	1000002190588319	DWELLING
	15		CONSTABLE AVENUE	E16 1TZ	1000002190588320	DWELLING
	14		CONSTABLE AVENUE	E16 1TZ	1000002190588321	DWELLING
	13		CONSTABLE AVENUE	E16 1TZ	1000002190588322	DWELLING
	12		CONSTABLE AVENUE	E16 1TZ	1000002190588323	DWELLING
	9		CONSTABLE AVENUE	E16 1TZ	1000002190588324	DWELLING
	8		CONSTABLE AVENUE	E16 1TZ	1000002190588325	DWELLING
	7		CONSTABLE AVENUE	E16 1TZ	1000002190588326	DWELLING
	6		CONSTABLE AVENUE	E16 1TZ	1000002190588327	DWELLING

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
	5		CONSTABLE AVENUE	E16 1TZ	1000002190588328	DWELLING
	4		CONSTABLE AVENUE	E16 1TZ	1000002190588329	DWELLING
	3		CONSTABLE AVENUE	E16 1TZ	1000002190588330	DWELLING
	2		CONSTABLE AVENUE	E16 1TZ	1000002190588331	DWELLING
	1		CONSTABLE AVENUE	E16 1TZ	1000002190588332	DWELLING
NORTH LODGE	17	FLAT 4	WESLEY AVENUE	E16 1TD	1000002190588333	DWELLING
NORTH LODGE	17	FLAT 5	WESLEY AVENUE	E16 1TD	1000002190588334	DWELLING
NORTH LODGE	17	FLAT 6	WESLEY AVENUE	E16 1TD	1000002190588335	DWELLING
NORTH LODGE	17	FLAT 7	WESLEY AVENUE	E16 1TD	1000002190588336	DWELLING
NORTH LODGE	17	FLAT 1	WESLEY AVENUE	E16 1TD	1000002190588337	DWELLING
NORTH LODGE	17	FLAT 2	WESLEY AVENUE	E16 1TD	1000002190588338	DWELLING
NORTH LODGE	17	FLAT 3	WESLEY AVENUE	E16 1TD	1000002190588339	DWELLING
NORTH LODGE	17	FLAT 8	WESLEY AVENUE	E16 1TD	1000002190588340	DWELLING
NORTH LODGE	17	FLAT 9	WESLEY AVENUE	E16 1TD	1000002190588341	DWELLING
	9		ROYAL VICTORIA PLAC	E16 1UG	1000002190588342	DWELLING
	11		ROYAL VICTORIA PLAC	E16 1UG	1000002190588343	DWELLING
	13		ROYAL VICTORIA PLAC	E16 1UG	1000002190588344	DWELLING
	15		ROYAL VICTORIA PLAC	E16 1UG	1000002190588345	DWELLING
	3		ROYAL VICTORIA PLAC	E16 1UG	1000002190588346	DWELLING
	5		ROYAL VICTORIA PLAC	E16 1UG	1000002190588347	DWELLING
	7		ROYAL VICTORIA PLAC	E16 1UG	1000002190588348	DWELLING
	25		ROYAL VICTORIA PLAC	E16 1UG	1000002190588349	DWELLING
	27		ROYAL VICTORIA PLAC	E16 1UG	1000002190588350	DWELLING
	29		ROYAL VICTORIA PLAC	E16 1UG	1000002190588351	DWELLING
	31		ROYAL VICTORIA PLAC	E16 1UG	1000002190588352	DWELLING
	17		ROYAL VICTORIA PLAC	E16 1UG	1000002190588353	DWELLING
	19		ROYAL VICTORIA PLAC	E16 1UG	1000002190588354	DWELLING
	21		ROYAL VICTORIA PLAC	E16 1UG	1000002190588355	DWELLING
	23		ROYAL VICTORIA PLAC	E16 1UG	1000002190588356	DWELLING
	41		ROYAL VICTORIA PLAC	E16 1UG	1000002190588357	DWELLING
	43		ROYAL VICTORIA PLAC	E16 1UG	1000002190588358	DWELLING
	45		ROYAL VICTORIA PLAC	E16 1UG	1000002190588359	DWELLING
	47		ROYAL VICTORIA PLAC	E16 1UG	1000002190588360	DWELLING
	33		ROYAL VICTORIA PLAC	E16 1UG	1000002190588361	DWELLING
	35		ROYAL VICTORIA PLAC	E16 1UG	1000002190588362	DWELLING
	37		ROYAL VICTORIA PLAC	E16 1UG	1000002190588363	DWELLING
	39		ROYAL VICTORIA PLAC	E16 1UG	1000002190588364	DWELLING
	57		ROYAL VICTORIA PLAC	E16 1UG	1000002190588365	DWELLING
	59		ROYAL VICTORIA PLAC	E16 1UG	1000002190588366	DWELLING
	61		ROYAL VICTORIA PLAC	E16 1UG	1000002190588367	DWELLING
	63		ROYAL VICTORIA PLAC	E16 1UG	1000002190588368	DWELLING
	49		ROYAL VICTORIA PLAC	E16 1UG	1000002190588369	DWELLING
	51		ROYAL VICTORIA PLAC	E16 1UG	1000002190588370	DWELLING
	53		ROYAL VICTORIA PLAC	E16 1UG	1000002190588371	DWELLING
	55		ROYAL VICTORIA PLAC	E16 1UG	1000002190588372	DWELLING
	65		ROYAL VICTORIA PLAC	E16 1UG	1000002190588373	DWELLING
	67		ROYAL VICTORIA PLAC	E16 1UG	1000002190588374	DWELLING
CONRAD HOUSE	19	FLAT 4	WESLEY AVENUE	E16 1TD	1000002190588378	DWELLING
CONRAD HOUSE	19	FLAT 5	WESLEY AVENUE	E16 1TD	1000002190588379	DWELLING
CONRAD HOUSE	19	FLAT 6	WESLEY AVENUE	E16 1TD	1000002190588380	DWELLING
CONRAD HOUSE	19	FLAT 7	WESLEY AVENUE	E16 1TD	1000002190588381	DWELLING
CONRAD HOUSE	19	FLAT 1	WESLEY AVENUE	E16 1TD	1000002190588382	DWELLING
CONRAD HOUSE	19	FLAT 2	WESLEY AVENUE	E16 1TD	1000002190588383	DWELLING
CONRAD HOUSE	19	FLAT 3	WESLEY AVENUE	E16 1TD	1000002190588384	DWELLING
CONRAD HOUSE	19	FLAT 8	WESLEY AVENUE	E16 1TD	1000002190588385	DWELLING
CONRAD HOUSE	19	FLAT 9	WESLEY AVENUE	E16 1TD	1000002190588386	DWELLING
CONRAD HOUSE	19	FLAT 10	WESLEY AVENUE	E16 1TD	1000002190588387	DWELLING
	10		ROYAL VICTORIA PLAC	E16 1UQ	1000002190588388	DWELLING
	12		ROYAL VICTORIA PLAC	E16 1UQ	1000002190588389	DWELLING
	14		ROYAL VICTORIA PLAC	E16 1UQ	1000002190588390	DWELLING
	16		ROYAL VICTORIA PLAC	E16 1UQ	1000002190588391	DWELLING
	4		ROYAL VICTORIA PLAC	E16 1UQ	1000002190588392	DWELLING
	6		ROYAL VICTORIA PLAC	E16 1UQ	1000002190588393	DWELLING
	8		ROYAL VICTORIA PLAC	E16 1UQ	1000002190588394	DWELLING
	26		ROYAL VICTORIA PLAC	E16 1UQ	1000002190588395	DWELLING
	28		ROYAL VICTORIA PLAC	E16 1UQ	1000002190588396	DWELLING
	30		ROYAL VICTORIA PLAC	E16 1UQ	1000002190588397	DWELLING
	32		ROYAL VICTORIA PLAC	E16 1UQ	1000002190588398	DWELLING
	18		ROYAL VICTORIA PLAC	E16 1UQ	1000002190588399	DWELLING
	20		ROYAL VICTORIA PLAC	E16 1UQ	1000002190588400	DWELLING
	22		ROYAL VICTORIA PLAC	E16 1UQ	1000002190588401	DWELLING

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
	24		ROYAL VICTORIA PLAC	E16 1UQ	1000002190588402	DWELLING
	42		ROYAL VICTORIA PLAC	E16 1UQ	1000002190588403	DWELLING
	34		ROYAL VICTORIA PLAC	E16 1UQ	1000002190588404	DWELLING
	36		ROYAL VICTORIA PLAC	E16 1UQ	1000002190588405	DWELLING
	38		ROYAL VICTORIA PLAC	E16 1UQ	1000002190588406	DWELLING
	40		ROYAL VICTORIA PLAC	E16 1UQ	1000002190588408	DWELLING
2D-2E			ROYAL VICTORIA PLAC	E16 1UQ	1000002190588408	DWELLING
2B			ROYAL VICTORIA PLAC	E16 1UQ	1000002190588410	DWELLING
MUNNINGS HOUSE	1	FLAT 12	PORTSMOUTH MEWS	E16 1UJ	1000002190588412	DWELLING
MUNNINGS HOUSE	1	FLAT 13	PORTSMOUTH MEWS	E16 1UJ	1000002190588413	DWELLING
MUNNINGS HOUSE	1	FLAT 14	PORTSMOUTH MEWS	E16 1UJ	1000002190588414	DWELLING
MUNNINGS HOUSE	1	FLAT 15	PORTSMOUTH MEWS	E16 1UJ	1000002190588415	DWELLING
MUNNINGS HOUSE	1	FLAT 1	PORTSMOUTH MEWS	E16 1UJ	1000002190588416	DWELLING
MUNNINGS HOUSE	1	FLAT 10	PORTSMOUTH MEWS	E16 1UJ	1000002190588417	DWELLING
MUNNINGS HOUSE	1	FLAT 11	PORTSMOUTH MEWS	E16 1UJ	1000002190588418	DWELLING
MUNNINGS HOUSE	1	FLAT 6	PORTSMOUTH MEWS	E16 1UJ	1000002190588419	DWELLING
MUNNINGS HOUSE	1	FLAT 7	PORTSMOUTH MEWS	E16 1UJ	1000002190588420	DWELLING
MUNNINGS HOUSE	1	FLAT 8	PORTSMOUTH MEWS	E16 1UJ	1000002190588421	DWELLING
MUNNINGS HOUSE	1	FLAT 9	PORTSMOUTH MEWS	E16 1UJ	1000002190588422	DWELLING
MUNNINGS HOUSE	1	FLAT 2	PORTSMOUTH MEWS	E16 1UJ	1000002190588423	DWELLING
MUNNINGS HOUSE	1	FLAT 3	PORTSMOUTH MEWS	E16 1UJ	1000002190588424	DWELLING
MUNNINGS HOUSE	1	FLAT 4	PORTSMOUTH MEWS	E16 1UJ	1000002190588425	DWELLING
MUNNINGS HOUSE	1	FLAT 5	PORTSMOUTH MEWS	E16 1UJ	1000002190588426	DWELLING
	23		RAYLEIGH ROAD	E16 1UR	1000002190588427	DWELLING
	21		RAYLEIGH ROAD	E16 1UR	1000002190588428	DWELLING
	19		RAYLEIGH ROAD	E16 1UR	1000002190588429	DWELLING
	17		RAYLEIGH ROAD	E16 1UR	1000002190588430	DWELLING
	15		RAYLEIGH ROAD	E16 1UR	1000002190588431	DWELLING
	13		RAYLEIGH ROAD	E16 1UR	1000002190588432	DWELLING
JANE AUSTEN HALL	21	FLAT 13	WESLEY AVENUE	E16 1UL	1000002190588433	DWELLING
JANE AUSTEN HALL	21	FLAT 14	WESLEY AVENUE	E16 1UL	1000002190588434	DWELLING
JANE AUSTEN HALL	21	FLAT 8	WESLEY AVENUE	E16 1UL	1000002190588435	DWELLING
JANE AUSTEN HALL	21	FLAT 9	WESLEY AVENUE	E16 1UL	1000002190588436	DWELLING
JANE AUSTEN HALL	21	FLAT 10	WESLEY AVENUE	E16 1UL	1000002190588437	DWELLING
JANE AUSTEN HALL	21	FLAT 11	WESLEY AVENUE	E16 1UL	1000002190588438	DWELLING
JANE AUSTEN HALL	21	FLAT 12	WESLEY AVENUE	E16 1UL	1000002190588439	DWELLING
JANE AUSTEN HALL	21	FLAT 4	WESLEY AVENUE	E16 1UL	1000002190588440	DWELLING
JANE AUSTEN HALL	21	FLAT 5	WESLEY AVENUE	E16 1UL	1000002190588441	DWELLING
JANE AUSTEN HALL	21	FLAT 6	WESLEY AVENUE	E16 1UL	1000002190588442	DWELLING
JANE AUSTEN HALL	21	FLAT 7	WESLEY AVENUE	E16 1UL	1000002190588443	DWELLING
JANE AUSTEN HALL	21	FLAT 1	WESLEY AVENUE	E16 1UL	1000002190588444	DWELLING
JANE AUSTEN HALL	21	FLAT 2	WESLEY AVENUE	E16 1UL	1000002190588445	DWELLING
JANE AUSTEN HALL	21	FLAT 3	WESLEY AVENUE	E16 1UL	1000002190588446	DWELLING
	5		SOUTHEY MEWS	E16 1TN	1000002190589005	DWELLING
	4		SOUTHEY MEWS	E16 1TN	1000002190589006	DWELLING
	3		SOUTHEY MEWS	E16 1TN	1000002190589007	DWELLING
	2		SOUTHEY MEWS	E16 1TN	1000002190589008	DWELLING
	1		SOUTHEY MEWS	E16 1TN	1000002190589009	DWELLING
BOLEYN HOUSE	6	FLAT 4	SOUTHEY MEWS	E16 1TN	1000002190589010	DWELLING
BOLEYN HOUSE	6	FLAT 5	SOUTHEY MEWS	E16 1TN	1000002190589011	DWELLING
BOLEYN HOUSE	6	FLAT 6	SOUTHEY MEWS	E16 1TN	1000002190589012	DWELLING
BOLEYN HOUSE	6	FLAT 1	SOUTHEY MEWS	E16 1TN	1000002190589013	DWELLING
BOLEYN HOUSE	6	FLAT 2	SOUTHEY MEWS	E16 1TN	1000002190589014	DWELLING
BOLEYN HOUSE	6	FLAT 3	SOUTHEY MEWS	E16 1TN	1000002190589015	DWELLING
	1		RAYLEIGH ROAD	E16 1UR	1000002190877055	DWELLING
	93		EVELYN ROAD	E16 1UU	1000002190888590	DWELLING
	95		EVELYN ROAD	E16 1UU	1000002190888591	DWELLING
	97		EVELYN ROAD	E16 1UU	1000002190888592	DWELLING
	99		EVELYN ROAD	E16 1UU	1000002190888593	DWELLING
	101		EVELYN ROAD	E16 1UU	1000002190888594	DWELLING
	103		EVELYN ROAD	E16 1UU	1000002190888595	DWELLING
	107		EVELYN ROAD	E16 1UU	1000002190888596	DWELLING
	109		EVELYN ROAD	E16 1UU	1000002190888597	DWELLING
	111		EVELYN ROAD	E16 1UU	1000002190888598	DWELLING
	115		EVELYN ROAD	E16 1UU	1000002190888599	DWELLING
	105		EVELYN ROAD	E16 1UU	1000002190888852	DWELLING
	113		EVELYN ROAD	E16 1UU	1000002190888853	DWELLING
	1		TEASEL CRESCENT	SE28 0LP	1000002148012024	DWELLING
	51		TEASEL CRESCENT	SE28 0LP	1000002148012049	DWELLING
	2		TEASEL CRESCENT	SE28 0LP	1000002148012050	DWELLING
NEUTRON TOWER	6	FLAT 365	BLACKWALL WAY	E14 9GT	1000002148884731	DWELLING

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
DRAKE HALL	14	FLAT 20	WESLEY AVENUE	E16 1TG	1000002190587958	DWELLING
DRAKE HALL	14	FLAT 21	WESLEY AVENUE	E16 1TG	1000002190587959	DWELLING
DRAKE HALL	14	FLAT 22	WESLEY AVENUE	E16 1TG	1000002190587960	DWELLING
DRAKE HALL	14	FLAT 23	WESLEY AVENUE	E16 1TG	1000002190587961	DWELLING
DRAKE HALL	14	FLAT 17	WESLEY AVENUE	E16 1TG	1000002190587962	DWELLING
DRAKE HALL	14	FLAT 18	WESLEY AVENUE	E16 1TG	1000002190587963	DWELLING
DRAKE HALL	14	FLAT 19	WESLEY AVENUE	E16 1TG	1000002190587964	DWELLING
DRAKE HALL	14	FLAT 28	WESLEY AVENUE	E16 1TG	1000002190587965	DWELLING
DRAKE HALL	14	FLAT 29	WESLEY AVENUE	E16 1TG	1000002190587966	DWELLING
DRAKE HALL	14	FLAT 30	WESLEY AVENUE	E16 1TG	1000002190587967	DWELLING
DRAKE HALL	14	FLAT 31	WESLEY AVENUE	E16 1TG	1000002190587968	DWELLING
DRAKE HALL	14	FLAT 24	WESLEY AVENUE	E16 1TG	1000002190587969	DWELLING
DRAKE HALL	14	FLAT 25	WESLEY AVENUE	E16 1TG	1000002190587970	DWELLING
DRAKE HALL	14	FLAT 26	WESLEY AVENUE	E16 1TG	1000002190587971	DWELLING
DRAKE HALL	14	FLAT 27	WESLEY AVENUE	E16 1TG	1000002190587972	DWELLING
DRAKE HALL	14	FLAT 32	WESLEY AVENUE	E16 1TG	1000002190587973	DWELLING
DRAKE HALL	14	FLAT 12	WESLEY AVENUE	E16 1TG	1000002190587974	DWELLING
DRAKE HALL	14	FLAT 13	WESLEY AVENUE	E16 1TG	1000002190587975	DWELLING
DRAKE HALL	14	FLAT 14	WESLEY AVENUE	E16 1TG	1000002190587976	DWELLING
DRAKE HALL	14	FLAT 15	WESLEY AVENUE	E16 1TG	1000002190587977	DWELLING
DRAKE HALL	14	FLAT 1	WESLEY AVENUE	E16 1TG	1000002190587978	DWELLING
DRAKE HALL	14	FLAT 10	WESLEY AVENUE	E16 1TG	1000002190587979	DWELLING
DRAKE HALL	14	FLAT 11	WESLEY AVENUE	E16 1TG	1000002190587980	DWELLING
DRAKE HALL	14	FLAT 5	WESLEY AVENUE	E16 1TG	1000002190587981	DWELLING
DRAKE HALL	14	FLAT 6	WESLEY AVENUE	E16 1TG	1000002190587982	DWELLING
DRAKE HALL	14	FLAT 7	WESLEY AVENUE	E16 1TG	1000002190587983	DWELLING
DRAKE HALL	14	FLAT 8	WESLEY AVENUE	E16 1TG	1000002190587984	DWELLING
DRAKE HALL	14	FLAT 16	WESLEY AVENUE	E16 1TG	1000002190587985	DWELLING
DRAKE HALL	14	FLAT 2	WESLEY AVENUE	E16 1TG	1000002190587986	DWELLING
DRAKE HALL	14	FLAT 3	WESLEY AVENUE	E16 1TG	1000002190587987	DWELLING
DRAKE HALL	14	FLAT 4	WESLEY AVENUE	E16 1TG	1000002190587988	DWELLING
DRAKE HALL	14	FLAT 9	WESLEY AVENUE	E16 1TG	1000002190587989	DWELLING
	9		JULIA GARFIELD MEWS	E16 1UB	1000002190587992	DWELLING
	11		JULIA GARFIELD MEWS	E16 1UB	1000002190587993	DWELLING
	13		JULIA GARFIELD MEWS	E16 1UB	1000002190587994	DWELLING
	15		JULIA GARFIELD MEWS	E16 1UB	1000002190587995	DWELLING
	17		JULIA GARFIELD MEWS	E16 1UB	1000002190587996	DWELLING
	10		JULIA GARFIELD MEWS	E16 1UB	1000002190587997	DWELLING
	12		JULIA GARFIELD MEWS	E16 1UB	1000002190587998	DWELLING
	14		JULIA GARFIELD MEWS	E16 1UB	1000002190587999	DWELLING
	16		JULIA GARFIELD MEWS	E16 1UB	1000002190588000	DWELLING
	3		RAYLEIGH ROAD	E16 1UR	1000002190588001	DWELLING
	5		RAYLEIGH ROAD	E16 1UR	1000002190588002	DWELLING
	7		RAYLEIGH ROAD	E16 1UR	1000002190588003	DWELLING
	9		RAYLEIGH ROAD	E16 1UR	1000002190588004	DWELLING
	11		RAYLEIGH ROAD	E16 1UR	1000002190588005	DWELLING
HENRY PURCELL HOUSE	119	FLAT 3	EVELYN ROAD	E16 1UU	1000002190588006	DWELLING
HENRY PURCELL HOUSE	119	FLAT 4	EVELYN ROAD	E16 1UU	1000002190588007	DWELLING
HENRY PURCELL HOUSE	119	FLAT 5	EVELYN ROAD	E16 1UU	1000002190588008	DWELLING
HENRY PURCELL HOUSE	119	FLAT 6	EVELYN ROAD	E16 1UU	1000002190588009	DWELLING
HENRY PURCELL HOUSE	119	FLAT 1	EVELYN ROAD	E16 1UU	1000002190588010	DWELLING
HENRY PURCELL HOUSE	119	FLAT 2	EVELYN ROAD	E16 1UU	1000002190588011	DWELLING
HENRY PURCELL HOUSE	119	FLAT 7	EVELYN ROAD	E16 1UU	1000002190588012	DWELLING
HENRY PURCELL HOUSE	119	FLAT 8	EVELYN ROAD	E16 1UU	1000002190588013	DWELLING
HENRY PURCELL HOUSE	119	FLAT 9	EVELYN ROAD	E16 1UU	1000002190588014	DWELLING
MALCOLM SARGENT HOUSE	117	FLAT 4	EVELYN ROAD	E16 1UU	1000002190588015	DWELLING
MALCOLM SARGENT HOUSE	117	FLAT 5	EVELYN ROAD	E16 1UU	1000002190588016	DWELLING
MALCOLM SARGENT HOUSE	117	FLAT 6	EVELYN ROAD	E16 1UU	1000002190588017	DWELLING
MALCOLM SARGENT HOUSE	117	FLAT 7	EVELYN ROAD	E16 1UU	1000002190588018	DWELLING
MALCOLM SARGENT HOUSE	117	FLAT 1	EVELYN ROAD	E16 1UU	1000002190588019	DWELLING
MALCOLM SARGENT HOUSE	117	FLAT 2	EVELYN ROAD	E16 1UU	1000002190588020	DWELLING
MALCOLM SARGENT HOUSE	117	FLAT 3	EVELYN ROAD	E16 1UU	1000002190588021	DWELLING
MALCOLM SARGENT HOUSE	117	FLAT 8	EVELYN ROAD	E16 1UU	1000002190588022	DWELLING
MALCOLM SARGENT HOUSE	117	FLAT 9	EVELYN ROAD	E16 1UU	1000002190588023	DWELLING
	11		PANKHURST AVENUE	E16 1UT	1000002190588024	DWELLING
	9		PANKHURST AVENUE	E16 1UT	1000002190588025	DWELLING
	7		PANKHURST AVENUE	E16 1UT	1000002190588026	DWELLING
	5		PANKHURST AVENUE	E16 1UT	1000002190588027	DWELLING
	3		PANKHURST AVENUE	E16 1UT	1000002190588028	DWELLING
	1		PANKHURST AVENUE	E16 1UT	1000002190588029	DWELLING
RUSSELL FLINT HOUSE	2	FLAT 4	PANKHURST AVENUE	E16 1UT	1000002190588030	DWELLING

Bickerdike Allen Partners

Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
ELEKTRON TOWER	12	FLAT 123	BLACKWALL WAY	E14 9GF	1000002148893747	DWELLING
ELEKTRON TOWER	12	FLAT 124	BLACKWALL WAY	E14 9GF	1000002148893748	DWELLING
ELEKTRON TOWER	12	FLAT 125	BLACKWALL WAY	E14 9GF	1000002148893749	DWELLING
ELEKTRON TOWER	12	FLAT 134	BLACKWALL WAY	E14 9GF	1000002148893750	DWELLING
ELEKTRON TOWER	12	FLAT 135	BLACKWALL WAY	E14 9GF	1000002148893751	DWELLING
ELEKTRON TOWER	12	FLAT 136	BLACKWALL WAY	E14 9GF	1000002148893752	DWELLING
ELEKTRON TOWER	12	FLAT 137	BLACKWALL WAY	E14 9GF	1000002148893753	DWELLING
ELEKTRON TOWER	12	FLAT 130	BLACKWALL WAY	E14 9GF	1000002148893754	DWELLING
ELEKTRON TOWER	12	FLAT 131	BLACKWALL WAY	E14 9GF	1000002148893755	DWELLING
ELEKTRON TOWER	12	FLAT 132	BLACKWALL WAY	E14 9GF	1000002148893756	DWELLING
ELEKTRON TOWER	12	FLAT 133	BLACKWALL WAY	E14 9GF	1000002148893757	DWELLING
ELEKTRON TOWER	12	FLAT 142	BLACKWALL WAY	E14 9GF	1000002148893758	DWELLING
ELEKTRON TOWER	12	FLAT 143	BLACKWALL WAY	E14 9GF	1000002148893759	DWELLING
ELEKTRON TOWER	12	FLAT 144	BLACKWALL WAY	E14 9GF	1000002148893760	DWELLING
ELEKTRON TOWER	12	FLAT 145	BLACKWALL WAY	E14 9GF	1000002148893761	DWELLING
ELEKTRON TOWER	12	FLAT 138	BLACKWALL WAY	E14 9GF	1000002148893762	DWELLING
ELEKTRON TOWER	12	FLAT 139	BLACKWALL WAY	E14 9GF	1000002148893763	DWELLING
ELEKTRON TOWER	12	FLAT 140	BLACKWALL WAY	E14 9GF	1000002148893764	DWELLING
ELEKTRON TOWER	12	FLAT 141	BLACKWALL WAY	E14 9GF	1000002148893765	DWELLING
ELEKTRON TOWER	12	FLAT 146	BLACKWALL WAY	E14 9GF	1000002148893766	DWELLING
ELEKTRON TOWER	12	FLAT 147	BLACKWALL WAY	E14 9GF	1000002148893767	DWELLING
ELEKTRON TOWER	12	FLAT 148	BLACKWALL WAY	E14 9GF	1000002148893768	DWELLING
ELEKTRON TOWER	12	FLAT 149	BLACKWALL WAY	E14 9GF	1000002148893769	DWELLING
	44	FLAT 4	ORCHARD PLACE	E14 0JU	1000002190001843	DWELLING
	44	FLAT 5	ORCHARD PLACE	E14 0JU	1000002190001844	DWELLING
	44	FLAT 6	ORCHARD PLACE	E14 0JU	1000002190001845	DWELLING
	44	FLAT 7	ORCHARD PLACE	E14 0JU	1000002190001846	DWELLING
	44	FLAT 1	ORCHARD PLACE	E14 0JU	1000002190001847	DWELLING
	44	FLAT 2	ORCHARD PLACE	E14 0JU	1000002190001848	DWELLING
	44	FLAT 3	ORCHARD PLACE	E14 0JU	1000002190001849	DWELLING
	44	FLAT 12	ORCHARD PLACE	E14 0JU	1000002190001850	DWELLING
	44	FLAT 13	ORCHARD PLACE	E14 0JU	1000002190001851	DWELLING
	44	FLAT 14	ORCHARD PLACE	E14 0JU	1000002190001852	DWELLING
	44	FLAT 15	ORCHARD PLACE	E14 0JU	1000002190001853	DWELLING
	44	FLAT 8	ORCHARD PLACE	E14 0JU	1000002190001854	DWELLING
	44	FLAT 9	ORCHARD PLACE	E14 0JU	1000002190001855	DWELLING
	44	FLAT 10	ORCHARD PLACE	E14 0JU	1000002190001856	DWELLING
	44	FLAT 11	ORCHARD PLACE	E14 0JU	1000002190001857	DWELLING
	44	FLAT 20	ORCHARD PLACE	E14 0JU	1000002190001858	DWELLING
	44	FLAT 16	ORCHARD PLACE	E14 0JU	1000002190001859	DWELLING
	44	FLAT 17	ORCHARD PLACE	E14 0JU	1000002190001860	DWELLING
	44	FLAT 18	ORCHARD PLACE	E14 0JU	1000002190001861	DWELLING
	44	FLAT 19	ORCHARD PLACE	E14 0JU	1000002190001862	DWELLING
SETTLERS COURT	17	FLAT 67	NEWPORT AVENUE	E14 2DG	1000002190002295	DWELLING
SETTLERS COURT	17	FLAT 56	NEWPORT AVENUE	E14 2DG	1000002190002296	DWELLING
	30		MILES DRIVE	SE28 0JA	1000002190018525	DWELLING
	32		MILES DRIVE	SE28 0JA	1000002190018526	DWELLING
	34		MILES DRIVE	SE28 0JA	1000002190018527	DWELLING
	36		MILES DRIVE	SE28 0JA	1000002190018528	DWELLING
	237		NEWMARSH ROAD	SE28 8TB	1000002190018550	DWELLING
	82		NEWMARSH ROAD	SE28 8TQ	1000002190018572	DWELLING
	76		NEWMARSH ROAD	SE28 8TG	1000002190018585	DWELLING
	78		NEWMARSH ROAD	SE28 8TG	1000002190018586	DWELLING
	80		NEWMARSH ROAD	SE28 8TG	1000002190018587	DWELLING
	13		GRASSHAVEN WAY	SE28 8TH	1000002190018600	DWELLING
	14		GRASSHAVEN WAY	SE28 8TH	1000002190018601	DWELLING
	15		GRASSHAVEN WAY	SE28 8TH	1000002190018602	DWELLING
	16		GRASSHAVEN WAY	SE28 8TH	1000002190018603	DWELLING
	9		GRASSHAVEN WAY	SE28 8TH	1000002190018604	DWELLING
	10		GRASSHAVEN WAY	SE28 8TH	1000002190018605	DWELLING
	11		GRASSHAVEN WAY	SE28 8TH	1000002190018606	DWELLING
	12		GRASSHAVEN WAY	SE28 8TH	1000002190018607	DWELLING
	21		GRASSHAVEN WAY	SE28 8TH	1000002190018608	DWELLING
	17		GRASSHAVEN WAY	SE28 8TH	1000002190018610	DWELLING
	18		GRASSHAVEN WAY	SE28 8TH	1000002190018611	DWELLING
	19		GRASSHAVEN WAY	SE28 8TH	1000002190018612	DWELLING
	20		GRASSHAVEN WAY	SE28 8TH	1000002190018613	DWELLING
	11		JOHN SMITH MEWS	E14 2DP	1000002190512198	DWELLING
	13		JOHN SMITH MEWS	E14 2DP	1000002190512199	DWELLING
	12		JOHN SMITH MEWS	E14 2DP	1000002190512200	DWELLING
	14		JOHN SMITH MEWS	E14 2DP	1000002190512201	DWELLING

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
BARTHOLOMEW COURT	10	FLAT 42	NEWPORT AVENUE	E14 2DW	1000002190512344	DWELLING
BARTHOLOMEW COURT	10	FLAT 43	NEWPORT AVENUE	E14 2DW	1000002190512345	DWELLING
BARTHOLOMEW COURT	10	FLAT 38	NEWPORT AVENUE	E14 2DW	1000002190512346	DWELLING
BARTHOLOMEW COURT	10	FLAT 39	NEWPORT AVENUE	E14 2DW	1000002190512347	DWELLING
BARTHOLOMEW COURT	10	FLAT 4	NEWPORT AVENUE	E14 2DW	1000002190512348	DWELLING
BARTHOLOMEW COURT	10	FLAT 40	NEWPORT AVENUE	E14 2DW	1000002190512349	DWELLING
CAPE HENRY COURT	8	FLAT 2	JAMESTOWN WAY	E14 2DD	1000002190512350	DWELLING
CAPE HENRY COURT	8	FLAT 3	JAMESTOWN WAY	E14 2DD	1000002190512351	DWELLING
CAPE HENRY COURT	8	FLAT 4	JAMESTOWN WAY	E14 2DD	1000002190512352	DWELLING
CAPE HENRY COURT	8	FLAT 5	JAMESTOWN WAY	E14 2DD	1000002190512353	DWELLING
CAPE HENRY COURT	8	FLAT 1	JAMESTOWN WAY	E14 2DD	1000002190512354	DWELLING
CAPE HENRY COURT	8	FLAT 10	JAMESTOWN WAY	E14 2DD	1000002190512355	DWELLING
CAPE HENRY COURT	8	FLAT 11	JAMESTOWN WAY	E14 2DD	1000002190512356	DWELLING
CAPE HENRY COURT	8	FLAT 6	JAMESTOWN WAY	E14 2DD	1000002190512357	DWELLING
CAPE HENRY COURT	8	FLAT 7	JAMESTOWN WAY	E14 2DD	1000002190512358	DWELLING
CAPE HENRY COURT	8	FLAT 8	JAMESTOWN WAY	E14 2DD	1000002190512359	DWELLING
CAPE HENRY COURT	8	FLAT 9	JAMESTOWN WAY	E14 2DD	1000002190512360	DWELLING
	15		JAMESTOWN WAY	E14 2DE	1000002190512361	DWELLING
	11		JAMESTOWN WAY	E14 2DE	1000002190512362	DWELLING
	13		JAMESTOWN WAY	E14 2DE	1000002190512363	DWELLING
	1		JAMESTOWN WAY	E14 2DE	1000002190512364	DWELLING
	3		JAMESTOWN WAY	E14 2DE	1000002190512365	DWELLING
	5		JAMESTOWN WAY	E14 2DE	1000002190512366	DWELLING
	9		JAMESTOWN WAY	E14 2DE	1000002190512367	DWELLING
	7		JAMESTOWN WAY	E14 2DE	1000002190512368	DWELLING
	55		JAMESTOWN WAY	E14 2DE	1000002190512369	DWELLING
	49		JAMESTOWN WAY	E14 2DE	1000002190512370	DWELLING
	47		JAMESTOWN WAY	E14 2DE	1000002190512371	DWELLING
	45		JAMESTOWN WAY	E14 2DE	1000002190512372	DWELLING
	17		JAMESTOWN WAY	E14 2DE	1000002190512373	DWELLING
	43		JAMESTOWN WAY	E14 2DE	1000002190512374	DWELLING
	41		JAMESTOWN WAY	E14 2DE	1000002190512375	DWELLING
	39		JAMESTOWN WAY	E14 2DE	1000002190512376	DWELLING
	37		JAMESTOWN WAY	E14 2DE	1000002190512377	DWELLING
	35		JAMESTOWN WAY	E14 2DE	1000002190512378	DWELLING
	33		JAMESTOWN WAY	E14 2DE	1000002190512379	DWELLING
	31		JAMESTOWN WAY	E14 2DE	1000002190512380	DWELLING
	29		JAMESTOWN WAY	E14 2DE	1000002190512381	DWELLING
	27		JAMESTOWN WAY	E14 2DE	1000002190512382	DWELLING
	25		JAMESTOWN WAY	E14 2DE	1000002190512383	DWELLING
	23		JAMESTOWN WAY	E14 2DE	1000002190512384	DWELLING
	21		JAMESTOWN WAY	E14 2DE	1000002190512385	DWELLING
	19		JAMESTOWN WAY	E14 2DE	1000002190512386	DWELLING
STUDLEY COURT	4	FLAT 12	JAMESTOWN WAY	E14 2DA	1000002190512387	DWELLING
STUDLEY COURT	4	FLAT 13	JAMESTOWN WAY	E14 2DA	1000002190512388	DWELLING
STUDLEY COURT	4	FLAT 14	JAMESTOWN WAY	E14 2DA	1000002190512389	DWELLING
STUDLEY COURT	4	FLAT 15	JAMESTOWN WAY	E14 2DA	1000002190512390	DWELLING
STUDLEY COURT	4	FLAT 1	JAMESTOWN WAY	E14 2DA	1000002190512391	DWELLING
STUDLEY COURT	4	FLAT 10	JAMESTOWN WAY	E14 2DA	1000002190512392	DWELLING
STUDLEY COURT	4	FLAT 11	JAMESTOWN WAY	E14 2DA	1000002190512393	DWELLING
STUDLEY COURT	4	FLAT 2	JAMESTOWN WAY	E14 2DA	1000002190512394	DWELLING
STUDLEY COURT	4	FLAT 20	JAMESTOWN WAY	E14 2DA	1000002190512395	DWELLING
STUDLEY COURT	4	FLAT 21	JAMESTOWN WAY	E14 2DA	1000002190512396	DWELLING
STUDLEY COURT	4	FLAT 22	JAMESTOWN WAY	E14 2DA	1000002190512397	DWELLING
STUDLEY COURT	4	FLAT 16	JAMESTOWN WAY	E14 2DA	1000002190512398	DWELLING
STUDLEY COURT	4	FLAT 17	JAMESTOWN WAY	E14 2DA	1000002190512399	DWELLING
STUDLEY COURT	4	FLAT 18	JAMESTOWN WAY	E14 2DA	1000002190512400	DWELLING
STUDLEY COURT	4	FLAT 19	JAMESTOWN WAY	E14 2DA	1000002190512401	DWELLING
STUDLEY COURT	4	FLAT 27	JAMESTOWN WAY	E14 2DA	1000002190512402	DWELLING
STUDLEY COURT	4	FLAT 28	JAMESTOWN WAY	E14 2DA	1000002190512403	DWELLING
STUDLEY COURT	4	FLAT 29	JAMESTOWN WAY	E14 2DA	1000002190512404	DWELLING
STUDLEY COURT	4	FLAT 3	JAMESTOWN WAY	E14 2DA	1000002190512405	DWELLING
STUDLEY COURT	4	FLAT 23	JAMESTOWN WAY	E14 2DA	1000002190512406	DWELLING
STUDLEY COURT	4	FLAT 24	JAMESTOWN WAY	E14 2DA	1000002190512407	DWELLING
STUDLEY COURT	4	FLAT 25	JAMESTOWN WAY	E14 2DA	1000002190512408	DWELLING
STUDLEY COURT	4	FLAT 26	JAMESTOWN WAY	E14 2DA	1000002190512409	DWELLING
STUDLEY COURT	4	FLAT 34	JAMESTOWN WAY	E14 2DA	1000002190512410	DWELLING
STUDLEY COURT	4	FLAT 35	JAMESTOWN WAY	E14 2DA	1000002190512411	DWELLING
STUDLEY COURT	4	FLAT 36	JAMESTOWN WAY	E14 2DA	1000002190512412	DWELLING
STUDLEY COURT	4	FLAT 37	JAMESTOWN WAY	E14 2DA	1000002190512413	DWELLING
STUDLEY COURT	4	FLAT 30	JAMESTOWN WAY	E14 2DA	1000002190512414	DWELLING

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
WOTTON COURT	6	FLAT 21	JAMESTOWN WAY	E14 2DB	1000002190512486	DWELLING
WOTTON COURT	6	FLAT 22	JAMESTOWN WAY	E14 2DB	1000002190512487	DWELLING
WOTTON COURT	6	FLAT 16	JAMESTOWN WAY	E14 2DB	1000002190512488	DWELLING
WOTTON COURT	6	FLAT 17	JAMESTOWN WAY	E14 2DB	1000002190512489	DWELLING
WOTTON COURT	6	FLAT 18	JAMESTOWN WAY	E14 2DB	1000002190512490	DWELLING
WOTTON COURT	6	FLAT 19	JAMESTOWN WAY	E14 2DB	1000002190512491	DWELLING
WOTTON COURT	6	FLAT 27	JAMESTOWN WAY	E14 2DB	1000002190512492	DWELLING
WOTTON COURT	6	FLAT 28	JAMESTOWN WAY	E14 2DB	1000002190512493	DWELLING
WOTTON COURT	6	FLAT 29	JAMESTOWN WAY	E14 2DB	1000002190512494	DWELLING
WOTTON COURT	6	FLAT 3	JAMESTOWN WAY	E14 2DB	1000002190512495	DWELLING
WOTTON COURT	6	FLAT 23	JAMESTOWN WAY	E14 2DB	1000002190512496	DWELLING
WOTTON COURT	6	FLAT 24	JAMESTOWN WAY	E14 2DB	1000002190512497	DWELLING
WOTTON COURT	6	FLAT 25	JAMESTOWN WAY	E14 2DB	1000002190512498	DWELLING
WOTTON COURT	6	FLAT 26	JAMESTOWN WAY	E14 2DB	1000002190512499	DWELLING
WOTTON COURT	6	FLAT 5	JAMESTOWN WAY	E14 2DB	1000002190512500	DWELLING
WOTTON COURT	6	FLAT 6	JAMESTOWN WAY	E14 2DB	1000002190512501	DWELLING
WOTTON COURT	6	FLAT 7	JAMESTOWN WAY	E14 2DB	1000002190512502	DWELLING
WOTTON COURT	6	FLAT 8	JAMESTOWN WAY	E14 2DB	1000002190512503	DWELLING
WOTTON COURT	6	FLAT 30	JAMESTOWN WAY	E14 2DB	1000002190512504	DWELLING
WOTTON COURT	6	FLAT 31	JAMESTOWN WAY	E14 2DB	1000002190512505	DWELLING
WOTTON COURT	6	FLAT 32	JAMESTOWN WAY	E14 2DB	1000002190512506	DWELLING
WOTTON COURT	6	FLAT 4	JAMESTOWN WAY	E14 2DB	1000002190512507	DWELLING
WOTTON COURT	6	FLAT 9	JAMESTOWN WAY	E14 2DB	1000002190512508	DWELLING
	11		PILGRIMS MEWS	E14 2DJ	1000002190512539	DWELLING
	10		PILGRIMS MEWS	E14 2DJ	1000002190512540	DWELLING
	9		PILGRIMS MEWS	E14 2DJ	1000002190512541	DWELLING
	8		PILGRIMS MEWS	E14 2DJ	1000002190512542	DWELLING
	7		PILGRIMS MEWS	E14 2DJ	1000002190512543	DWELLING
	6		PILGRIMS MEWS	E14 2DJ	1000002190512544	DWELLING
	5		PILGRIMS MEWS	E14 2DJ	1000002190512545	DWELLING
	4		PILGRIMS MEWS	E14 2DJ	1000002190512546	DWELLING
	3		PILGRIMS MEWS	E14 2DJ	1000002190512547	DWELLING
	2		PILGRIMS MEWS	E14 2DJ	1000002190512548	DWELLING
	1		PILGRIMS MEWS	E14 2DJ	1000002190512549	DWELLING
	12		PILGRIMS MEWS	E14 2DJ	1000002190512550	DWELLING
	63		JAMESTOWN WAY	E14 2DE	1000002190512551	DWELLING
	61		JAMESTOWN WAY	E14 2DE	1000002190512552	DWELLING
	59		JAMESTOWN WAY	E14 2DE	1000002190512553	DWELLING
	57		JAMESTOWN WAY	E14 2DE	1000002190512554	DWELLING
	51		JAMESTOWN WAY	E14 2DE	1000002190512555	DWELLING
	28		JAMESTOWN WAY	E14 2DF	1000002190512556	DWELLING
	53		JAMESTOWN WAY	E14 2DE	1000002190512558	DWELLING
ATLANTIC COURT	10	FLAT 2	JAMESTOWN WAY	E14 2DH	1000002190512559	DWELLING
ATLANTIC COURT	10	FLAT 3	JAMESTOWN WAY	E14 2DH	1000002190512560	DWELLING
ATLANTIC COURT	10	FLAT 4	JAMESTOWN WAY	E14 2DH	1000002190512561	DWELLING
ATLANTIC COURT	10	FLAT 5	JAMESTOWN WAY	E14 2DH	1000002190512562	DWELLING
ATLANTIC COURT	10	FLAT 1	JAMESTOWN WAY	E14 2DH	1000002190512563	DWELLING
ATLANTIC COURT	10	FLAT 10	JAMESTOWN WAY	E14 2DH	1000002190512564	DWELLING
ATLANTIC COURT	10	FLAT 11	JAMESTOWN WAY	E14 2DH	1000002190512565	DWELLING
ATLANTIC COURT	10	FLAT 6	JAMESTOWN WAY	E14 2DH	1000002190512566	DWELLING
ATLANTIC COURT	10	FLAT 7	JAMESTOWN WAY	E14 2DH	1000002190512567	DWELLING
ATLANTIC COURT	10	FLAT 8	JAMESTOWN WAY	E14 2DH	1000002190512568	DWELLING
ATLANTIC COURT	10	FLAT 9	JAMESTOWN WAY	E14 2DH	1000002190512569	DWELLING
	20		TARLING ROAD	E16 1HP	1000002190552131	DWELLING
	1		BRAY DRIVE	E16 1LD	1000002190552161	DWELLING
	2		BRAY DRIVE	E16 1LD	1000002190552162	DWELLING
	35		BRAY DRIVE	E16 1LD	1000002190552167	DWELLING
	34		BRAY DRIVE	E16 1LD	1000002190552168	DWELLING
	2		BOWMAN AVENUE	E16 1LA	1000002190552180	DWELLING
	4		BOWMAN AVENUE	E16 1LA	1000002190552181	DWELLING
	10		BOWMAN AVENUE	E16 1LA	1000002190552182	DWELLING
	8		BOWMAN AVENUE	E16 1LA	1000002190552183	DWELLING
	6		BOWMAN AVENUE	E16 1LA	1000002190552184	DWELLING
	12		JAMESTOWN WAY	E14 2DF	1000002190552232	DWELLING
	14		JAMESTOWN WAY	E14 2DF	1000002190552233	DWELLING
	16		JAMESTOWN WAY	E14 2DF	1000002190552234	DWELLING
	18		JAMESTOWN WAY	E14 2DF	1000002190552235	DWELLING
	20		JAMESTOWN WAY	E14 2DF	1000002190552236	DWELLING
	22		JAMESTOWN WAY	E14 2DF	1000002190552237	DWELLING
	24		JAMESTOWN WAY	E14 2DF	1000002190552238	DWELLING
	26		JAMESTOWN WAY	E14 2DF	1000002190552239	DWELLING

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
	4		FREEMASONS ROAD	E16 3AS	1000002190587556	DWELLING
	5		FREEMASONS ROAD	E16 3AS	1000002190587569	DWELLING
	18		FREEMASONS ROAD	E16 3AS	1000002190587570	DWELLING
	9		MUNDAY ROAD	E16 3QA	1000002190587635	DWELLING
	25		MONK DRIVE	E16 1LE	1000002190587657	DWELLING
	27		MONK DRIVE	E16 1LE	1000002190587658	DWELLING
	29		MONK DRIVE	E16 1LE	1000002190587659	DWELLING
	26		MONK DRIVE	E16 1LE	1000002190587676	DWELLING
	7		MUNDAY ROAD	E16 3QA	1000002190587677	DWELLING
	3		MUNDAY ROAD	E16 3QA	1000002190587699	DWELLING
	5		MUNDAY ROAD	E16 3QA	1000002190587700	DWELLING
	22		MASON CLOSE	E16 1LF	1000002190587707	DWELLING
	23		MASON CLOSE	E16 1LF	1000002190587708	DWELLING
	24		MASON CLOSE	E16 1LF	1000002190587709	DWELLING
	19		MASON CLOSE	E16 1LF	1000002190587710	DWELLING
	20		MASON CLOSE	E16 1LF	1000002190587711	DWELLING
	21		MASON CLOSE	E16 1LF	1000002190587712	DWELLING
	18		MURRAY SQUARE	E16 3AL	1000002190587820	DWELLING
	20		MURRAY SQUARE	E16 3AL	1000002190587821	DWELLING
	297		NEWMARSH ROAD	SE28 8TE	1000002190758479	DWELLING
	295		NEWMARSH ROAD	SE28 8TE	1000002190758480	DWELLING
	293		NEWMARSH ROAD	SE28 8TE	1000002190758481	DWELLING
	291		NEWMARSH ROAD	SE28 8TE	1000002190758482	DWELLING
	102		NEWMARSH ROAD	SE28 8TQ	1000002190758483	DWELLING
	100		NEWMARSH ROAD	SE28 8TQ	1000002190758484	DWELLING
	98		NEWMARSH ROAD	SE28 8TQ	1000002190758485	DWELLING
	301		NEWMARSH ROAD	SE28 8TE	1000002190758486	DWELLING
	299		NEWMARSH ROAD	SE28 8TE	1000002190758487	DWELLING
	289		NEWMARSH ROAD	SE28 8TE	1000002190758488	DWELLING
	104		NEWMARSH ROAD	SE28 8TQ	1000002190758489	DWELLING
	285		NEWMARSH ROAD	SE28 8TE	1000002190758490	DWELLING
	281		NEWMARSH ROAD	SE28 8TE	1000002190758491	DWELLING
	283		NEWMARSH ROAD	SE28 8TE	1000002190758492	DWELLING
	279		NEWMARSH ROAD	SE28 8TE	1000002190758493	DWELLING
	287		NEWMARSH ROAD	SE28 8TE	1000002190758494	DWELLING
	213		NEWMARSH ROAD	SE28 8TB	1000002190758495	DWELLING
	211		NEWMARSH ROAD	SE28 8TB	1000002190758496	DWELLING
	215		NEWMARSH ROAD	SE28 8TB	1000002190758497	DWELLING
	217		NEWMARSH ROAD	SE28 8TB	1000002190758500	DWELLING
	209		NEWMARSH ROAD	SE28 8TB	1000002190758505	DWELLING
	303		NEWMARSH ROAD	SE28 8TE	1000002190758520	DWELLING
	1		NEWMARSH ROAD	SE28 8TA	1000002190758521	DWELLING
	3		NEWMARSH ROAD	SE28 8TA	1000002190758522	DWELLING
	6		NEWMARSH ROAD	SE28 8TF	1000002190758523	DWELLING
	4		NEWMARSH ROAD	SE28 8TF	1000002190758524	DWELLING
	2		NEWMARSH ROAD	SE28 8TF	1000002190758525	DWELLING
	309		NEWMARSH ROAD	SE28 8TE	1000002190758526	DWELLING
	307		NEWMARSH ROAD	SE28 8TE	1000002190758527	DWELLING
	305		NEWMARSH ROAD	SE28 8TE	1000002190758528	DWELLING
	317		NEWMARSH ROAD	SE28 8TE	1000002190758529	DWELLING
	315		NEWMARSH ROAD	SE28 8TE	1000002190758530	DWELLING
	110		NEWMARSH ROAD	SE28 8TQ	1000002190758531	DWELLING
	108		NEWMARSH ROAD	SE28 8TQ	1000002190758532	DWELLING
	4		GRASSHAVEN WAY	SE28 8TH	1000002190758533	DWELLING
	3		GRASSHAVEN WAY	SE28 8TH	1000002190758534	DWELLING
	2		GRASSHAVEN WAY	SE28 8TH	1000002190758535	DWELLING
	1		GRASSHAVEN WAY	SE28 8TH	1000002190758536	DWELLING
	95		GRASSHAVEN WAY	SE28 8TL	1000002190758538	DWELLING
	6		GRASSHAVEN WAY	SE28 8TH	1000002190758539	DWELLING
	7		GRASSHAVEN WAY	SE28 8TH	1000002190758540	DWELLING
	5		GRASSHAVEN WAY	SE28 8TH	1000002190758541	DWELLING
	5		NEWMARSH ROAD	SE28 8TA	1000002190758542	DWELLING
	8		NEWMARSH ROAD	SE28 8TF	1000002190758543	DWELLING
	311		NEWMARSH ROAD	SE28 8TE	1000002190758544	DWELLING
	313		NEWMARSH ROAD	SE28 8TE	1000002190758545	DWELLING
	112		NEWMARSH ROAD	SE28 8TQ	1000002190758546	DWELLING
	106		NEWMARSH ROAD	SE28 8TQ	1000002190758547	DWELLING
	96		GRASSHAVEN WAY	SE28 8TL	1000002190758548	DWELLING
	8		GRASSHAVEN WAY	SE28 8TH	1000002190758562	DWELLING
	15		NEWMARSH ROAD	SE28 8TA	1000002190758595	DWELLING
	13		NEWMARSH ROAD	SE28 8TA	1000002190758596	DWELLING

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
	11		NEWMARSH ROAD	SE28 8TA	1000002190758597	DWELLING
	9		NEWMARSH ROAD	SE28 8TA	1000002190758598	DWELLING
	27		NEWMARSH ROAD	SE28 8TA	1000002190758599	DWELLING
	25		NEWMARSH ROAD	SE28 8TA	1000002190758600	DWELLING
	23		NEWMARSH ROAD	SE28 8TA	1000002190758601	DWELLING
	21		NEWMARSH ROAD	SE28 8TA	1000002190758602	DWELLING
	16		NEWMARSH ROAD	SE28 8TF	1000002190758603	DWELLING
	14		NEWMARSH ROAD	SE28 8TF	1000002190758604	DWELLING
	12		NEWMARSH ROAD	SE28 8TF	1000002190758605	DWELLING
	17		NEWMARSH ROAD	SE28 8TA	1000002190758607	DWELLING
	7		NEWMARSH ROAD	SE28 8TA	1000002190758608	DWELLING
	29		NEWMARSH ROAD	SE28 8TA	1000002190758609	DWELLING
	19		NEWMARSH ROAD	SE28 8TA	1000002190758610	DWELLING
	10		NEWMARSH ROAD	SE28 8TF	1000002190758611	DWELLING
	16		MILES DRIVE	SE28 0JA	1000002190758687	DWELLING
	20		MILES DRIVE	SE28 0JA	1000002190758688	DWELLING
	24		MILES DRIVE	SE28 0JA	1000002190758689	DWELLING
	18		MILES DRIVE	SE28 0JA	1000002190758690	DWELLING
	22		MILES DRIVE	SE28 0JA	1000002190758691	DWELLING
	26		MILES DRIVE	SE28 0JA	1000002190758692	DWELLING
	28		MILES DRIVE	SE28 0JA	1000002190758693	DWELLING
	14		MILES DRIVE	SE28 0JA	1000002190758707	DWELLING
	35		HILL VIEW DRIVE	SE28 0LJ	1000002190857868	DWELLING
	29		HILL VIEW DRIVE	SE28 0LJ	1000002190857898	DWELLING
	25		TOR GROVE	SE28 0LF	1000002190858916	DWELLING
	39		TOR GROVE	SE28 0LF	1000002190859113	DWELLING
	30		TOR GROVE	SE28 0LF	1000002190859123	DWELLING
	15		HILL VIEW DRIVE	SE28 0LJ	1000002190859330	DWELLING
	12		HIGH TOR VIEW	SE28 0LN	1000002190859345	DWELLING
	45		HILL VIEW DRIVE	SE28 0LJ	1000002190859460	DWELLING
	31		TOR GROVE	SE28 0LF	1000002190859709	DWELLING
	26		HILL VIEW DRIVE	SE28 0LH	1000002190859710	DWELLING
	28		HILL VIEW DRIVE	SE28 0LH	1000002190859959	DWELLING
	38		TOR GROVE	SE28 0LF	1000002190860022	DWELLING
	1		HIGH TOR VIEW	SE28 0LN	1000002190860256	DWELLING
	13		HILL VIEW DRIVE	SE28 0LJ	1000002190860475	DWELLING
	51		HILL VIEW DRIVE	SE28 0LJ	1000002190860551	DWELLING
	41		TOR GROVE	SE28 0LF	1000002190861249	DWELLING
	24		TOR GROVE	SE28 0LF	1000002190861250	DWELLING
	12		HILL VIEW DRIVE	SE28 0LH	1000002190861252	DWELLING
	33		HILL VIEW DRIVE	SE28 0LJ	1000002190861253	DWELLING
	10		HIGH TOR VIEW	SE28 0LN	1000002190861282	DWELLING
SETTLERS COURT	17	FLAT 70	NEWPORT AVENUE	E14 2DG	1000002190865820	DWELLING
WINGFIELD COURT	4	FLAT 1	NEWPORT AVENUE	E14 2DR	1000002190865821	DWELLING
SETTLERS COURT	17	FLAT 52	NEWPORT AVENUE	E14 2DG	1000002190865822	DWELLING
WINGFIELD COURT	4	FLAT 7	NEWPORT AVENUE	E14 2DR	1000002190865823	DWELLING
SETTLERS COURT	17	FLAT 63	NEWPORT AVENUE	E14 2DG	1000002190865824	DWELLING
WINGFIELD COURT	4	FLAT 28	NEWPORT AVENUE	E14 2DR	1000002190865825	DWELLING
WINGFIELD COURT	4	FLAT 2	NEWPORT AVENUE	E14 2DR	1000002190865826	DWELLING
WINGFIELD COURT	4	FLAT 3	NEWPORT AVENUE	E14 2DR	1000002190865827	DWELLING
WINGFIELD COURT	4	FLAT 5	NEWPORT AVENUE	E14 2DR	1000002190865828	DWELLING
WINGFIELD COURT	4	FLAT 6	NEWPORT AVENUE	E14 2DR	1000002190865829	DWELLING
WINGFIELD COURT	4	FLAT 8	NEWPORT AVENUE	E14 2DR	1000002190865830	DWELLING
WINGFIELD COURT	4	FLAT 9	NEWPORT AVENUE	E14 2DR	1000002190865831	DWELLING
WINGFIELD COURT	4	FLAT 10	NEWPORT AVENUE	E14 2DR	1000002190865832	DWELLING
WINGFIELD COURT	4	FLAT 11	NEWPORT AVENUE	E14 2DR	1000002190865833	DWELLING
WINGFIELD COURT	4	FLAT 12	NEWPORT AVENUE	E14 2DR	1000002190865834	DWELLING
WINGFIELD COURT	4	FLAT 13	NEWPORT AVENUE	E14 2DR	1000002190865835	DWELLING
WINGFIELD COURT	4	FLAT 14	NEWPORT AVENUE	E14 2DR	1000002190865836	DWELLING
WINGFIELD COURT	4	FLAT 15	NEWPORT AVENUE	E14 2DR	1000002190865837	DWELLING
WINGFIELD COURT	4	FLAT 16	NEWPORT AVENUE	E14 2DR	1000002190865838	DWELLING
WINGFIELD COURT	4	FLAT 17	NEWPORT AVENUE	E14 2DR	1000002190865839	DWELLING
WINGFIELD COURT	4	FLAT 18	NEWPORT AVENUE	E14 2DR	1000002190865840	DWELLING
WINGFIELD COURT	4	FLAT 19	NEWPORT AVENUE	E14 2DR	1000002190865841	DWELLING
WINGFIELD COURT	4	FLAT 20	NEWPORT AVENUE	E14 2DR	1000002190865842	DWELLING
WINGFIELD COURT	4	FLAT 21	NEWPORT AVENUE	E14 2DR	1000002190865843	DWELLING
WINGFIELD COURT	4	FLAT 22	NEWPORT AVENUE	E14 2DR	1000002190865844	DWELLING
WINGFIELD COURT	4	FLAT 23	NEWPORT AVENUE	E14 2DR	1000002190865845	DWELLING
WINGFIELD COURT	4	FLAT 24	NEWPORT AVENUE	E14 2DR	1000002190865846	DWELLING
WINGFIELD COURT	4	FLAT 25	NEWPORT AVENUE	E14 2DR	1000002190865847	DWELLING
WINGFIELD COURT	4	FLAT 26	NEWPORT AVENUE	E14 2DR	1000002190865848	DWELLING

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
	32		TOR GROVE	SE28 0LF	1000002190866919	DWELLING
	34		TOR GROVE	SE28 0LF	1000002190866920	DWELLING
	41		HILL VIEW DRIVE	SE28 0LJ	1000002190868017	DWELLING
BRIDGE COURT	13	FLAT 1	NEWPORT AVENUE	E14 2DS	1000002190868021	DWELLING
BRIDGE COURT	13	FLAT 2	NEWPORT AVENUE	E14 2DS	1000002190868022	DWELLING
BRIDGE COURT	13	FLAT 3	NEWPORT AVENUE	E14 2DS	1000002190868023	DWELLING
BRIDGE COURT	13	FLAT 5	NEWPORT AVENUE	E14 2DS	1000002190868024	DWELLING
BRIDGE COURT	13	FLAT 6	NEWPORT AVENUE	E14 2DS	1000002190868025	DWELLING
BRIDGE COURT	13	FLAT 7	NEWPORT AVENUE	E14 2DS	1000002190868026	DWELLING
BRIDGE COURT	13	FLAT 8	NEWPORT AVENUE	E14 2DS	1000002190868027	DWELLING
BRIDGE COURT	13	FLAT 10	NEWPORT AVENUE	E14 2DS	1000002190868028	DWELLING
BRIDGE COURT	13	FLAT 11	NEWPORT AVENUE	E14 2DS	1000002190868029	DWELLING
BRIDGE COURT	13	FLAT 12	NEWPORT AVENUE	E14 2DS	1000002190868030	DWELLING
BRIDGE COURT	13	FLAT 13	NEWPORT AVENUE	E14 2DS	1000002190868031	DWELLING
BRIDGE COURT	13	FLAT 15	NEWPORT AVENUE	E14 2DS	1000002190868032	DWELLING
BRIDGE COURT	13	FLAT 16	NEWPORT AVENUE	E14 2DS	1000002190868033	DWELLING
BRIDGE COURT	13	FLAT 17	NEWPORT AVENUE	E14 2DS	1000002190868034	DWELLING
BRIDGE COURT	13	FLAT 18	NEWPORT AVENUE	E14 2DS	1000002190868035	DWELLING
BRIDGE COURT	13	FLAT 19	NEWPORT AVENUE	E14 2DS	1000002190868036	DWELLING
BRIDGE COURT	13	FLAT 21	NEWPORT AVENUE	E14 2DS	1000002190868037	DWELLING
BRIDGE COURT	13	FLAT 22	NEWPORT AVENUE	E14 2DS	1000002190868038	DWELLING
BRIDGE COURT	13	FLAT 23	NEWPORT AVENUE	E14 2DS	1000002190868039	DWELLING
BRIDGE COURT	13	FLAT 24	NEWPORT AVENUE	E14 2DS	1000002190868040	DWELLING
BRIDGE COURT	13	FLAT 26	NEWPORT AVENUE	E14 2DS	1000002190868041	DWELLING
BRIDGE COURT	13	FLAT 27	NEWPORT AVENUE	E14 2DS	1000002190868042	DWELLING
BRIDGE COURT	13	FLAT 28	NEWPORT AVENUE	E14 2DS	1000002190868043	DWELLING
BRIDGE COURT	13	FLAT 29	NEWPORT AVENUE	E14 2DS	1000002190868044	DWELLING
BRIDGE COURT	13	FLAT 31	NEWPORT AVENUE	E14 2DS	1000002190868045	DWELLING
BRIDGE COURT	13	FLAT 32	NEWPORT AVENUE	E14 2DS	1000002190868046	DWELLING
BRIDGE COURT	13	FLAT 33	NEWPORT AVENUE	E14 2DS	1000002190868047	DWELLING
	19		HILL VIEW DRIVE	SE28 0LJ	1000002190868082	DWELLING
	59		HILL VIEW DRIVE	SE28 0LJ	1000002190868199	DWELLING
	130		HILL VIEW DRIVE	SE28 0LL	1000002190868408	DWELLING
	63		HILL VIEW DRIVE	SE28 0LJ	1000002190868499	DWELLING
	4		HIGH TOR VIEW	SE28 0LN	1000002190868529	DWELLING
	3		HILL VIEW DRIVE	SE28 0LJ	1000002190869109	DWELLING
	57		HILL VIEW DRIVE	SE28 0LJ	1000002190869145	DWELLING
KEEL COURT	11	FLAT 1	NEWPORT AVENUE	E14 2DT	1000002190869202	DWELLING
KEEL COURT	11	FLAT 3	NEWPORT AVENUE	E14 2DT	1000002190869203	DWELLING
KEEL COURT	11	FLAT 4	NEWPORT AVENUE	E14 2DT	1000002190869204	DWELLING
KEEL COURT	11	FLAT 5	NEWPORT AVENUE	E14 2DT	1000002190869205	DWELLING
KEEL COURT	11	FLAT 7	NEWPORT AVENUE	E14 2DT	1000002190869206	DWELLING
KEEL COURT	11	FLAT 8	NEWPORT AVENUE	E14 2DT	1000002190869207	DWELLING
KEEL COURT	11	FLAT 10	NEWPORT AVENUE	E14 2DT	1000002190869208	DWELLING
KEEL COURT	11	FLAT 11	NEWPORT AVENUE	E14 2DT	1000002190869209	DWELLING
KEEL COURT	11	FLAT 13	NEWPORT AVENUE	E14 2DT	1000002190869210	DWELLING
KEEL COURT	11	FLAT 14	NEWPORT AVENUE	E14 2DT	1000002190869211	DWELLING
KEEL COURT	11	FLAT 16	NEWPORT AVENUE	E14 2DT	1000002190869212	DWELLING
KEEL COURT	11	FLAT 17	NEWPORT AVENUE	E14 2DT	1000002190869213	DWELLING
KEEL COURT	11	FLAT 19	NEWPORT AVENUE	E14 2DT	1000002190869214	DWELLING
KEEL COURT	11	FLAT 20	NEWPORT AVENUE	E14 2DT	1000002190869215	DWELLING
KEEL COURT	11	FLAT 21	NEWPORT AVENUE	E14 2DT	1000002190869216	DWELLING
KEEL COURT	11	FLAT 23	NEWPORT AVENUE	E14 2DT	1000002190869217	DWELLING
KEEL COURT	11	FLAT 25	NEWPORT AVENUE	E14 2DT	1000002190869218	DWELLING
KEEL COURT	11	FLAT 26	NEWPORT AVENUE	E14 2DT	1000002190869219	DWELLING
KEEL COURT	11	FLAT 27	NEWPORT AVENUE	E14 2DT	1000002190869220	DWELLING
KEEL COURT	11	FLAT 29	NEWPORT AVENUE	E14 2DT	1000002190869221	DWELLING
KEEL COURT	11	FLAT 31	NEWPORT AVENUE	E14 2DT	1000002190869222	DWELLING
KEEL COURT	11	FLAT 32	NEWPORT AVENUE	E14 2DT	1000002190869223	DWELLING
KEEL COURT	11	FLAT 33	NEWPORT AVENUE	E14 2DT	1000002190869224	DWELLING
	118		HILL VIEW DRIVE	SE28 0LL	1000002190870294	DWELLING
KEEL COURT	11	FLAT 6	NEWPORT AVENUE	E14 2DT	1000002190870598	DWELLING
KEEL COURT	11	FLAT 12	NEWPORT AVENUE	E14 2DT	1000002190870599	DWELLING
KEEL COURT	11	FLAT 18	NEWPORT AVENUE	E14 2DT	1000002190870600	DWELLING
KEEL COURT	11	FLAT 24	NEWPORT AVENUE	E14 2DT	1000002190870601	DWELLING
KEEL COURT	11	FLAT 30	NEWPORT AVENUE	E14 2DT	1000002190870602	DWELLING
BRIDGE COURT	13	FLAT 4	NEWPORT AVENUE	E14 2DS	1000002190870604	DWELLING
BRIDGE COURT	13	FLAT 9	NEWPORT AVENUE	E14 2DS	1000002190870605	DWELLING
BRIDGE COURT	13	FLAT 14	NEWPORT AVENUE	E14 2DS	1000002190870606	DWELLING
BRIDGE COURT	13	FLAT 20	NEWPORT AVENUE	E14 2DS	1000002190870607	DWELLING
BRIDGE COURT	13	FLAT 25	NEWPORT AVENUE	E14 2DS	1000002190870608	DWELLING

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
BRIDGE COURT	13	FLAT 30	NEWPORT AVENUE	E14 2DS	1000002190870609	DWELLING
KEEL COURT	11	FLAT 2	NEWPORT AVENUE	E14 2DT	1000002190870610	DWELLING
KEEL COURT	11	FLAT 9	NEWPORT AVENUE	E14 2DT	1000002190870611	DWELLING
KEEL COURT	11	FLAT 15	NEWPORT AVENUE	E14 2DT	1000002190870612	DWELLING
KEEL COURT	11	FLAT 22	NEWPORT AVENUE	E14 2DT	1000002190870613	DWELLING
KEEL COURT	11	FLAT 28	NEWPORT AVENUE	E14 2DT	1000002190870614	DWELLING
	11		HILL VIEW DRIVE	SE28 0LN	1000002190871165	DWELLING
	55		HILL VIEW DRIVE	SE28 0LJ	1000002190871167	DWELLING
	53		HILL VIEW DRIVE	SE28 0LJ	1000002190871168	DWELLING
	24		HILL VIEW DRIVE	SE28 0LH	1000002190871169	DWELLING
	49		HILL VIEW DRIVE	SE28 0LJ	1000002190871170	DWELLING
SEXTON COURT	9	FLAT 1	NEWPORT AVENUE	E14 2DU	1000002190872441	DWELLING
SEXTON COURT	9	FLAT 2	NEWPORT AVENUE	E14 2DU	1000002190872442	DWELLING
SEXTON COURT	9	FLAT 3	NEWPORT AVENUE	E14 2DU	1000002190872443	DWELLING
SEXTON COURT	9	FLAT 4	NEWPORT AVENUE	E14 2DU	1000002190872444	DWELLING
SEXTON COURT	9	FLAT 5	NEWPORT AVENUE	E14 2DU	1000002190872445	DWELLING
SEXTON COURT	9	FLAT 6	NEWPORT AVENUE	E14 2DU	1000002190872446	DWELLING
SEXTON COURT	9	FLAT 7	NEWPORT AVENUE	E14 2DU	1000002190872447	DWELLING
SEXTON COURT	9	FLAT 8	NEWPORT AVENUE	E14 2DU	1000002190872448	DWELLING
SEXTON COURT	9	FLAT 9	NEWPORT AVENUE	E14 2DU	1000002190872449	DWELLING
SEXTON COURT	9	FLAT 10	NEWPORT AVENUE	E14 2DU	1000002190872450	DWELLING
SEXTON COURT	9	FLAT 11	NEWPORT AVENUE	E14 2DU	1000002190872451	DWELLING
SEXTON COURT	9	FLAT 12	NEWPORT AVENUE	E14 2DU	1000002190872452	DWELLING
SEXTON COURT	9	FLAT 13	NEWPORT AVENUE	E14 2DU	1000002190872453	DWELLING
SEXTON COURT	9	FLAT 14	NEWPORT AVENUE	E14 2DU	1000002190872454	DWELLING
SEXTON COURT	9	FLAT 15	NEWPORT AVENUE	E14 2DU	1000002190872455	DWELLING
SEXTON COURT	9	FLAT 16	NEWPORT AVENUE	E14 2DU	1000002190872456	DWELLING
SEXTON COURT	9	FLAT 17	NEWPORT AVENUE	E14 2DU	1000002190872457	DWELLING
SEXTON COURT	9	FLAT 18	NEWPORT AVENUE	E14 2DU	1000002190872458	DWELLING
SEXTON COURT	9	FLAT 19	NEWPORT AVENUE	E14 2DU	1000002190872459	DWELLING
SEXTON COURT	9	FLAT 20	NEWPORT AVENUE	E14 2DU	1000002190872460	DWELLING
SEXTON COURT	9	FLAT 21	NEWPORT AVENUE	E14 2DU	1000002190872461	DWELLING
SEXTON COURT	9	FLAT 22	NEWPORT AVENUE	E14 2DU	1000002190872462	DWELLING
SEXTON COURT	9	FLAT 23	NEWPORT AVENUE	E14 2DU	1000002190872463	DWELLING
SEXTON COURT	9	FLAT 24	NEWPORT AVENUE	E14 2DU	1000002190872464	DWELLING
SEXTON COURT	9	FLAT 25	NEWPORT AVENUE	E14 2DU	1000002190872465	DWELLING
SEXTON COURT	9	FLAT 26	NEWPORT AVENUE	E14 2DU	1000002190872466	DWELLING
SEXTON COURT	9	FLAT 27	NEWPORT AVENUE	E14 2DU	1000002190872467	DWELLING
SEXTON COURT	9	FLAT 28	NEWPORT AVENUE	E14 2DU	1000002190872468	DWELLING
SEXTON COURT	9	FLAT 29	NEWPORT AVENUE	E14 2DU	1000002190872469	DWELLING
SEXTON COURT	9	FLAT 30	NEWPORT AVENUE	E14 2DU	1000002190872470	DWELLING
SEXTON COURT	9	FLAT 31	NEWPORT AVENUE	E14 2DU	1000002190872471	DWELLING
SEXTON COURT	9	FLAT 32	NEWPORT AVENUE	E14 2DU	1000002190872472	DWELLING
SEXTON COURT	9	FLAT 33	NEWPORT AVENUE	E14 2DU	1000002190872473	DWELLING
SEXTON COURT	9	FLAT 34	NEWPORT AVENUE	E14 2DU	1000002190872474	DWELLING
SEXTON COURT	9	FLAT 35	NEWPORT AVENUE	E14 2DU	1000002190872475	DWELLING
SEXTON COURT	9	FLAT 36	NEWPORT AVENUE	E14 2DU	1000002190872476	DWELLING
SEXTON COURT	9	FLAT 37	NEWPORT AVENUE	E14 2DU	1000002190872477	DWELLING
SEXTON COURT	9	FLAT 38	NEWPORT AVENUE	E14 2DU	1000002190872478	DWELLING
SEXTON COURT	9	FLAT 39	NEWPORT AVENUE	E14 2DU	1000002190872479	DWELLING
SEXTON COURT	9	FLAT 40	NEWPORT AVENUE	E14 2DU	1000002190872480	DWELLING
SEXTON COURT	9	FLAT 41	NEWPORT AVENUE	E14 2DU	1000002190872481	DWELLING
SEXTON COURT	9	FLAT 42	NEWPORT AVENUE	E14 2DU	1000002190872482	DWELLING
SEXTON COURT	9	FLAT 43	NEWPORT AVENUE	E14 2DU	1000002190872483	DWELLING
SEXTON COURT	9	FLAT 44	NEWPORT AVENUE	E14 2DU	1000002190872484	DWELLING
SEXTON COURT	9	FLAT 45	NEWPORT AVENUE	E14 2DU	1000002190872485	DWELLING
SEXTON COURT	9	FLAT 46	NEWPORT AVENUE	E14 2DU	1000002190872486	DWELLING
SEXTON COURT	9	FLAT 47	NEWPORT AVENUE	E14 2DU	1000002190872487	DWELLING
SEXTON COURT	9	FLAT 48	NEWPORT AVENUE	E14 2DU	1000002190872488	DWELLING
SEXTON COURT	9	FLAT 49	NEWPORT AVENUE	E14 2DU	1000002190872489	DWELLING
	114		HILL VIEW DRIVE	SE28 0LL	1000002190873047	DWELLING
	27		HILL VIEW DRIVE	SE28 0LJ	1000002190873152	DWELLING
	9		HILL VIEW DRIVE	SE28 0LJ	1000002190874351	DWELLING
	112		HILL VIEW DRIVE	SE28 0LL	1000002190874437	DWELLING
	13		HILL VIEW DRIVE	SE28 0LN	1000002190877573	DWELLING
SWITCH HOUSE	4	FLAT 50	BLACKWALL WAY	E14 9QS	1000002190878005	DWELLING
SWITCH HOUSE	4	FLAT 1	BLACKWALL WAY	E14 9QS	1000002190878006	DWELLING
SWITCH HOUSE	4	FLAT 51	BLACKWALL WAY	E14 9QS	1000002190878007	DWELLING
SWITCH HOUSE	4	FLAT 3	BLACKWALL WAY	E14 9QS	1000002190878008	DWELLING
SWITCH HOUSE	4	FLAT 4	BLACKWALL WAY	E14 9QS	1000002190878009	DWELLING
SWITCH HOUSE	4	FLAT 54	BLACKWALL WAY	E14 9QS	1000002190878010	DWELLING

Bickerdike Allen Partners

Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
SWITCH HOUSE	4	FLAT 5	BLACKWALL WAY	E14 9QS	1000002190878011	DWELLING
SWITCH HOUSE	4	FLAT 55	BLACKWALL WAY	E14 9QS	1000002190878012	DWELLING
SWITCH HOUSE	4	FLAT 6	BLACKWALL WAY	E14 9QS	1000002190878013	DWELLING
SWITCH HOUSE	4	FLAT 8	BLACKWALL WAY	E14 9QS	1000002190878014	DWELLING
SWITCH HOUSE	4	FLAT 58	BLACKWALL WAY	E14 9QS	1000002190878015	DWELLING
SWITCH HOUSE	4	FLAT 10	BLACKWALL WAY	E14 9QS	1000002190878016	DWELLING
SWITCH HOUSE	4	FLAT 60	BLACKWALL WAY	E14 9QS	1000002190878017	DWELLING
SWITCH HOUSE	4	FLAT 11	BLACKWALL WAY	E14 9QS	1000002190878018	DWELLING
SWITCH HOUSE	4	FLAT 12	BLACKWALL WAY	E14 9QS	1000002190878020	DWELLING
SWITCH HOUSE	4	FLAT 13	BLACKWALL WAY	E14 9QS	1000002190878021	DWELLING
SWITCH HOUSE	4	FLAT 14	BLACKWALL WAY	E14 9QS	1000002190878023	DWELLING
SWITCH HOUSE	4	FLAT 15	BLACKWALL WAY	E14 9QS	1000002190878025	DWELLING
SWITCH HOUSE	4	FLAT 16	BLACKWALL WAY	E14 9QS	1000002190878027	DWELLING
SWITCH HOUSE	4	FLAT 17	BLACKWALL WAY	E14 9QS	1000002190878029	DWELLING
SWITCH HOUSE	4	FLAT 18	BLACKWALL WAY	E14 9QS	1000002190878031	DWELLING
SWITCH HOUSE	4	FLAT 20	BLACKWALL WAY	E14 9QS	1000002190878033	DWELLING
SWITCH HOUSE	4	FLAT 21	BLACKWALL WAY	E14 9QS	1000002190878035	DWELLING
SWITCH HOUSE	4	FLAT 22	BLACKWALL WAY	E14 9QS	1000002190878037	DWELLING
SWITCH HOUSE	4	FLAT 23	BLACKWALL WAY	E14 9QS	1000002190878039	DWELLING
SWITCH HOUSE	4	FLAT 25	BLACKWALL WAY	E14 9QS	1000002190878041	DWELLING
SWITCH HOUSE	4	FLAT 27	BLACKWALL WAY	E14 9QS	1000002190878044	DWELLING
SWITCH HOUSE	4	FLAT 28	BLACKWALL WAY	E14 9QS	1000002190878046	DWELLING
SWITCH HOUSE	4	FLAT 29	BLACKWALL WAY	E14 9QS	1000002190878047	DWELLING
SWITCH HOUSE	4	FLAT 30	BLACKWALL WAY	E14 9QS	1000002190878049	DWELLING
SWITCH HOUSE	4	FLAT 32	BLACKWALL WAY	E14 9QS	1000002190878050	DWELLING
SWITCH HOUSE	4	FLAT 33	BLACKWALL WAY	E14 9QS	1000002190878052	DWELLING
SWITCH HOUSE	4	FLAT 34	BLACKWALL WAY	E14 9QS	1000002190878053	DWELLING
SWITCH HOUSE	4	FLAT 35	BLACKWALL WAY	E14 9QS	1000002190878055	DWELLING
SWITCH HOUSE	4	FLAT 37	BLACKWALL WAY	E14 9QS	1000002190878057	DWELLING
SWITCH HOUSE	4	FLAT 38	BLACKWALL WAY	E14 9QS	1000002190878059	DWELLING
SWITCH HOUSE	4	FLAT 39	BLACKWALL WAY	E14 9QS	1000002190878060	DWELLING
SWITCH HOUSE	4	FLAT 40	BLACKWALL WAY	E14 9QS	1000002190878062	DWELLING
SWITCH HOUSE	4	FLAT 41	BLACKWALL WAY	E14 9QS	1000002190878064	DWELLING
SWITCH HOUSE	4	FLAT 44	BLACKWALL WAY	E14 9QS	1000002190878067	DWELLING
SWITCH HOUSE	4	FLAT 45	BLACKWALL WAY	E14 9QS	1000002190878068	DWELLING
SWITCH HOUSE	4	FLAT 48	BLACKWALL WAY	E14 9QS	1000002190878069	DWELLING
SWITCH HOUSE	4	FLAT 49	BLACKWALL WAY	E14 9QS	1000002190878070	DWELLING
	124		HILL VIEW DRIVE	SE28 0LL	1000002190878438	DWELLING
SWITCH HOUSE	4	FLAT 9	BLACKWALL WAY	E14 9QS	1000002190878708	DWELLING
SWITCH HOUSE	4	FLAT 52	BLACKWALL WAY	E14 9QS	1000002190878723	DWELLING
SWITCH HOUSE	4	FLAT 57	BLACKWALL WAY	E14 9QS	1000002190878724	DWELLING
SWITCH HOUSE	4	FLAT 19	BLACKWALL WAY	E14 9QS	1000002190878725	DWELLING
SWITCH HOUSE	4	FLAT 24	BLACKWALL WAY	E14 9QS	1000002190878726	DWELLING
SWITCH HOUSE	4	FLAT 43	BLACKWALL WAY	E14 9QS	1000002190878730	DWELLING
	16		HILL VIEW DRIVE	SE28 0LH	1000002190879058	DWELLING
SWITCH HOUSE	4	FLAT 2	BLACKWALL WAY	E14 9QS	1000002190879590	DWELLING
SWITCH HOUSE	4	FLAT 7	BLACKWALL WAY	E14 9QS	1000002190879591	DWELLING
SWITCH HOUSE	4	FLAT 26	BLACKWALL WAY	E14 9QS	1000002190879592	DWELLING
SWITCH HOUSE	4	FLAT 31	BLACKWALL WAY	E14 9QS	1000002190879593	DWELLING
SWITCH HOUSE	4	FLAT 36	BLACKWALL WAY	E14 9QS	1000002190879594	DWELLING
SWITCH HOUSE	4	FLAT 42	BLACKWALL WAY	E14 9QS	1000002190879595	DWELLING
SWITCH HOUSE	4	FLAT 46	BLACKWALL WAY	E14 9QS	1000002190879596	DWELLING
SWITCH HOUSE	4	FLAT 56	BLACKWALL WAY	E14 9QS	1000002190879597	DWELLING
SWITCH HOUSE	4	FLAT 59	BLACKWALL WAY	E14 9QS	1000002190880076	DWELLING
SWITCH HOUSE	4	FLAT 47	BLACKWALL WAY	E14 9QS	1000002190880078	DWELLING
SWITCH HOUSE	4	FLAT 53	BLACKWALL WAY	E14 9QS	1000002190880122	DWELLING
	88		NEWMARSH ROAD	SE28 8TQ	1000002190881004	DWELLING
	86		NEWMARSH ROAD	SE28 8TQ	1000002190881005	DWELLING
	84		NEWMARSH ROAD	SE28 8TQ	1000002190881006	DWELLING
	8		HILL VIEW DRIVE	SE28 0LH	1000002190881487	DWELLING
	6		HILL VIEW DRIVE	SE28 0LH	1000002190882191	DWELLING
	247		NEWMARSH ROAD	SE28 8TD	1000002190883473	DWELLING
	249		NEWMARSH ROAD	SE28 8TD	1000002190883474	DWELLING
	253		NEWMARSH ROAD	SE28 8TD	1000002190883475	DWELLING
	257		NEWMARSH ROAD	SE28 8TD	1000002190883476	DWELLING
	259		NEWMARSH ROAD	SE28 8TD	1000002190883477	DWELLING
	263		NEWMARSH ROAD	SE28 8TD	1000002190883478	DWELLING
	265		NEWMARSH ROAD	SE28 8TD	1000002190883479	DWELLING
	267		NEWMARSH ROAD	SE28 8TD	1000002190883480	DWELLING
	269		NEWMARSH ROAD	SE28 8TD	1000002190883481	DWELLING
	273		NEWMARSH ROAD	SE28 8TD	1000002190883482	DWELLING

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
	277		NEWMARSH ROAD	SE28 8TD	1000002190883483	DWELLING
	255		NEWMARSH ROAD	SE28 8TD	1000002190883510	DWELLING
	275		NEWMARSH ROAD	SE28 8TD	1000002190883511	DWELLING
	4		HILL VIEW DRIVE	SE28 0LH	1000002190883858	DWELLING
	17		HILL VIEW DRIVE	SE28 0LJ	1000002190884532	DWELLING
	251		NEWMARSH ROAD	SE28 8TD	1000002190884539	DWELLING
	261		NEWMARSH ROAD	SE28 8TD	1000002190884540	DWELLING
	271		NEWMARSH ROAD	SE28 8TD	1000002190884541	DWELLING
	132		HILL VIEW DRIVE	SE28 0LL	1000002190886004	DWELLING
	223		NEWMARSH ROAD	SE28 8TB	1000002190886471	DWELLING
279A			NEWMARSH ROAD	SE28 8TE	1000002190887066	DWELLING
281A			NEWMARSH ROAD	SE28 8TE	1000002190887067	DWELLING
	235		NEWMARSH ROAD	SE28 8TB	1000002190887662	DWELLING
	239		NEWMARSH ROAD	SE28 8TB	1000002190887663	DWELLING
	104		HILL VIEW DRIVE	SE28 0LL	1000002190888143	DWELLING
	100		HILL VIEW DRIVE	SE28 0LL	1000002190888144	DWELLING
	29		MILES DRIVE	SE28 0NE	1000002190888693	DWELLING
	37		MILES DRIVE	SE28 0NE	1000002190889272	DWELLING
TRICORN HOUSE		FLAT 1	MILES DRIVE	SE28 0ND	1000002190889977	DWELLING
TRICORN HOUSE		FLAT 2	MILES DRIVE	SE28 0ND	1000002190889978	DWELLING
TRICORN HOUSE		FLAT 3	MILES DRIVE	SE28 0ND	1000002190889979	DWELLING
TRICORN HOUSE		FLAT 4	MILES DRIVE	SE28 0ND	1000002190889980	DWELLING
TRICORN HOUSE		FLAT 5	MILES DRIVE	SE28 0ND	1000002190889981	DWELLING
TRICORN HOUSE		FLAT 6	MILES DRIVE	SE28 0ND	1000002190889982	DWELLING
TRICORN HOUSE		FLAT 7	MILES DRIVE	SE28 0ND	1000002190889983	DWELLING
TRICORN HOUSE		FLAT 8	MILES DRIVE	SE28 0ND	1000002190889984	DWELLING
TRICORN HOUSE		FLAT 9	MILES DRIVE	SE28 0ND	1000002190889985	DWELLING
TRICORN HOUSE		FLAT 10	MILES DRIVE	SE28 0ND	1000002190889986	DWELLING
TRICORN HOUSE		FLAT 11	MILES DRIVE	SE28 0ND	1000002190889987	DWELLING
TRICORN HOUSE		FLAT 12	MILES DRIVE	SE28 0ND	1000002190889988	DWELLING
TRICORN HOUSE		FLAT 13	MILES DRIVE	SE28 0ND	1000002190889989	DWELLING
TRICORN HOUSE		FLAT 14	MILES DRIVE	SE28 0ND	1000002190889990	DWELLING
TRICORN HOUSE		FLAT 15	MILES DRIVE	SE28 0ND	1000002190889991	DWELLING
TRICORN HOUSE		FLAT 16	MILES DRIVE	SE28 0ND	1000002190889992	DWELLING
TRICORN HOUSE		FLAT 18	MILES DRIVE	SE28 0ND	1000002190889993	DWELLING
TRICORN HOUSE		FLAT 19	MILES DRIVE	SE28 0ND	1000002190889994	DWELLING
TRICORN HOUSE		FLAT 20	MILES DRIVE	SE28 0ND	1000002190889995	DWELLING
TRICORN HOUSE		FLAT 21	MILES DRIVE	SE28 0ND	1000002190889996	DWELLING
TRICORN HOUSE		FLAT 23	MILES DRIVE	SE28 0ND	1000002190889997	DWELLING
TRICORN HOUSE		FLAT 24	MILES DRIVE	SE28 0ND	1000002190889998	DWELLING
TRICORN HOUSE		FLAT 25	MILES DRIVE	SE28 0ND	1000002190889999	DWELLING
TRICORN HOUSE		FLAT 26	MILES DRIVE	SE28 0ND	1000002190890000	DWELLING
TRICORN HOUSE		FLAT 28	MILES DRIVE	SE28 0ND	1000002190890001	DWELLING
TRICORN HOUSE		FLAT 29	MILES DRIVE	SE28 0ND	1000002190890002	DWELLING
TRICORN HOUSE		FLAT 30	MILES DRIVE	SE28 0ND	1000002190890003	DWELLING
TRICORN HOUSE		FLAT 17	MILES DRIVE	SE28 0ND	1000002190890203	DWELLING
TRICORN HOUSE		FLAT 22	MILES DRIVE	SE28 0ND	1000002190890204	DWELLING
TRICORN HOUSE		FLAT 27	MILES DRIVE	SE28 0ND	1000002190890205	DWELLING
	31		MILES DRIVE	SE28 0NE	1000002190892391	DWELLING
	9		HIGH TOR VIEW	SE28 0LN	1000002190892395	DWELLING
	33		MILES DRIVE	SE28 0NE	1000002190894411	DWELLING
	8		MILES CLOSE	SE28 0NJ	1000002190897985	DWELLING
	3		MILES CLOSE	SE28 0NJ	1000002190898173	DWELLING
	4		MILES CLOSE	SE28 0NJ	1000002190898302	DWELLING
	1		MILES CLOSE	SE28 0NJ	1000002190900227	DWELLING
	39		HILL VIEW DRIVE	SE28 0LJ	1000002190901715	DWELLING
	11		HILL VIEW DRIVE	SE28 0LJ	1000002190902095	DWELLING
WINGFIELD COURT	4	FLAT 4	NEWPORT AVENUE	E14 2DR	1000002190902338	DWELLING
	21		HILL VIEW DRIVE	SE28 0LJ	1000002190903462	DWELLING
	25		HILL VIEW DRIVE	SE28 0LJ	1000002190905543	DWELLING
	39		MILES DRIVE	SE28 0NE	1000002190907165	DWELLING
	98		HILL VIEW DRIVE	SE28 0LL	1000002190907524	DWELLING
	213		TIDESLEA PATH	SE28 0NH	1000002190907550	DWELLING
	14		HILL VIEW DRIVE	SE28 0LH	1000002190908234	DWELLING
	18		HILL VIEW DRIVE	SE28 0LH	1000002190908235	DWELLING
	1		HILL VIEW DRIVE	SE28 0LJ	1000002190908248	DWELLING
	23		HILL VIEW DRIVE	SE28 0LJ	1000002190908249	DWELLING
	31		HILL VIEW DRIVE	SE28 0LJ	1000002190908250	DWELLING
	37		HILL VIEW DRIVE	SE28 0LJ	1000002190908251	DWELLING
	43		HILL VIEW DRIVE	SE28 0LJ	1000002190908252	DWELLING
	47		HILL VIEW DRIVE	SE28 0LJ	1000002190908253	DWELLING

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
	7		HILL VIEW DRIVE	SE28 0LJ	1000002190908254	DWELLING
	61		HILL VIEW DRIVE	SE28 0LJ	1000002190908255	DWELLING
	65		HILL VIEW DRIVE	SE28 0LJ	1000002190908256	DWELLING
	67		HILL VIEW DRIVE	SE28 0LJ	1000002190908257	DWELLING
	102		HILL VIEW DRIVE	SE28 0LL	1000002190908258	DWELLING
	106		HILL VIEW DRIVE	SE28 0LL	1000002190908259	DWELLING
	108		HILL VIEW DRIVE	SE28 0LL	1000002190908260	DWELLING
	110		HILL VIEW DRIVE	SE28 0LL	1000002190908261	DWELLING
	116		HILL VIEW DRIVE	SE28 0LL	1000002190908262	DWELLING
	122		HILL VIEW DRIVE	SE28 0LL	1000002190908263	DWELLING
	126		HILL VIEW DRIVE	SE28 0LL	1000002190908264	DWELLING
	128		HILL VIEW DRIVE	SE28 0LL	1000002190908265	DWELLING
	2		HIGH TOR VIEW	SE28 0LN	1000002190908272	DWELLING
	3		HIGH TOR VIEW	SE28 0LN	1000002190908273	DWELLING
	5		HIGH TOR VIEW	SE28 0LN	1000002190908274	DWELLING
	8		HIGH TOR VIEW	SE28 0LN	1000002190908275	DWELLING
	14		HIGH TOR VIEW	SE28 0LN	1000002190908276	DWELLING
	15		HIGH TOR VIEW	SE28 0LN	1000002190908277	DWELLING
	35		MILES DRIVE	SE28 0NE	1000002190908316	DWELLING
	2		MILES CLOSE	SE28 0NJ	1000002190908329	DWELLING
	5		MILES CLOSE	SE28 0NJ	1000002190908330	DWELLING
	6		MILES CLOSE	SE28 0NJ	1000002190908331	DWELLING
	225		NEWMARSH ROAD	SE28 8TB	1000002190908371	DWELLING
	229		NEWMARSH ROAD	SE28 8TB	1000002190908372	DWELLING
	231		NEWMARSH ROAD	SE28 8TB	1000002190908373	DWELLING
	233		NEWMARSH ROAD	SE28 8TB	1000002190908374	DWELLING
	241		NEWMARSH ROAD	SE28 8TB	1000002190908375	DWELLING
	245		NEWMARSH ROAD	SE28 8TB	1000002190908376	DWELLING
	92		NEWMARSH ROAD	SE28 8TQ	1000002190908390	DWELLING
	94		NEWMARSH ROAD	SE28 8TQ	1000002190908391	DWELLING
	23		TOR GROVE	SE28 0LF	1000002190908474	DWELLING
	27		TOR GROVE	SE28 0LF	1000002190908476	DWELLING
	28		TOR GROVE	SE28 0LF	1000002190908477	DWELLING
	29		TOR GROVE	SE28 0LF	1000002190908478	DWELLING
	33		TOR GROVE	SE28 0LF	1000002190908479	DWELLING
	37		TOR GROVE	SE28 0LF	1000002190908480	DWELLING
	219		NEWMARSH ROAD	SE28 8TB	1000002190908865	DWELLING
	90		NEWMARSH ROAD	SE28 8TQ	1000002190908868	DWELLING
	218		TIDESLEA PATH	SE28 0NH	1000002190910485	DWELLING
	7		MILES CLOSE	SE28 0NJ	1000002190910486	DWELLING
	26		TOR GROVE	SE28 0LF	1000002190910511	DWELLING
	35		TOR GROVE	SE28 0LF	1000002190910512	DWELLING
	120		HILL VIEW DRIVE	SE28 0LL	1000002190910519	DWELLING
	221		NEWMARSH ROAD	SE28 8TB	1000002190910548	DWELLING
	227		NEWMARSH ROAD	SE28 8TB	1000002190910549	DWELLING
	243		NEWMARSH ROAD	SE28 8TB	1000002190910550	DWELLING
	178		WATERSIDE CLOSE	SE28 0GS	1000002190913786	DWELLING
	180		WATERSIDE CLOSE	SE28 0GS	1000002190913787	DWELLING
	182		WATERSIDE CLOSE	SE28 0GS	1000002190913788	DWELLING
	184		WATERSIDE CLOSE	SE28 0GS	1000002190913789	DWELLING
	78		WATERSIDE CLOSE	SE28 0GS	1000002190913790	DWELLING
	56		WATERSIDE CLOSE	SE28 0GS	1000002190913791	DWELLING
	28		WATERSIDE CLOSE	SE28 0GS	1000002190913792	DWELLING
	60		WATERSIDE CLOSE	SE28 0GS	1000002190913793	DWELLING
	66		WATERSIDE CLOSE	SE28 0GS	1000002190913794	DWELLING
	48		WATERSIDE CLOSE	SE28 0GS	1000002190913795	DWELLING
	52		WATERSIDE CLOSE	SE28 0GS	1000002190913796	DWELLING
	58		WATERSIDE CLOSE	SE28 0GS	1000002190913797	DWELLING
	50		WATERSIDE CLOSE	SE28 0GS	1000002190913798	DWELLING
	46		WATERSIDE CLOSE	SE28 0GS	1000002190913799	DWELLING
	44		WATERSIDE CLOSE	SE28 0GS	1000002190913800	DWELLING
	54		WATERSIDE CLOSE	SE28 0GS	1000002190913801	DWELLING
	64		WATERSIDE CLOSE	SE28 0GS	1000002190913802	DWELLING
	70		WATERSIDE CLOSE	SE28 0GS	1000002190913803	DWELLING
	72		WATERSIDE CLOSE	SE28 0GS	1000002190913804	DWELLING
	74		WATERSIDE CLOSE	SE28 0GS	1000002190913805	DWELLING
	76		WATERSIDE CLOSE	SE28 0GS	1000002190913806	DWELLING
	80		WATERSIDE CLOSE	SE28 0GS	1000002190913807	DWELLING
	82		WATERSIDE CLOSE	SE28 0GS	1000002190913808	DWELLING
	2		WATERSIDE CLOSE	SE28 0GS	1000002190913809	DWELLING
	4		WATERSIDE CLOSE	SE28 0GS	1000002190913810	DWELLING

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
	8		WATERSIDE CLOSE	SE28 0GS	1000002190913811	DWELLING
	10		WATERSIDE CLOSE	SE28 0GS	1000002190913812	DWELLING
	12		WATERSIDE CLOSE	SE28 0GS	1000002190913813	DWELLING
	62		WATERSIDE CLOSE	SE28 0GS	1000002190913814	DWELLING
	68		WATERSIDE CLOSE	SE28 0GS	1000002190913815	DWELLING
	11		WATERSIDE CLOSE	SE28 0GT	1000002190913816	DWELLING
	9		WATERSIDE CLOSE	SE28 0GT	1000002190913817	DWELLING
	22		WATERSIDE CLOSE	SE28 0GS	1000002190913818	DWELLING
	24		WATERSIDE CLOSE	SE28 0GS	1000002190913819	DWELLING
	14		WATERSIDE CLOSE	SE28 0GS	1000002190913820	DWELLING
	16		WATERSIDE CLOSE	SE28 0GS	1000002190913821	DWELLING
	18		WATERSIDE CLOSE	SE28 0GS	1000002190913822	DWELLING
	20		WATERSIDE CLOSE	SE28 0GS	1000002190913823	DWELLING
	26		WATERSIDE CLOSE	SE28 0GS	1000002190913824	DWELLING
	40		WATERSIDE CLOSE	SE28 0GS	1000002190913825	DWELLING
	6		WATERSIDE CLOSE	SE28 0GS	1000002190913826	DWELLING
	30		WATERSIDE CLOSE	SE28 0GS	1000002190913827	DWELLING
	32		WATERSIDE CLOSE	SE28 0GS	1000002190913828	DWELLING
	34		WATERSIDE CLOSE	SE28 0GS	1000002190913829	DWELLING
	36		WATERSIDE CLOSE	SE28 0GS	1000002190913830	DWELLING
	38		WATERSIDE CLOSE	SE28 0GS	1000002190913831	DWELLING
	42		WATERSIDE CLOSE	SE28 0GS	1000002190913832	DWELLING
	13		WATERSIDE CLOSE	SE28 0GT	1000002190913833	DWELLING
	15		WATERSIDE CLOSE	SE28 0GT	1000002190913834	DWELLING
	17		WATERSIDE CLOSE	SE28 0GT	1000002190913835	DWELLING
	19		WATERSIDE CLOSE	SE28 0GT	1000002190913836	DWELLING
	21		WATERSIDE CLOSE	SE28 0GT	1000002190913837	DWELLING
	87		WATERSIDE CLOSE	SE28 0GT	1000002190913838	DWELLING
	89		WATERSIDE CLOSE	SE28 0GT	1000002190913839	DWELLING
	91		WATERSIDE CLOSE	SE28 0GT	1000002190913840	DWELLING
	93		WATERSIDE CLOSE	SE28 0GT	1000002190913841	DWELLING
	95		WATERSIDE CLOSE	SE28 0GT	1000002190913842	DWELLING
	97		WATERSIDE CLOSE	SE28 0GT	1000002190913843	DWELLING
	99		WATERSIDE CLOSE	SE28 0GT	1000002190913844	DWELLING
	101		WATERSIDE CLOSE	SE28 0GT	1000002190913845	DWELLING
	103		WATERSIDE CLOSE	SE28 0GT	1000002190913846	DWELLING
	105		WATERSIDE CLOSE	SE28 0GT	1000002190913847	DWELLING
	107		WATERSIDE CLOSE	SE28 0GT	1000002190913848	DWELLING
	109		WATERSIDE CLOSE	SE28 0GT	1000002190913849	DWELLING
	111		WATERSIDE CLOSE	SE28 0GT	1000002190913850	DWELLING
	186		WATERSIDE CLOSE	SE28 0GS	1000002190913851	DWELLING
	188		WATERSIDE CLOSE	SE28 0GS	1000002190913852	DWELLING
	84		WATERSIDE CLOSE	SE28 0GS	1000002190913857	DWELLING
	86		WATERSIDE CLOSE	SE28 0GS	1000002190913858	DWELLING
	88		WATERSIDE CLOSE	SE28 0GS	1000002190913859	DWELLING
	90		WATERSIDE CLOSE	SE28 0GS	1000002190913860	DWELLING
	81		WATERSIDE CLOSE	SE28 0GT	1000002190913861	DWELLING
	83		WATERSIDE CLOSE	SE28 0GT	1000002190913862	DWELLING
	85		WATERSIDE CLOSE	SE28 0GT	1000002190913863	DWELLING
	224		TIDESLEA PATH	SE28 0NH	1000002190917683	DWELLING
	217		TIDESLEA PATH	SE28 0NH	1000002190917698	DWELLING
	225		TIDESLEA PATH	SE28 0NH	1000002190918080	DWELLING
	212		TIDESLEA PATH	SE28 0NH	1000002190918092	DWELLING
	210		TIDESLEA PATH	SE28 0NH	1000002190918412	DWELLING
	207		TIDESLEA PATH	SE28 0NH	1000002190919864	DWELLING
	208		TIDESLEA PATH	SE28 0NH	1000002190919866	DWELLING
	209		TIDESLEA PATH	SE28 0NH	1000002190919867	DWELLING
	211		TIDESLEA PATH	SE28 0NH	1000002190919868	DWELLING
	215		TIDESLEA PATH	SE28 0NH	1000002190919869	DWELLING
	216		TIDESLEA PATH	SE28 0NH	1000002190919870	DWELLING
	219		TIDESLEA PATH	SE28 0NH	1000002190919871	DWELLING
	220		TIDESLEA PATH	SE28 0NH	1000002190919872	DWELLING
	221		TIDESLEA PATH	SE28 0NH	1000002190919873	DWELLING
	222		TIDESLEA PATH	SE28 0NH	1000002190919874	DWELLING
	223		TIDESLEA PATH	SE28 0NH	1000002190919875	DWELLING
	226		TIDESLEA PATH	SE28 0NH	1000002190919876	DWELLING
	227		TIDESLEA PATH	SE28 0NH	1000002190919877	DWELLING
	229		TIDESLEA PATH	SE28 0NH	1000002190919878	DWELLING
	230		TIDESLEA PATH	SE28 0NH	1000002190919879	DWELLING
	231		TIDESLEA PATH	SE28 0NH	1000002190919880	DWELLING
	232		TIDESLEA PATH	SE28 0NH	1000002190919881	DWELLING

Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
	233		TIDESLEA PATH	SE28 0NH	1000002190919882	DWELLING
	234		TIDESLEA PATH	SE28 0NH	1000002190919883	DWELLING
	235		TIDESLEA PATH	SE28 0NH	1000002190919884	DWELLING
	236		TIDESLEA PATH	SE28 0NH	1000002190919885	DWELLING
	238		TIDESLEA PATH	SE28 0NH	1000002190919886	DWELLING
	240		TIDESLEA PATH	SE28 0NH	1000002190919887	DWELLING
	237		TIDESLEA PATH	SE28 0NH	1000002190920537	DWELLING
	214		TIDESLEA PATH	SE28 0NH	1000002190920634	DWELLING
	228		TIDESLEA PATH	SE28 0NH	1000002190920635	DWELLING
	239		TIDESLEA PATH	SE28 0NH	1000002190920636	DWELLING
	1		WATERSIDE CLOSE	SE28 0GT	1000002190922101	DWELLING
	5		WATERSIDE CLOSE	SE28 0GT	1000002190922102	DWELLING
	7		WATERSIDE CLOSE	SE28 0GT	1000002190922103	DWELLING
	45		WATERSIDE CLOSE	SE28 0GT	1000002190922161	DWELLING
	23		WATERSIDE CLOSE	SE28 0GT	1000002190922220	DWELLING
	25		WATERSIDE CLOSE	SE28 0GT	1000002190922221	DWELLING
	27		WATERSIDE CLOSE	SE28 0GT	1000002190922222	DWELLING
	29		WATERSIDE CLOSE	SE28 0GT	1000002190922223	DWELLING
	31		WATERSIDE CLOSE	SE28 0GT	1000002190922224	DWELLING
	33		WATERSIDE CLOSE	SE28 0GT	1000002190922225	DWELLING
	35		WATERSIDE CLOSE	SE28 0GT	1000002190922226	DWELLING
	37		WATERSIDE CLOSE	SE28 0GT	1000002190922227	DWELLING
	39		WATERSIDE CLOSE	SE28 0GT	1000002190922228	DWELLING
	41		WATERSIDE CLOSE	SE28 0GT	1000002190922229	DWELLING
	43		WATERSIDE CLOSE	SE28 0GT	1000002190922230	DWELLING
	47		WATERSIDE CLOSE	SE28 0GT	1000002190922231	DWELLING
	49		WATERSIDE CLOSE	SE28 0GT	1000002190922232	DWELLING
	51		WATERSIDE CLOSE	SE28 0GT	1000002190922233	DWELLING
	53		WATERSIDE CLOSE	SE28 0GT	1000002190922234	DWELLING
	55		WATERSIDE CLOSE	SE28 0GT	1000002190922235	DWELLING
	57		WATERSIDE CLOSE	SE28 0GT	1000002190922236	DWELLING
	59		WATERSIDE CLOSE	SE28 0GT	1000002190922237	DWELLING
	61		WATERSIDE CLOSE	SE28 0GT	1000002190922238	DWELLING
	63		WATERSIDE CLOSE	SE28 0GT	1000002190922239	DWELLING
	65		WATERSIDE CLOSE	SE28 0GT	1000002190922240	DWELLING
	67		WATERSIDE CLOSE	SE28 0GT	1000002190922241	DWELLING
	69		WATERSIDE CLOSE	SE28 0GT	1000002190922242	DWELLING
	71		WATERSIDE CLOSE	SE28 0GT	1000002190922243	DWELLING
	75		WATERSIDE CLOSE	SE28 0GT	1000002190922244	DWELLING
	77		WATERSIDE CLOSE	SE28 0GT	1000002190922245	DWELLING
	79		WATERSIDE CLOSE	SE28 0GT	1000002190922246	DWELLING
	3		WATERSIDE CLOSE	SE28 0GT	1000002190922247	DWELLING
	73		WATERSIDE CLOSE	SE28 0GT	1000002190922322	DWELLING
STUDLEY COURT	4	FLAT 95	JAMESTOWN WAY	E14 2DA	1000002190926135	DWELLING
STUDLEY COURT	4	FLAT 94	JAMESTOWN WAY	E14 2DA	1000002190926136	DWELLING
STUDLEY COURT	4	FLAT 93	JAMESTOWN WAY	E14 2DA	1000002190926137	DWELLING
STUDLEY COURT	4	FLAT 92	JAMESTOWN WAY	E14 2DA	1000002190926138	DWELLING
STUDLEY COURT	4	FLAT 91	JAMESTOWN WAY	E14 2DA	1000002190926168	DWELLING
	160		WATERSIDE CLOSE	SE28 0GS	1000002190930562	DWELLING
	158		WATERSIDE CLOSE	SE28 0GS	1000002190930577	DWELLING
	174		WATERSIDE CLOSE	SE28 0GS	1000002190931493	DWELLING
	176		WATERSIDE CLOSE	SE28 0GS	1000002190932000	DWELLING
	5	FLAT 53	NEWPORT AVENUE	E14 2EA	1000002190932031	DWELLING
	5	FLAT 49	NEWPORT AVENUE	E14 2EA	1000002190933696	DWELLING
	5	FLAT 56	NEWPORT AVENUE	E14 2EA	1000002190933727	DWELLING
	5	FLAT 3	NEWPORT AVENUE	E14 2EA	1000002190933897	DWELLING
	5	FLAT 45	NEWPORT AVENUE	E14 2EA	1000002190934095	DWELLING
	5	FLAT 36	NEWPORT AVENUE	E14 2EA	1000002190934493	DWELLING
	5	FLAT 52	NEWPORT AVENUE	E14 2EA	1000002190934655	DWELLING
	5	FLAT 120	NEWPORT AVENUE	E14 2EB	1000002190935426	DWELLING
	5	FLAT 119	NEWPORT AVENUE	E14 2EB	1000002190935427	DWELLING
	5	FLAT 118	NEWPORT AVENUE	E14 2EB	1000002190935428	DWELLING
	5	FLAT 117	NEWPORT AVENUE	E14 2EB	1000002190935429	DWELLING
	5	FLAT 115	NEWPORT AVENUE	E14 2EB	1000002190935430	DWELLING
	5	FLAT 114	NEWPORT AVENUE	E14 2EB	1000002190935431	DWELLING
	5	FLAT 113	NEWPORT AVENUE	E14 2EB	1000002190935432	DWELLING
	5	FLAT 112	NEWPORT AVENUE	E14 2EB	1000002190935433	DWELLING
	5	FLAT 110	NEWPORT AVENUE	E14 2EB	1000002190935434	DWELLING
	5	FLAT 109	NEWPORT AVENUE	E14 2EB	1000002190935435	DWELLING
	5	FLAT 108	NEWPORT AVENUE	E14 2EB	1000002190935436	DWELLING
	5	FLAT 107	NEWPORT AVENUE	E14 2EB	1000002190935437	DWELLING

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
	5	FLAT 105	NEWPORT AVENUE	E14 2EB	1000002190935438	DWELLING
	5	FLAT 104	NEWPORT AVENUE	E14 2EB	1000002190935439	DWELLING
	5	FLAT 103	NEWPORT AVENUE	E14 2EB	1000002190935440	DWELLING
	5	FLAT 102	NEWPORT AVENUE	E14 2EB	1000002190935441	DWELLING
	5	FLAT 100	NEWPORT AVENUE	E14 2EB	1000002190935442	DWELLING
	5	FLAT 9	NEWPORT AVENUE	E14 2EA	1000002190935443	DWELLING
	5	FLAT 8	NEWPORT AVENUE	E14 2EA	1000002190935444	DWELLING
	5	FLAT 63	NEWPORT AVENUE	E14 2EA	1000002190935445	DWELLING
	5	FLAT 62	NEWPORT AVENUE	E14 2EA	1000002190935446	DWELLING
	5	FLAT 61	NEWPORT AVENUE	E14 2EA	1000002190935447	DWELLING
	5	FLAT 6	NEWPORT AVENUE	E14 2EA	1000002190935448	DWELLING
	5	FLAT 58	NEWPORT AVENUE	E14 2EA	1000002190935449	DWELLING
	5	FLAT 57	NEWPORT AVENUE	E14 2EA	1000002190935450	DWELLING
	5	FLAT 55	NEWPORT AVENUE	E14 2EA	1000002190935451	DWELLING
	5	FLAT 54	NEWPORT AVENUE	E14 2EA	1000002190935452	DWELLING
	5	FLAT 51	NEWPORT AVENUE	E14 2EA	1000002190935453	DWELLING
	5	FLAT 50	NEWPORT AVENUE	E14 2EA	1000002190935454	DWELLING
	5	FLAT 5	NEWPORT AVENUE	E14 2EA	1000002190935455	DWELLING
	5	FLAT 48	NEWPORT AVENUE	E14 2EA	1000002190935456	DWELLING
	5	FLAT 47	NEWPORT AVENUE	E14 2EA	1000002190935457	DWELLING
	3		NEWPORT AVENUE	E14 2ED	1000002190935466	DWELLING
	1		NEWPORT AVENUE	E14 2ED	1000002190935467	DWELLING
	5	FLAT 40	NEWPORT AVENUE	E14 2EA	1000002190935774	DWELLING
	5	FLAT 38	NEWPORT AVENUE	E14 2EA	1000002190935805	DWELLING
	5	FLAT 79	NEWPORT AVENUE	E14 2EB	1000002190935868	DWELLING
	5	FLAT 89	NEWPORT AVENUE	E14 2EB	1000002190935869	DWELLING
	5	FLAT 99	NEWPORT AVENUE	E14 2EB	1000002190935870	DWELLING
	5	FLAT 106	NEWPORT AVENUE	E14 2EB	1000002190935871	DWELLING
	5	FLAT 116	NEWPORT AVENUE	E14 2EB	1000002190935872	DWELLING
	5	FLAT 111	NEWPORT AVENUE	E14 2EB	1000002190935873	DWELLING
	5	FLAT 121	NEWPORT AVENUE	E14 2EB	1000002190935891	DWELLING
	5	FLAT 101	NEWPORT AVENUE	E14 2EB	1000002190935892	DWELLING
	5	FLAT 94	NEWPORT AVENUE	E14 2EB	1000002190935893	DWELLING
	5	FLAT 84	NEWPORT AVENUE	E14 2EB	1000002190935894	DWELLING
	5	FLAT 41	NEWPORT AVENUE	E14 2EA	1000002190936174	DWELLING
	5	FLAT 4	NEWPORT AVENUE	E14 2EA	1000002190936175	DWELLING
	5	FLAT 39	NEWPORT AVENUE	E14 2EA	1000002190936176	DWELLING
	5	FLAT 37	NEWPORT AVENUE	E14 2EA	1000002190936177	DWELLING
	5	FLAT 35	NEWPORT AVENUE	E14 2EA	1000002190936178	DWELLING
	5	FLAT 34	NEWPORT AVENUE	E14 2EA	1000002190936179	DWELLING
	5	FLAT 33	NEWPORT AVENUE	E14 2EA	1000002190936180	DWELLING
	5	FLAT 32	NEWPORT AVENUE	E14 2EA	1000002190936181	DWELLING
	5	FLAT 31	NEWPORT AVENUE	E14 2EA	1000002190936182	DWELLING
	5	FLAT 29	NEWPORT AVENUE	E14 2EA	1000002190936183	DWELLING
	5	FLAT 28	NEWPORT AVENUE	E14 2EA	1000002190936184	DWELLING
	5	FLAT 27	NEWPORT AVENUE	E14 2EA	1000002190936185	DWELLING
	5	FLAT 26	NEWPORT AVENUE	E14 2EA	1000002190936186	DWELLING
	5	FLAT 25	NEWPORT AVENUE	E14 2EA	1000002190936187	DWELLING
	5	FLAT 24	NEWPORT AVENUE	E14 2EA	1000002190936188	DWELLING
	5	FLAT 23	NEWPORT AVENUE	E14 2EA	1000002190936189	DWELLING
	5	FLAT 22	NEWPORT AVENUE	E14 2EA	1000002190936190	DWELLING
	5	FLAT 21	NEWPORT AVENUE	E14 2EA	1000002190936191	DWELLING
	5	FLAT 20	NEWPORT AVENUE	E14 2EA	1000002190936192	DWELLING
	5	FLAT 2	NEWPORT AVENUE	E14 2EA	1000002190936193	DWELLING
	5	FLAT 19	NEWPORT AVENUE	E14 2EA	1000002190936194	DWELLING
	5	FLAT 18	NEWPORT AVENUE	E14 2EA	1000002190936195	DWELLING
	5	FLAT 15	NEWPORT AVENUE	E14 2EA	1000002190936196	DWELLING
	5	FLAT 13	NEWPORT AVENUE	E14 2EA	1000002190936197	DWELLING
	5	FLAT 12	NEWPORT AVENUE	E14 2EA	1000002190936198	DWELLING
	5	FLAT 10	NEWPORT AVENUE	E14 2EA	1000002190936200	DWELLING
	5	FLAT 1	NEWPORT AVENUE	E14 2EA	1000002190936201	DWELLING
	5	FLAT 98	NEWPORT AVENUE	E14 2EB	1000002190936202	DWELLING
	5	FLAT 97	NEWPORT AVENUE	E14 2EB	1000002190936203	DWELLING
	5	FLAT 96	NEWPORT AVENUE	E14 2EB	1000002190936204	DWELLING
	5	FLAT 95	NEWPORT AVENUE	E14 2EB	1000002190936205	DWELLING
	5	FLAT 93	NEWPORT AVENUE	E14 2EB	1000002190936206	DWELLING
	5	FLAT 92	NEWPORT AVENUE	E14 2EB	1000002190936207	DWELLING
	5	FLAT 91	NEWPORT AVENUE	E14 2EB	1000002190936208	DWELLING
	5	FLAT 90	NEWPORT AVENUE	E14 2EB	1000002190936209	DWELLING
	5	FLAT 88	NEWPORT AVENUE	E14 2EB	1000002190936210	DWELLING
	5	FLAT 87	NEWPORT AVENUE	E14 2EB	1000002190936211	DWELLING

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
	5	FLAT 86	NEWPORT AVENUE	E14 2EB	1000002190936212	DWELLING
	5	FLAT 85	NEWPORT AVENUE	E14 2EB	1000002190936213	DWELLING
	5	FLAT 83	NEWPORT AVENUE	E14 2EB	1000002190936214	DWELLING
	5	FLAT 82	NEWPORT AVENUE	E14 2EB	1000002190936215	DWELLING
	5	FLAT 81	NEWPORT AVENUE	E14 2EB	1000002190936216	DWELLING
	5	FLAT 80	NEWPORT AVENUE	E14 2EB	1000002190936217	DWELLING
	5	FLAT 78	NEWPORT AVENUE	E14 2EB	1000002190936218	DWELLING
	5	FLAT 77	NEWPORT AVENUE	E14 2EB	1000002190936219	DWELLING
	5	FLAT 76	NEWPORT AVENUE	E14 2EB	1000002190936220	DWELLING
	5	FLAT 75	NEWPORT AVENUE	E14 2EB	1000002190936221	DWELLING
	5	FLAT 73	NEWPORT AVENUE	E14 2EB	1000002190936222	DWELLING
	5	FLAT 72	NEWPORT AVENUE	E14 2EB	1000002190936223	DWELLING
	5	FLAT 71	NEWPORT AVENUE	E14 2EB	1000002190936224	DWELLING
	5	FLAT 70	NEWPORT AVENUE	E14 2EB	1000002190936225	DWELLING
	5	FLAT 69	NEWPORT AVENUE	E14 2EB	1000002190936226	DWELLING
	5	FLAT 67	NEWPORT AVENUE	E14 2EB	1000002190936227	DWELLING
	5	FLAT 66	NEWPORT AVENUE	E14 2EB	1000002190936228	DWELLING
	5	FLAT 65	NEWPORT AVENUE	E14 2EB	1000002190936229	DWELLING
	5	FLAT 64	NEWPORT AVENUE	E14 2EB	1000002190936230	DWELLING
	5	FLAT 126	NEWPORT AVENUE	E14 2EB	1000002190936231	DWELLING
	5	FLAT 125	NEWPORT AVENUE	E14 2EB	1000002190936232	DWELLING
	5	FLAT 74	NEWPORT AVENUE	E14 2EB	1000002190936311	DWELLING
	5	FLAT 68	NEWPORT AVENUE	E14 2EB	1000002190936312	DWELLING
	5	FLAT 60	NEWPORT AVENUE	E14 2EA	1000002190936313	DWELLING
	5	FLAT 46	NEWPORT AVENUE	E14 2EA	1000002190936314	DWELLING
	5	FLAT 44	NEWPORT AVENUE	E14 2EA	1000002190936315	DWELLING
	5	FLAT 43	NEWPORT AVENUE	E14 2EA	1000002190936316	DWELLING
	5	FLAT 7	NEWPORT AVENUE	E14 2EA	1000002190936317	DWELLING
	5	FLAT 59	NEWPORT AVENUE	E14 2EA	1000002190936643	DWELLING
	5	FLAT 16	NEWPORT AVENUE	E14 2EA	1000002190936766	DWELLING
	5	FLAT 42	NEWPORT AVENUE	E14 2EA	1000002190936824	DWELLING
	5	FLAT 30	NEWPORT AVENUE	E14 2EA	1000002190936845	DWELLING
	5	FLAT 17	NEWPORT AVENUE	E14 2EA	1000002190937015	DWELLING
	5	FLAT 14	NEWPORT AVENUE	E14 2EA	1000002190937040	DWELLING
	168		WATERSIDE CLOSE	SE28 0GS	1000002190937122	DWELLING
	164		WATERSIDE CLOSE	SE28 0GS	1000002190938322	DWELLING
	166		WATERSIDE CLOSE	SE28 0GS	1000002190938406	DWELLING
	126		WATERSIDE CLOSE	SE28 0GS	1000002190939007	DWELLING
	134		WATERSIDE CLOSE	SE28 0GS	1000002190939934	DWELLING
	162		WATERSIDE CLOSE	SE28 0GS	1000002190942518	DWELLING
	150		WATERSIDE CLOSE	SE28 0GS	1000002190942519	DWELLING
	92		WATERSIDE CLOSE	SE28 0GS	1000002190942980	DWELLING
	94		WATERSIDE CLOSE	SE28 0GS	1000002190942981	DWELLING
	96		WATERSIDE CLOSE	SE28 0GS	1000002190942982	DWELLING
	98		WATERSIDE CLOSE	SE28 0GS	1000002190942983	DWELLING
	100		WATERSIDE CLOSE	SE28 0GS	1000002190942984	DWELLING
	102		WATERSIDE CLOSE	SE28 0GS	1000002190942985	DWELLING
	104		WATERSIDE CLOSE	SE28 0GS	1000002190942986	DWELLING
	106		WATERSIDE CLOSE	SE28 0GS	1000002190942987	DWELLING
	108		WATERSIDE CLOSE	SE28 0GS	1000002190942988	DWELLING
	112		WATERSIDE CLOSE	SE28 0GS	1000002190942989	DWELLING
	114		WATERSIDE CLOSE	SE28 0GS	1000002190942990	DWELLING
	116		WATERSIDE CLOSE	SE28 0GS	1000002190942991	DWELLING
	118		WATERSIDE CLOSE	SE28 0GS	1000002190942992	DWELLING
	120		WATERSIDE CLOSE	SE28 0GS	1000002190942993	DWELLING
	122		WATERSIDE CLOSE	SE28 0GS	1000002190942994	DWELLING
	124		WATERSIDE CLOSE	SE28 0GS	1000002190942995	DWELLING
	130		WATERSIDE CLOSE	SE28 0GS	1000002190942996	DWELLING
	136		WATERSIDE CLOSE	SE28 0GS	1000002190942997	DWELLING
	142		WATERSIDE CLOSE	SE28 0GS	1000002190942998	DWELLING
	144		WATERSIDE CLOSE	SE28 0GS	1000002190942999	DWELLING
	146		WATERSIDE CLOSE	SE28 0GS	1000002190943000	DWELLING
	148		WATERSIDE CLOSE	SE28 0GS	1000002190943001	DWELLING
	152		WATERSIDE CLOSE	SE28 0GS	1000002190943002	DWELLING
	154		WATERSIDE CLOSE	SE28 0GS	1000002190943003	DWELLING
	156		WATERSIDE CLOSE	SE28 0GS	1000002190943004	DWELLING
	170		WATERSIDE CLOSE	SE28 0GS	1000002190943005	DWELLING
	138		WATERSIDE CLOSE	SE28 0GS	1000002190943786	DWELLING
	132		WATERSIDE CLOSE	SE28 0GS	1000002190943833	DWELLING
	5	FLAT 124	NEWPORT AVENUE	E14 2EB	1000002190944147	DWELLING
	128		WATERSIDE CLOSE	SE28 0GS	1000002190945024	DWELLING

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
	172		WATERSIDE CLOSE	SE28 0GS	1000002190945025	DWELLING
	110		WATERSIDE CLOSE	SE28 0GS	1000002190946072	DWELLING
	140		WATERSIDE CLOSE	SE28 0GS	1000002190946073	DWELLING
	5	FLAT 11	NEWPORT AVENUE	E14 2EA	1000002190949324	DWELLING
	5	FLAT 122	NEWPORT AVENUE	E14 2EB	1000002190949325	DWELLING
	5	FLAT 123	NEWPORT AVENUE	E14 2EB	1000002190949326	DWELLING
CONCORD HOUSE			CAXTON STREET NOR	E16 1JL	1000002190956988	DWELLING
	42		ORCHARD PLACE	E14 0JU	1000002190958447	DWELLING
NEUTRON TOWER	6	FLAT 359	BLACKWALL WAY	E14 9GT	1000002190962989	DWELLING
NEUTRON TOWER	6	FLAT 360	BLACKWALL WAY	E14 9GT	1000002190962990	DWELLING
NEUTRON TOWER	6	FLAT 361	BLACKWALL WAY	E14 9GT	1000002190962991	DWELLING
NEUTRON TOWER	6	FLAT 362	BLACKWALL WAY	E14 9GT	1000002190962992	DWELLING
NEUTRON TOWER	6	FLAT 363	BLACKWALL WAY	E14 9GT	1000002190962993	DWELLING
NEUTRON TOWER	6	FLAT 364	BLACKWALL WAY	E14 9GT	1000002190962994	DWELLING
NEUTRON TOWER	6	FLAT 369	BLACKWALL WAY	E14 9GT	1000002190962995	DWELLING
NEUTRON TOWER	6	FLAT 371	BLACKWALL WAY	E14 9GT	1000002190962996	DWELLING
NEUTRON TOWER	6	FLAT 373	BLACKWALL WAY	E14 9GT	1000002190962997	DWELLING
NEUTRON TOWER	6	FLAT 377	BLACKWALL WAY	E14 9GT	1000002190962998	DWELLING
NEUTRON TOWER	6	FLAT 379	BLACKWALL WAY	E14 9GT	1000002190962999	DWELLING
NEUTRON TOWER	6	FLAT 380	BLACKWALL WAY	E14 9GT	1000002190963000	DWELLING
NEUTRON TOWER	6	FLAT 382	BLACKWALL WAY	E14 9GT	1000002190963001	DWELLING
NEUTRON TOWER	6	FLAT 383	BLACKWALL WAY	E14 9GT	1000002190963002	DWELLING
NEUTRON TOWER	6	FLAT 385	BLACKWALL WAY	E14 9GT	1000002190963003	DWELLING
NEUTRON TOWER	6	FLAT 340	BLACKWALL WAY	E14 9GT	1000002190964038	DWELLING
NEUTRON TOWER	6	FLAT 346	BLACKWALL WAY	E14 9GT	1000002190964039	DWELLING
NEUTRON TOWER	6	FLAT 298	BLACKWALL WAY	E14 9GT	1000002190964777	DWELLING
NEUTRON TOWER	6	FLAT 326	BLACKWALL WAY	E14 9GT	1000002190964778	DWELLING
NEUTRON TOWER	6	FLAT 337	BLACKWALL WAY	E14 9GT	1000002190964779	DWELLING
NEUTRON TOWER	6	FLAT 338	BLACKWALL WAY	E14 9GT	1000002190964780	DWELLING
NEUTRON TOWER	6	FLAT 339	BLACKWALL WAY	E14 9GT	1000002190964781	DWELLING
NEUTRON TOWER	6	FLAT 341	BLACKWALL WAY	E14 9GT	1000002190964782	DWELLING
NEUTRON TOWER	6	FLAT 342	BLACKWALL WAY	E14 9GT	1000002190964783	DWELLING
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NEUTRON TOWER	6	FLAT 344	BLACKWALL WAY	E14 9GT	1000002190964785	DWELLING
NEUTRON TOWER	6	FLAT 345	BLACKWALL WAY	E14 9GT	1000002190964786	DWELLING
NEUTRON TOWER	6	FLAT 347	BLACKWALL WAY	E14 9GT	1000002190964787	DWELLING
NEUTRON TOWER	6	FLAT 348	BLACKWALL WAY	E14 9GT	1000002190964788	DWELLING
NEUTRON TOWER	6	FLAT 349	BLACKWALL WAY	E14 9GT	1000002190964789	DWELLING
PROTON TOWER	8	FLAT 280	BLACKWALL WAY	E14 9GP	1000002190971318	DWELLING
PROTON TOWER	8	FLAT 286	BLACKWALL WAY	E14 9GP	1000002190971319	DWELLING
PROTON TOWER	8	FLAT 266	BLACKWALL WAY	E14 9GP	1000002190971320	DWELLING
PROTON TOWER	8	FLAT 269	BLACKWALL WAY	E14 9GP	1000002190971321	DWELLING
PROTON TOWER	8	FLAT 207	BLACKWALL WAY	E14 9GN	1000002190971322	DWELLING
PROTON TOWER	8	FLAT 156	BLACKWALL WAY	E14 9GN	1000002190971323	DWELLING
PROTON TOWER	8	FLAT 273	BLACKWALL WAY	E14 9GP	1000002190971324	DWELLING
PROTON TOWER	8	FLAT 288	BLACKWALL WAY	E14 9GP	1000002190971325	DWELLING
PROTON TOWER	8	FLAT 287	BLACKWALL WAY	E14 9GP	1000002190971326	DWELLING
PROTON TOWER	8	FLAT 267	BLACKWALL WAY	E14 9GP	1000002190971327	DWELLING
PROTON TOWER	8	FLAT 272	BLACKWALL WAY	E14 9GP	1000002190971328	DWELLING
PROTON TOWER	8	FLAT 293	BLACKWALL WAY	E14 9GP	1000002190971329	DWELLING
PROTON TOWER	8	FLAT 291	BLACKWALL WAY	E14 9GP	1000002190971330	DWELLING
PROTON TOWER	8	FLAT 290	BLACKWALL WAY	E14 9GP	1000002190971331	DWELLING
PROTON TOWER	8	FLAT 289	BLACKWALL WAY	E14 9GP	1000002190971332	DWELLING
PROTON TOWER	8	FLAT 223	BLACKWALL WAY	E14 9GN	1000002190971333	DWELLING
PROTON TOWER	8	FLAT 208	BLACKWALL WAY	E14 9GN	1000002190971334	DWELLING
PROTON TOWER	8	FLAT 229	BLACKWALL WAY	E14 9GN	1000002190971335	DWELLING
PROTON TOWER	8	FLAT 232	BLACKWALL WAY	E14 9GN	1000002190971336	DWELLING
PROTON TOWER	8	FLAT 281	BLACKWALL WAY	E14 9GP	1000002190971337	DWELLING
PROTON TOWER	8	FLAT 277	BLACKWALL WAY	E14 9GP	1000002190971338	DWELLING
PROTON TOWER	8	FLAT 270	BLACKWALL WAY	E14 9GP	1000002190971339	DWELLING
PROTON TOWER	8	FLAT 195	BLACKWALL WAY	E14 9GN	1000002190971340	DWELLING
PROTON TOWER	8	FLAT 244	BLACKWALL WAY	E14 9GN	1000002190971341	DWELLING
PROTON TOWER	8	FLAT 242	BLACKWALL WAY	E14 9GN	1000002190971342	DWELLING
PROTON TOWER	8	FLAT 240	BLACKWALL WAY	E14 9GN	1000002190971343	DWELLING
PROTON TOWER	8	FLAT 239	BLACKWALL WAY	E14 9GN	1000002190971344	DWELLING
PROTON TOWER	8	FLAT 236	BLACKWALL WAY	E14 9GN	1000002190971345	DWELLING
PROTON TOWER	8	FLAT 152	BLACKWALL WAY	E14 9GN	1000002190971346	DWELLING
PROTON TOWER	8	FLAT 177	BLACKWALL WAY	E14 9GN	1000002190971347	DWELLING
PROTON TOWER	8	FLAT 245	BLACKWALL WAY	E14 9GN	1000002190971348	DWELLING
PROTON TOWER	8	FLAT 275	BLACKWALL WAY	E14 9GP	1000002190971349	DWELLING
PROTON TOWER	8	FLAT 271	BLACKWALL WAY	E14 9GP	1000002190971350	DWELLING

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
NEUTRON TOWER	6	FLAT 389	BLACKWALL WAY	E14 9GT	1000002190971497	DWELLING
NEUTRON TOWER	6	FLAT 378	BLACKWALL WAY	E14 9GT	1000002190971498	DWELLING
NEUTRON TOWER	6	FLAT 392	BLACKWALL WAY	E14 9GW	1000002190971499	DWELLING
NEUTRON TOWER	6	FLAT 367	BLACKWALL WAY	E14 9GT	1000002190971500	DWELLING
NEUTRON TOWER	6	FLAT 368	BLACKWALL WAY	E14 9GT	1000002190971501	DWELLING
NEUTRON TOWER	6	FLAT 370	BLACKWALL WAY	E14 9GT	1000002190971502	DWELLING
NEUTRON TOWER	6	FLAT 375	BLACKWALL WAY	E14 9GT	1000002190971503	DWELLING
NEUTRON TOWER	6	FLAT 424	BLACKWALL WAY	E14 9GW	1000002190971504	DWELLING
NEUTRON TOWER	6	FLAT 429	BLACKWALL WAY	E14 9GW	1000002190971505	DWELLING
NEUTRON TOWER	6	FLAT 435	BLACKWALL WAY	E14 9GW	1000002190971506	DWELLING
NEUTRON TOWER	6	FLAT 437	BLACKWALL WAY	E14 9GW	1000002190971507	DWELLING
NEUTRON TOWER	6	FLAT 394	BLACKWALL WAY	E14 9GW	1000002190971508	DWELLING
NEUTRON TOWER	6	FLAT 395	BLACKWALL WAY	E14 9GW	1000002190971509	DWELLING
NEUTRON TOWER	6	FLAT 396	BLACKWALL WAY	E14 9GW	1000002190971510	DWELLING
NEUTRON TOWER	6	FLAT 423	BLACKWALL WAY	E14 9GW	1000002190971511	DWELLING
NEUTRON TOWER	6	FLAT 431	BLACKWALL WAY	E14 9GW	1000002190971512	DWELLING
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NEUTRON TOWER	6	FLAT 427	BLACKWALL WAY	E14 9GW	1000002190971514	DWELLING
NEUTRON TOWER	6	FLAT 422	BLACKWALL WAY	E14 9GW	1000002190971515	DWELLING
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NEUTRON TOWER	6	FLAT 416	BLACKWALL WAY	E14 9GW	1000002190971521	DWELLING
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NEUTRON TOWER	6	FLAT 403	BLACKWALL WAY	E14 9GW	1000002190971529	DWELLING
NEUTRON TOWER	6	FLAT 401	BLACKWALL WAY	E14 9GW	1000002190971530	DWELLING
NEUTRON TOWER	6	FLAT 400	BLACKWALL WAY	E14 9GW	1000002190971531	DWELLING
NEUTRON TOWER	6	FLAT 411	BLACKWALL WAY	E14 9GW	1000002190971532	DWELLING
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NEUTRON TOWER	6	FLAT 408	BLACKWALL WAY	E14 9GW	1000002190971535	DWELLING
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NEUTRON TOWER	6	FLAT 384	BLACKWALL WAY	E14 9GT	1000002190971537	DWELLING
NEUTRON TOWER	6	FLAT 381	BLACKWALL WAY	E14 9GT	1000002190971538	DWELLING
NEUTRON TOWER	6	FLAT 374	BLACKWALL WAY	E14 9GT	1000002190971539	DWELLING
NEUTRON TOWER	6	FLAT 399	BLACKWALL WAY	E14 9GW	1000002190971540	DWELLING
NEUTRON TOWER	6	FLAT 390	BLACKWALL WAY	E14 9GW	1000002190971541	DWELLING
NEUTRON TOWER	6	FLAT 388	BLACKWALL WAY	E14 9GT	1000002190971542	DWELLING
NEUTRON TOWER	6	FLAT 387	BLACKWALL WAY	E14 9GT	1000002190971543	DWELLING
NEUTRON TOWER	6	FLAT 325	BLACKWALL WAY	E14 9GT	1000002190971544	DWELLING
NEUTRON TOWER	6	FLAT 323	BLACKWALL WAY	E14 9GT	1000002190971545	DWELLING
NEUTRON TOWER	6	FLAT 322	BLACKWALL WAY	E14 9GT	1000002190971546	DWELLING
NEUTRON TOWER	6	FLAT 321	BLACKWALL WAY	E14 9GT	1000002190971547	DWELLING
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NEUTRON TOWER	6	FLAT 314	BLACKWALL WAY	E14 9GT	1000002190971553	DWELLING
NEUTRON TOWER	6	FLAT 312	BLACKWALL WAY	E14 9GT	1000002190971554	DWELLING
NEUTRON TOWER	6	FLAT 310	BLACKWALL WAY	E14 9GT	1000002190971555	DWELLING
NEUTRON TOWER	6	FLAT 320	BLACKWALL WAY	E14 9GT	1000002190971556	DWELLING
NEUTRON TOWER	6	FLAT 319	BLACKWALL WAY	E14 9GT	1000002190971557	DWELLING
NEUTRON TOWER	6	FLAT 317	BLACKWALL WAY	E14 9GT	1000002190971558	DWELLING
NEUTRON TOWER	6	FLAT 316	BLACKWALL WAY	E14 9GT	1000002190971559	DWELLING
NEUTRON TOWER	6	FLAT 309	BLACKWALL WAY	E14 9GT	1000002190971560	DWELLING
NEUTRON TOWER	6	FLAT 305	BLACKWALL WAY	E14 9GT	1000002190971561	DWELLING
NEUTRON TOWER	6	FLAT 304	BLACKWALL WAY	E14 9GT	1000002190971562	DWELLING
	15		TARLING ROAD	E16 1HN	1000002190971781	DWELLING
WINGFIELD COURT	4	FLAT 41	NEWPORT AVENUE	E14 2DR	1000002190977008	DWELLING
	19		TARLING ROAD	E16 1HN	1000002190977169	DWELLING
	21		TARLING ROAD	E16 1HN	1000002190977170	DWELLING
	23		TARLING ROAD	E16 1HN	1000002190977171	DWELLING

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Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
	25		TARLING ROAD	E16 1HN	1000002190977172	DWELLING
	17		TARLING ROAD	E16 1HN	1000002190977175	DWELLING
BURNT ASH APARTMENTS	29	FLAT 3	TARLING ROAD	E16 1HN	1000002190977176	DWELLING
BURNT ASH APARTMENTS	29	FLAT 4	TARLING ROAD	E16 1HN	1000002190977177	DWELLING
BURNT ASH APARTMENTS	29	FLAT 2	TARLING ROAD	E16 1HN	1000002190977178	DWELLING
BURNT ASH APARTMENTS	29	FLAT 5	TARLING ROAD	E16 1HN	1000002190977179	DWELLING
	27		TARLING ROAD	E16 1HN	1000002190977180	DWELLING
BURNT ASH APARTMENTS	29	FLAT 1	TARLING ROAD	E16 1HN	1000002190977181	DWELLING
BURNT ASH APARTMENTS	29	FLAT 7	TARLING ROAD	E16 1HN	1000002190977182	DWELLING
BURNT ASH APARTMENTS	29	FLAT 6	TARLING ROAD	E16 1HN	1000002190977183	DWELLING
BURNT ASH APARTMENTS	29	4	TARLING ROAD	E16 1GA	1000002190981939	DWELLING
BURNT ASH APARTMENTS	29	5	TARLING ROAD	E16 1GA	1000002190981940	DWELLING
BURNT ASH APARTMENTS	29	6	TARLING ROAD	E16 1GA	1000002190981941	DWELLING
BURNT ASH APARTMENTS	29	7	TARLING ROAD	E16 1GA	1000002190981942	DWELLING
BURNT ASH APARTMENTS	29	1	TARLING ROAD	E16 1GA	1000002190981943	DWELLING
BURNT ASH APARTMENTS	29	2	TARLING ROAD	E16 1GA	1000002190981944	DWELLING
BURNT ASH APARTMENTS	29	3	TARLING ROAD	E16 1GA	1000002190981945	DWELLING



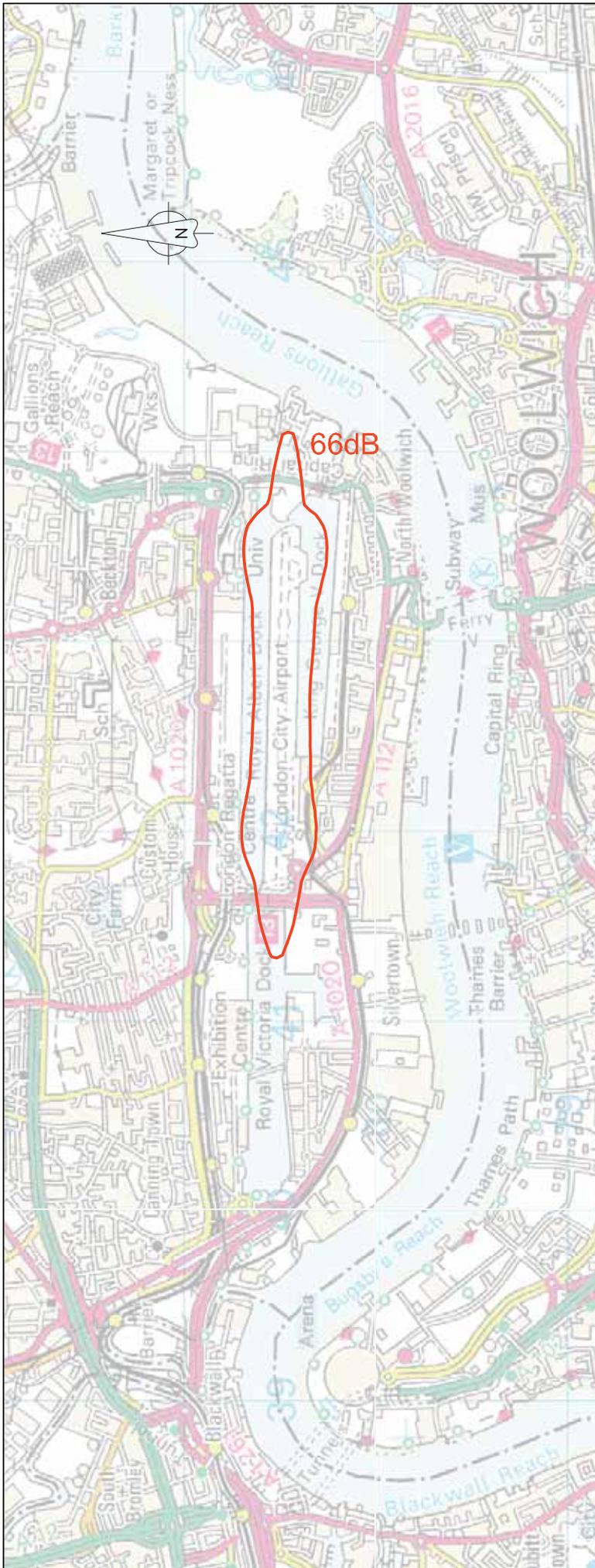
Ordinance Survey map licenced to
London City Airport Ltd
100018300

Rev	Date	Description	By
		Bickerdike Allen Partners 121 Salusbury Road London NW6 6RG Tel: (020) 7625 4411 Fax: (020) 7625 0250 e-mail: mail@bickerdikeallen.com	B A P

Project
LONDON CITY AIRPORT

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

Drawn DT	Checked	Approved	Job no A1125	Pha 119
Date JUN-10	Scale 1:30,000	Status	Fig. 5	Rev



Ordnance Survey map licenced to
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Rev	Date	Description	By
		Bickerdike Allen Partners 121 Salusbury Road London NW6 6RG Tel: (020) 7625 4411 Fax: (020) 7625 0250 e-mail: mail@bickerdikeallen.com	B A P
Project			
LONDON CITY AIRPORT			
Title			
Residential Second Tier Works and Public Buildings Second Tier Works Eligibility Boundary			
Drawn	Checked	Approved	Job no
DT			A1125
Date	Scale	Status	Pha
JUN-10	1:30,000		119
			Rev
			Fig. 6

APPENDIX 7
NOISE MANAGEMENT SCHEME REPORT

Bickerdike Allen Partners

LONDON CITY AIRPORT

Noise Management Scheme Report

To: London City Airport Ltd
City Aviation House
Royal Docks
London
E16 2PB

Ref: A1125/PH/NMSc/01

Date: 29th June 2010

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7.0	NTK STATUS REPORTS	8

Appendix A -- Auxiliary Power Unit Usage

Table 1: APU aircraft list

Appendix B -- Ground Running of Engines

Table 1: Ground running – official record

Table 2: Summary of high power running

Table 3: Prediction of engine ground running noise

Appendix C -- Penalties and Incentives

2009 monthly penalties & credits summary

Appendix D -- Meetings with Council/Airport Consultative Committee

LCACC minutes: noise management scheme

Appendix E -- Numbers and Types of Aircraft Operating at LCY

2009 daily movement numbers

Appendix F -- NTK Status Reports

Table 1: Daily noise monitor status

Table 2: Monthly correlation rates

Table 3: Quarterly operational summary

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1.0 INTRODUCTION

In Part 7(1) of the Fourth Schedule of the Section 106 Agreement dated 9th July 2009, it states that the Airport and the London Borough of Newham (LBN) are:-

“to continue to operate the Noise Management Scheme until the NOMMS has been fully implemented and ensure that the equipment for the combined noise monitoring and track keeping system is properly maintained at all times;”

In accordance with this requirement, the Noise Management Scheme remains in operation currently and this document reports the progress of the relevant requirements as set out in the Section 106 Agreement which require the airport:-

- to ensure that fixed electrical ground power supplies are used at the airport for conditioning the aircraft prior to engine start-up and for the starting of aircraft engines and that auxiliary power units are not used at the Airport unless their use is demonstrated to the Council to be operationally necessary and unless the Council have given their prior approval in writing to such use;
- to continue to operate a ground engine running scheme in respect of routine daily aircraft operations (separate from ground running) as part of the Noise Management Scheme including the measures to be taken to persuade the operators of aircraft at the Airport to comply with such ground engine running scheme in order to mitigate as far as practicable the emissions from aircraft engines;
- to operate a system of incentives and/or penalties for airlines as part of the Noise Management Scheme at their own expense;
- to hold regular meetings and/or discussions with the Council, the Airport Consultative Committee and such other statutory bodies as may be reasonably nominated by the Council in order to review the operation of the Noise Management Scheme and submit reports of the operation of the Noise Management Scheme to not fewer than two meetings per year of the Airport Consultative Committee;
- to maintain good and sufficient records at all times of the numbers and types of aircraft that in any one day either take off or land at the airport and the following shall apply:
 - (a) the aggregate figures from such records relating to the immediately preceding quarter year shall be submitted to the Council within 30 days of the following dates: 1 January, 1 April, 1 July and 1 October;
 - (b) a summary of the aggregate figures for the immediately preceding quarter year shall be published on the Airport Website or the website of the Airport Consultative Committee within 30 days of the following dates: 1 January, 1 April, 1 July and 1 October; and

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- (c) all such records shall be available for inspection at all reasonable hours by persons authorised by the Council who have been notified to and approved by LCA in writing.

The airport is also required under the terms of the Temporary Noise Monitoring Strategy, which has been approved by LBN, to provide on a quarterly basis the daily operations status of each noise monitor and the monthly correlation rate of noise events to aircraft departures.

2.0 AUXILIARY POWER UNIT USAGE

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 Operations Safety Notice 09/2004

The other needs arise when there is an incompatibility between aircrafts' systems and the fixed electrical power supply. The need to maintain the same source of supply to avoid interference with aircrafts' onboard 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 currently offer fixed electrical ground power (FEGP) at stands 1-10, and will continue to work towards installing fixed electrical ground power at new stands 21-24.¹ It currently has ten mobile diesel ground power units (GPU) in operation which service stands 11-14 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*².

Appendix A 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.

¹ LCY has at total of 18 stands numbered 1-14 and 21-24.

² 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.

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3.0 GROUND RUNNING OF ENGINES

3.1 General

The Airport will seek 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. 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.

An EFPS³ system has been installed at London City Airport 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 will also be monitored. Any excessive or unnecessary operation of aircraft engines will be investigated by the airport. Information will be required from both ATC⁴ and the airline responsible in order that a report can be generated.

3.2 Ground Running

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 $L_{Aeq,12h}$.

Under the 2009 planning permission, ground running is permitted only between the hours of 06.30 and 22.00 hours Monday to Friday, and between the hours of 06.30 and 12.30 on Saturdays, 12.30 and 22.00 hours on Sundays and between 09.00 hours and 22.00 hours on Bank Holidays and Public Holidays (excepting Christmas Day) in locations and orientations agreed with the local planning authority, and employing such noise protection measures as may be agreed with the local planning authority.

Written details of the ground running over the preceding calendar year (1 January to 31 December) are submitted to the Council on an annual basis, and include details of the number, duration and power settings of ground runs and the aircraft involved as well as measurements and calculations to demonstrate compliance with the Ground Running Noise Limit.

Appendix B of this report sets out the official record of ground running of engines for test and maintenance for the year 2009 (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 2009 LCY's ground running noise level was 56.7 $L_{Aeq,12h}$ dB which is more than 3 dB below the Ground Running Noise Limit of 60dB

³ EFPS – Electronic Flight Process Strips

⁴ ATC – Air Traffic Control

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4.0 PENALTIES AND INCENTIVES

The airport operates a system of incentives and/or penalties to control noise from departing aircraft at the airport. The system the airport operates uses 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 works as follows:

The Mean Individual Departure Noise Level (MIDNL)⁵ for each event is compared with the Mean Standard Annual Departure Noise Level (MSADNL)⁶ 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 produces an MIDNL 4 dB greater than the MSADNL for the aircraft type, a noisy departure classification is given. Where an individual departure by an aircraft type produces an MIDNL 5 dB less than the MSADNL for the aircraft type, a quiet departure classification is given. The limits stated above are based on studies carried out by Bickerdike Allen Partners (BAP) and implemented following consultation with the Council.

On a quarterly basis, the airport is required to report to the local authority the number of penalty and credit points established with respect to each airline's operations. Appendix C of this report sets out the number of penalties and credits identified per month during the year of 2009.

⁵ 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 also 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.

⁶ 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.

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5.0 MEETINGS WITH COUNCIL/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 to the press and public, and the committee's agendas and minutes are widely circulated. 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, noise monitoring and management and other requirements of the planning permission and Section 106 Agreement.

Appendix D of this report provides the sections of the meeting minutes from 2009 relevant to the noise management scheme, namely a summary of the operation of the NTK system over each quarterly period and any developments or changes to the scheme.

6.0 NUMBERS AND TYPES OF AIRCRAFT OPERATING AT LCY

The number and types of aircraft which operate at LCY are restricted under the current planning conditions and Section 106 Agreement with the Council.

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

Prior to 9th July 2009, the total number of air transport movements (aircraft movements excluding general aviation) was restricted by the conditions attached to the planning permission dated 21st July 1998 (as temporarily varied in July 2007). The planning conditions restricted both the number of movements annually as well as containing specific limits on daily and weekly movements, as well as limits on the numbers of noise factored movements. Conditions attached to the new planning permission, issued on the 9th July 2009, also impose limits on annual, weekly, daily and noise factored movements, superseding those attached to the 1998 and 2007 planning permissions. The 2009 planning permission allows up to 120,000 total aircraft movements per annum, including both scheduled and general aviation aircraft.

Details of annual aircraft movements and noise factored movements by aircraft type are presented in the airport's annual categorisation report along with details of noise measurements over the preceding year. These can be found in BAP report ref: A1125.57-R01.10-PHVC Annual Categorisation Report 2009 (also included in the 2009 Annual Performance Report as Appendix 9).

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Under the Section 106 Agreement, the airport is also required to record the numbers and types of aircraft daily that use the airport 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 2009 are presented in Appendix E, where they are compared with the relevant daily, weekly and annual limits.

The data shows that throughout 2009, LCY have operated within their current planning consent (following a resolution to approve 120,000 aircraft movements per annum received in 2008) with regard to daily and annual aircraft movements as well as weekly and annual noise factored movements.

7.0 NTK STATUS REPORTS

Under paragraph A6.0 of the approved Temporary Noise Monitoring Strategy, London City Airport is required to provide quarterly reports of the NTK system to the local authority. Each report is required to record the daily operational status of each noise monitor together with the total monthly correlation rate of noise events to aircraft departures over a specified quarter year period. This commenced on the 9th July 2009 and the first report was issued in October 2009 for the three month period commencing 1st July 2009 to 30th September inclusive. The second report was issued in January 2010 for the three month period commencing 1st October 2009 to 31st December inclusive.

Table 1 of Appendix F of this report details the daily operational status of each monitor between 1st July 2009 and the 31st December 2009. Table 2 sets out the monthly correlation rate of noise events to aircraft departures for the same six month period, and Table 3 gives a summary of the NTK operational status for each quarter.

Over the six month period between 1st July 2009 and 31st December 2009, the noise monitoring system remained in continuous operation throughout with only one day of data lost at two of the noise monitors. An average correlation rate of noise events to aircraft departures of over 90% was achieved over this period.

Valerie Collingwood
for Bickerdike Allen Partners

Peter Henson
Partner

Bickerdike Allen Partners

APPENDIX A

Auxiliary Power Unit Usage

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

TRANSPORT AIRCRAFT

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

GENERAL AVIATION AIRCRAFT

AIRCRAFT	A.P.U. USAGE REQUIRED (✓)
BE20 Beechcraft 200	
BE9L Beechcraft 900	
BE58 PA Beechcraft Baron	
C90/C90A (Beechcraft)	
B300 Beechcraft	
Hawker 800 XP	✓
Beech 400 A	
C551 (Citation II)	
C560 (Citation V)	
C525 CJ1 (Citation Jet 1)	
C525 CJ2 (Citation Jet 2)	
C525 CJ3 (Citation Jet 3)	
C550 (Citation Bravo)	
C56X (Citation Excel)	✓
C560 (Citation Sovereign)	✓
FA900B	✓
FA10 (Falcon 10)	
FA50 (Falcon 50)	✓
F900EX (Falcon 900EX)	✓
Falcon 7X	✓
Bombardier Challenger 605	✓
Learjet 45	✓
PA34 (Seneca)	
PA31 (Navajo)	
P68C (Partenavia 68)	
P180 (Piaggio Avanti)	

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APPENDIX B

Ground Running of Engines

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Table 1: Official Record of Ground Running of Engines for Test and Maintenance for the Year 2009

MONTH	DATE	LOCATION	A/C ORIENTATION	TYPE OF RUN / POWER SET	A/C TYPE	START TIME	STOP TIME	DURATION (hh:mm)
JANUARY	04/01/2009	STAND 24	NORTH WEST	IDLE	RJ1H	15:23	15:26	00:03
JANUARY	06/01/2009	STAND 13	NORTH SOUTH	LOW	RJ	12:28	12:33	00:05
JANUARY	07/01/2009	STAND 9	NORTH WEST	IDLE	RJ1H	14:17	14:21	00:04
JANUARY	11/01/2009	JET CENTRE	?	IDLE	C56X	14:27	14:32	00:05
JANUARY	11/01/2009	STAND 24	WEST	HIGH	B146	15:18	15:29	00:11
JANUARY	15/01/2009	STAND 24	WEST	HIGH	RJ1H	21:17	21:28	00:11
JANUARY	18/01/2009	STAND 24	WEST	HIGH	RJ1H	13:04	13:19	00:15
JANUARY	23/01/2009	STAND 23	NORTH WEST	IDLE	RJ1H	08:18	08:21	00:03
JANUARY	27/01/2009	STAND 24	WEST	HIGH	BE40	12:16	12:51	00:35
JANUARY	27/01/2009	STAND 23	NORTH WEST	IDLE	RJ85	15:29	15:30	00:01
JANUARY	30/01/2009	STAND 24	WEST	HIGH	H25B	13:30	13:39	00:09
JANUARY	30/01/2009	STAND 10	NORTH	IDLE	D328	14:04	14:07	00:03
JANUARY	30/01/2009	STAND 24	WEST	HIGH	RJ1H	20:38	21:05	00:27
JANUARY	30/01/2009	STAND 1	NORTH WEST	IDLE	RJ1H	21:48	21:50	00:02
FEBRUARY	06/02/2009	STAND 24	WEST	HIGH	H25B	11:48	12:00	00:12
FEBRUARY	06/02/2009	STAND 24	NORTH WEST	IDLE	RJ70	19:24	19:32	00:08
FEBRUARY	11/02/2009	STAND 12	NORTH WEST	IDLE	RJ70	19:39	19:46	00:07
FEBRUARY	13/02/2009	STAND 9	NORTH WEST	IDLE	RJ1H	08:34	08:37	00:03
FEBRUARY	18/02/2009	STAND 24	WEST	HIGH	RJ1H	16:14	16:21	00:07
FEBRUARY	19/02/2009	JET CENTRE	SOUTH	IDLE	C56X	12:31	12:32	00:01
FEBRUARY	23/02/2009	STAND 5	NORTH WEST	IDLE	RJ85	10:31	10:33	00:02
FEBRUARY	23/02/2009	STAND 5	NORTH WEST	IDLE	RJ85	10:45	10:48	00:03
FEBRUARY	23/02/2009	STAND 24	WEST	IDLE	RJ85	15:17	15:22	00:05
FEBRUARY	23/02/2009	STAND 24	WEST	HIGH	RJ85	15:23	15:34	00:11
FEBRUARY	24/02/2009	BEHIND LL2	NORTH EAST	IDLE	RJ85	09:25	09:28	00:03
FEBRUARY	24/02/2009	BEHIND LL2	NORTH EAST	IDLE	RJ85	10:49	10:56	00:07
FEBRUARY	24/02/2009	STAND 24	WEST	MEDIUM	RJ85	11:26	11:41	00:15
FEBRUARY	24/02/2009	STAND 24	WEST	HIGH	RJ85	12:39	12:48	00:09
FEBRUARY	25/02/2009	JET CENTRE	?	IDLE	BE40	14:52	14:57	00:05
MARCH	02/03/2009	STAND 6	PARKED	IDLE	F50	18:17	18:27	00:10
MARCH	02/03/2009	STAND 12	PARKED	IDLE	RJ85	19:59	20:02	00:03
MARCH	03/03/2009	JET CENTRE	?	IDLE	C56X	12:00	12:08	00:08
MARCH	03/03/2009	STAND 24	WEST	HIGH	C56X	14:59	15:07	00:08
MARCH	10/03/2009	STAND 2	NORTH WEST	IDLE	RJ1H	11:52	12:00	00:08
MARCH	11/03/2009	STAND 5	NORTH WEST	IDLE	F50	18:47	18:49	00:02
MARCH	13/03/2009	STAND 9	NORTH WEST	IDLE	RJ	20:43	20:46	00:03
MARCH	17/03/2009	STAND 24	WEST	LOW	RJ	11:39	11:56	00:17
APRIL	05/04/2009	STAND 24	WEST	HIGH	RJ85	11:30	11:46	00:16
APRIL	05/04/2009	STAND 24	WEST	HIGH	RJ85	13:11	13:17	00:06
APRIL	06/04/2009	STAND 24	WEST	HIGH	RJ1H	11:23	11:38	00:15
APRIL	06/04/2009	STAND 24	WEST	MEDIUM	RJ1H	11:56	12:01	00:05
APRIL	08/04/2009	STAND 24	WEST	HIGH	RJ1H	10:52	11:00	00:08
APRIL	08/04/2009	STAND 23	NORTH WEST	IDLE	D328	13:56	14:00	00:04
APRIL	12/04/2009	STAND 24	WEST	HIGH	RJ1H	16:24	16:48	00:24
APRIL	12/04/2009	STAND 10	-	IDLE	RJ85	17:55	18:01	00:06
APRIL	16/04/2009	STAND 24	-	LOW	RJ1H	09:25	09:30	00:05
APRIL	16/04/2009	STAND 13	NORTH WEST	IDLE	RJ85	09:31	09:36	00:05
APRIL	16/04/2009	STAND 13	-	IDLE	RJ85	12:58	13:02	00:04
APRIL	17/04/2009	STAND 13	-	IDLE	F50	15:50	15:56	00:06
APRIL	17/04/2009	STAND 13	-	IDLE	F50	16:01	16:05	00:04
APRIL	17/04/2009	STAND 8	-	IDLE	RJ1H	20:00	20:02	00:02
APRIL	18/04/2009	STAND 13	NORTH WEST	IDLE	R50	05:56	05:59	00:03
APRIL	19/04/2009	STAND 5	NORTH WEST	IDLE	RJ1H	11:58	12:01	00:03
APRIL	19/04/2009	STAND 8	NORTH WEST	IDLE	RJ1H	17:38	17:41	00:03
APRIL	19/04/2009	STAND 8	NORTH WEST	IDLE	RJ1H	17:49	17:51	00:02
APRIL	19/04/2009	STAND 8	NORTH WEST	IDLE	RJ1H	18:25	18:38	00:13
APRIL	19/04/2009	JET CENTRE	SOUTH	IDLE	H25B	12:47	12:57	00:10
APRIL	21/04/2009	STAND 23	NORTH WEST	IDLE	B462	14:55	15:00	00:05
APRIL	22/04/2009	JET CENTRE	SOUTH	IDLE	H25B	12:00	12:07	00:07
APRIL	23/04/2009	BEHIND LOCALISER	SOUTH	IDLE	D328	09:07	09:16	00:09
APRIL	23/04/2009	STAND 5	NORTH WEST	IDLE	RJ1H	09:42	09:45	00:03
APRIL	23/04/2009	STAND 13	NORTH WEST	IDLE	RJ1H	15:10	15:14	00:04
APRIL	25/04/2009	STAND 3	NORTH WEST	IDLE	RJ1H	11:39	11:44	00:05
APRIL	28/04/2009	STAND 11	NORTH WEST	IDLE	D328	15:36	15:46	00:10
APRIL	29/04/2009	STAND 4	NORTH WEST	IDLE	RJ85	07:54	08:00	00:06
APRIL	29/04/2009	STAND 22	NORTH WEST	IDLE	RJ1H	10:12	10:17	00:05
APRIL	29/04/2009	JET CENTRE	SOUTH EAST	LOW	C56X	12:26	12:36	00:10
APRIL	29/04/2009	STAND 11	-	IDLE	C56X	13:54	13:57	00:03
APRIL	29/04/2009	STAND 13	-	IDLE	RJ1H	18:38	18:52	00:14

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Table 1: Official Record of Ground Running of Engines for Test and Maintenance for the Year 2009

MONTH	DATE	LOCATION	A/C ORIENTATION	TYPE OF RUN / POWER SET	A/C TYPE	START TIME	STOP TIME	DURATION (hh:mm)
MAY	06/05/2009	JET CENTRE	NORTH WEST	LOW	H25B	13:15	13:20	00:05
MAY	06/05/2009	STAND 23	NORTH WEST	LOW	RJ1H	14:30	14:34	00:04
MAY	06/05/2009	STAND 23	NORTH WEST	LOW	RJ1H	14:37	14:40	00:03
MAY	07/05/2009	STAND 24	WEST	HIGH	RJ1H	20:17	20:23	00:06
MAY	08/05/2009	STAND 4	NORTH WEST	LOW	RJ1H	08:07	08:10	00:03
MAY	08/05/2009	STAND 24	WEST	HIGH	RJ1H	15:16	15:18	00:02
MAY	08/05/2009	STAND 8	NORTH WEST	LOW	RJ85	20:46	20:53	00:07
MAY	10/05/2009	JET CENTRE	NORTH	LOW	H25B	14:01	14:04	00:03
MAY	10/05/2009	STAND 22	NORTH WEST	LOW	RJ1H	18:54	18:58	00:04
MAY	10/05/2009	STAND 7	NORTH WEST	LOW	RJ85	19:29	19:34	00:05
MAY	11/05/2009	STAND 13	NORTH WEST	LOW	RJ1H	18:32	18:34	00:02
MAY	12/05/2009	JET CENTRE	NORTH	LOW	H25B	13:03	13:06	00:03
MAY	12/05/2009	STAND 2	NORTH WEST	LOW	RJ85	19:03	19:06	00:03
MAY	13/05/2009	JET CENTRE	NORTH	LOW	H25B	13:32	13:36	00:04
MAY	14/05/2009	STAND 24	WEST	LOW	RJ1H	07:30	07:47	00:17
MAY	14/05/2009	STAND 12	NORTH WEST	LOW	RJ1H	08:09	08:20	00:11
MAY	14/05/2009	JET CENTRE	SOUTH EAST	LOW	H25B	12:21	12:29	00:08
MAY	14/05/2009	JET CENTRE	SOUTH EAST	LOW	H25B	13:09	13:19	00:10
MAY	15/05/2009	STAND 8	NORTH WEST	LOW	RJ85	20:28	20:34	00:06
MAY	16/05/2009	STAND 22	NORTH WEST	LOW	RJ85	08:34	08:39	00:05
MAY	17/05/2009	STAND 24	WEST	HIGH	RJ1H	16:11	16:18	00:07
MAY	17/05/2009	STAND 24	WEST	HIGH	RJ1H	16:25	16:35	00:10
MAY	17/05/2009	STAND 24	WEST	HIGH	RJ1H	16:42	16:59	00:17
MAY	19/05/2009	STAND 24	WEST	HIGH	RJ1H	10:50	11:00	00:10
MAY	20/05/2009	STAND 1	NORTH WEST	LOW	RJ1H	16:43	16:46	00:03
MAY	22/05/2009	STAND 7	NORTH WEST	LOW	RJ85	20:24	20:29	00:05
MAY	25/05/2009	STAND 6	NORTH WEST	LOW	RJ85	09:01	09:08	00:07
MAY	26/05/2009	STAND 1	NORTH WEST	LOW	D328	15:42	15:44	00:02
MAY	27/05/2009	STAND 24	WEST	LOW	RJ1H	11:41	11:44	00:03
MAY	27/05/2009	STAND 24	WEST	LOW	RJ1H	20:07	20:11	00:04
MAY	27/05/2009	STAND 24	WEST	LOW	RJ1H	20:15	20:17	00:02
MAY	27/05/2009	STAND 24	WEST	HIGH	RJ1H	20:17	20:17	00:01
MAY	27/05/2009	STAND 24	WEST	LOW	RJ1H	20:56	20:59	00:03
MAY	28/05/2009	STAND 24	WEST	HIGH	RJ1H	11:14	11:24	00:10
MAY	28/05/2009	STAND 24	WEST	HIGH	RJ1H	11:47	11:53	00:06
MAY	28/05/2009	STAND 5	NORTH WEST	LOW	RJ85	11:30	11:35	00:05
MAY	28/05/2009	JET CENTRE	SOUTH EAST	LOW	C56X	17:03	17:06	00:03
MAY	28/05/2009	JET CENTRE	SOUTH EAST	LOW	C56X	17:12	17:15	00:03
MAY	29/05/2009	STAND 12	NORTH WEST	LOW	RJ1H	09:57	10:00	00:03
MAY	29/05/2009	STAND 24	WEST	HIGH	RJ1H	14:14	14:32	00:18
MAY	31/05/2009	STAND 24	WEST	HIGH	RJ85	12:42	12:48	00:06
JUNE	01/06/2009	JET CENTRE	SOUTH EAST	LOW	B40	08:50	08:52	00:02
JUNE	01/06/2009	JET CENTRE	SOUTH EAST	LOW	B40	14:57	15:02	00:05
JUNE	01/06/2009	STAND 5	NORTH WEST	LOW	RJ85	18:37	18:44	00:07
JUNE	01/06/2009	STAND 24	WEST	HIGH	RJ85	19:45	19:54	00:09
JUNE	02/06/2009	STAND 14	NORTH WEST	LOW	RJ1H	19:32	19:52	00:20
JUNE	03/06/2009	STAND 7	NORTH WEST	LOW	RJ1H	09:55	10:02	00:07
JUNE	03/06/2009	JET CENTRE	NORTH WEST	LOW	H25B	12:04	12:06	00:02
JUNE	03/06/2009	STAND 14	NORTH WEST	LOW	RJ1H	17:04	17:06	00:02
JUNE	10/06/2009	STAND 9	NORTH WEST	LOW	RJ1H	06:59	07:02	00:03
JUNE	15/06/2009	STAND 24	NORTH WEST	LOW	RJ1H	06:46	06:50	00:04
JUNE	15/06/2009	STAND 24	NORTH WEST	LOW	RJ1H	13:40	13:44	00:04
JUNE	15/06/2009	STAND 24	NORTH WEST	HIGH	RJ1H	14:00	14:04	00:04
JUNE	17/06/2009	STAND 24	NORTH WEST	LOW	RJ1H	20:02	21:04	01:02
JUNE	18/06/2009	STAND 7	NORTH WEST	LOW	RJ1H	06:38	06:41	00:03
JUNE	18/06/2009	STAND 1	NORTH WEST	LOW	RJ1H	12:53	12:55	00:02
JUNE	18/06/2009	JET CENTRE	SOUTH EAST	LOW	C56X	15:29	15:33	00:04
JUNE	18/06/2009	STAND 23	NORTH WEST	LOW	RJ1H	20:57	21:07	00:10
JUNE	19/06/2009	STAND 14	NORTH WEST	LOW	RJ85	19:59	20:05	00:06
JUNE	24/06/2009	JET CENTRE	SOUTH	LOW	H25B	07:50	07:55	00:05
JUNE	25/06/2009	STAND 24	WEST	HIGH	C56X	12:56	13:02	00:06
JUNE	26/06/2009	JET CENTRE	SOUTH	LOW	C56X	16:17	16:20	00:03
JUNE	26/06/2009	STAND 14	NORTH WEST	LOW	RJ85	18:09	18:11	00:02
JUNE	29/06/2009	STAND 24	WEST	HIGH	H25B	11:01	11:17	00:16
JUNE	29/06/2009	STAND 14	NORTH WEST	LOW	RJ1H	17:25	17:26	00:01
JUNE	29/06/2009	STAND 24	NORTH WEST	LOW	RJ1H	17:58	18:01	00:03

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Table 1: Official Record of Ground Running of Engines for Test and Maintenance for the Year 2009

MONTH	DATE	LOCATION	A/C ORIENTATION	TYPE OF RUN / POWER SET	A/C TYPE	START TIME	STOP TIME	DURATION (hh:mm)
JULY	01/07/2009	STAND 24	WEST	HIGH	RJ1H	10:38	10:43	00:05
JULY	01/07/2009	JET CENTRE	NORTH	LOW	H25B	11:55	11:57	00:02
JULY	01/07/2009	STAND 2	NORTH WEST	LOW	RJ1H	13:48	13:50	00:02
JULY	02/07/2009	STAND 24	WEST	HIGH	RJ1H	16:09	16:17	00:08
JULY	05/07/2009	STAND 14	NORTH WEST	LOW	RJ1H	14:21	14:28	00:07
JULY	05/07/2009	STAND 24	WEST	HIGH	RJ1H	15:21	15:48	00:27
JULY	06/07/2009	STAND 24	WEST	HIGH	H25B	12:28	12:29	00:01
JULY	07/07/2009	STAND 24	WEST	HIGH	H25B	12:42	12:46	00:04
JULY	07/07/2009	STAND 2	NORTH WEST	LOW	RJ85	21:33	21:35	00:02
JULY	09/07/2009	STAND 14	NORTH WEST	LOW	RJ85	07:50	07:55	00:05
JULY	09/07/2009	STAND 5	NORTH WEST	LOW	RJ1H	15:48	15:54	00:06
JULY	09/07/2009	STAND 6	NORTH WEST	LOW	RJ85	19:39	19:40	00:01
JULY	11/07/2009	STAND 10	NORTH WEST	LOW	RJ1H	12:40	12:43	00:03
JULY	13/07/2009	STAND 2	NORTH WEST	LOW	RJ1H	12:02	12:05	00:03
JULY	13/07/2009	STAND 23	NORTH WEST	LOW	F50	17:22	17:26	00:04
JULY	14/07/2009	STAND 24	WEST	HIGH	C525	10:04	10:26	00:22
JULY	16/07/2009	STAND 24	WEST	HIGH	RJ1H	14:42	14:48	00:06
JULY	18/07/2009	STAND 24	WEST	HIGH	H25B	10:47	10:53	00:06
JULY	19/07/2009	STAND 6	NORTH WEST	LOW	RJ1H	12:37	12:42	00:05
JULY	21/07/2009	STAND 23	NORTH WEST	LOW	RJ85	09:50	09:53	00:03
JULY	23/07/2009	STAND 24	WEST	HIGH	RJ85	14:10	14:17	00:07
JULY	24/07/2009	STAND 24	WEST	HIGH	RJ1H	12:33	12:38	00:05
JULY	25/07/2009	STAND 12	NORTH	LOW	RJ1H	09:27	09:29	00:02
JULY	25/07/2009	STAND 24	WEST	HIGH	RJ1H	11:54	11:58	00:04
JULY	26/07/2009	STAND 24	WEST	HIGH	RJ85	13:06	13:27	00:21
JULY	26/07/2009	STAND 9	NORTH WEST	LOW	RJ1H	15:07	15:09	00:02
JULY	26/07/2009	STAND 24	WEST	HIGH	RJ1H	16:19	16:32	00:13
JULY	26/07/2009	STAND 24	WEST	HIGH	RJ1H	20:10	20:17	00:07
JULY	26/07/2009	STAND 24	WEST	HIGH	RJ1H	21:08	21:12	00:04
JULY	27/07/2009	STAND 24	WEST	HIGH	RJ1H	10:49	11:03	00:14
JULY	27/07/2009	STAND 24	WEST	HIGH	RJ1H	11:20	11:30	00:10
JULY	28/07/2009	STAND 24	NORTH WEST	LOW	RJ1H	21:08	21:15	00:07
JULY	29/07/2009	STAND 24	NORTH WEST	LOW	RJ1H	13:58	14:00	00:02
JULY	31/07/2009	STAND 22	NORTH WEST	LOW	RJ1H	19:55	19:56	00:01
AUGUST	01/08/2009	STAND 10	NORTH WEST	LOW	RJ1H	09:29	09:31	00:02
AUGUST	01/08/2009	STAND 9	NORTH WEST	LOW	RJ1H	12:21	12:24	00:03
AUGUST	03/08/2009	STAND 14	NORTH WEST	LOW	RJ1H	17:13	17:19	00:06
AUGUST	04/08/2009	STAND 13	NORTH WEST	LOW	RJ85	09:24	09:27	00:03
AUGUST	07/08/2009	STAND 14	NORTH WEST	LOW	RJ1H	19:47	19:50	00:03
AUGUST	08/08/2009	JET CENTRE	EAST	LOW	C550	09:10	09:15	00:05
AUGUST	09/08/2009	STAND 24	NORTH WEST	LOW	RJ85	19:54	20:00	00:06
AUGUST	11/08/2009	STAND 7	NORTH WEST	LOW	RJ85	07:45	07:48	00:03
AUGUST	12/08/2009	STAND 14	NORTH WEST	LOW	RJ1H	16:00	16:03	00:03
AUGUST	14/08/2009	STAND 7	NORTH WEST	LOW	RJ85	06:43	06:46	00:03
AUGUST	17/08/2009	JET CENTRE	NORTH	LOW	F900	16:40	16:43	00:03
AUGUST	20/08/2009	STAND 8	NORTH WEST	LOW	RJ85	10:50	10:54	00:04
AUGUST	20/08/2009	STAND 8	NORTH WEST	LOW	RJ85	12:15	12:22	00:07
AUGUST	20/08/2009	STAND 24	EAST	HIGH	RJ1H	13:51	13:56	00:05
AUGUST	20/08/2009	STAND 8	NORTH WEST	LOW	RJ85	16:27	16:31	00:04
AUGUST	20/08/2009	STAND 13	NORTH WEST	LOW	RJ1H	21:01	21:05	00:04
AUGUST	23/08/2009	STAND 7	NORTH WEST	LOW	RJ1H	16:03	16:06	00:03
AUGUST	23/08/2009	STAND 7	NORTH WEST	LOW	RJ1H	16:37	16:39	00:02
AUGUST	27/08/2009	STAND 13	NORTH WEST	LOW	F50	09:14	09:21	00:07
AUGUST	27/08/2009	STAND 12	NORTH WEST	LOW	RJ1H	19:55	19:58	00:03
AUGUST	28/08/2009	STAND 24	WEST	HIGH	RJ1H	10:13	10:19	00:06
AUGUST	31/08/2009	STAND 5	NORTH WEST	LOW	RJ1H	11:32	11:36	00:04
AUGUST	31/08/2009	STAND 4	NORTH WEST	LOW	RJ85	17:29	17:31	00:02
SEPTEMBER	02/09/2009	JET CENTRE	EAST	IDLE	BE40	16:39	16:41	00:02
SEPTEMBER	02/09/2009	STAND 9	NORTH WEST	IDLE	RJ85	19:41	19:44	00:03
SEPTEMBER	02/09/2009	STAND 13	NORTH WEST	IDLE	RJ1H	20:46	20:49	00:03
SEPTEMBER	03/09/2009	STAND 24	WEST	HIGH	RJ1H	07:37	07:48	00:11
SEPTEMBER	03/09/2009	STAND 24	NORTH WEST	IDLE	RJ1H	10:29	10:36	00:07
SEPTEMBER	03/09/2009	STAND 24	WEST	HIGH	RJ1H	10:05	10:12	00:07
SEPTEMBER	04/09/2009	STAND 5	NORTH WEST	IDLE	RJ85	11:34	11:37	00:03
SEPTEMBER	04/09/2009	STAND 24	WEST	HIGH	RJ1H	12:32	12:42	00:10
SEPTEMBER	05/09/2009	STAND 8	NORTH WEST	LOW	RJ1H	12:37	12:42	00:05
SEPTEMBER	09/09/2009	STAND 24	NORTH WEST	LOW	A318	15:51	16:03	00:12
SEPTEMBER	17/09/2009	STAND 5	NORTH WEST	LOW	RJ70	09:46	09:49	00:03
SEPTEMBER	21/09/2009	STAND 8	NORTH WEST	LOW	F50	09:39	09:41	00:02
SEPTEMBER	22/09/2009	STAND 24	WEST	HIGH	RJ1H	10:25	10:33	00:08
SEPTEMBER	24/09/2009	STAND 24	NORTH WEST	LOW	A318	08:14	08:22	00:08
SEPTEMBER	26/09/2009	STAND 2	NORTH WEST	LOW	RJ1H	10:07	10:10	00:03
SEPTEMBER	28/09/2009	STAND 24	WEST	HIGH	RJ1H	10:10	10:14	00:04
SEPTEMBER	29/09/2009	JET CENTRE	EAST	IDLE	H25B	15:26	15:28	00:02
SEPTEMBER	30/09/2009	STAND 24	EAST	HIGH	RJ1H	13:45	13:50	00:05

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Table 1: Official Record of Ground Running of Engines for Test and Maintenance for the Year 2009

MONTH	DATE	LOCATION	A/C ORIENTATION	TYPE OF RUN / POWER SET	A/C TYPE	START TIME	STOP TIME	DURATION (hh:mm)
OCTOBER	02/10/2009	STAND 13	NORTH WEST	IDLE	RJ85	09:31	09:40	00:09
OCTOBER	02/10/2009	STAND 13	NORTH WEST	IDLE	RJ85	10:54	11:04	00:10
OCTOBER	02/10/2009	STAND 13	NORTH WEST	IDLE	RJ85	13:19	13:22	00:03
OCTOBER	03/10/2009	STAND 21	NORTH WEST	IDLE	RJ85	11:35	11:38	00:03
OCTOBER	04/10/2009	STAND 24	WEST	HIGH	RJ85	13:11	13:18	00:07
OCTOBER	04/10/2009	STAND 21	NORTH WEST	IDLE	RJ85	13:30	13:34	00:04
OCTOBER	05/10/2009	STAND 24	WEST	HIGH	RJ1H	13:15	13:33	00:18
OCTOBER	05/10/2009	STAND 9	NORTH WEST	IDLE	RJ1H	14:03	14:08	00:05
OCTOBER	06/10/2009	STAND 13	NORTH WEST	IDLE	RJ85	10:52	10:59	00:07
OCTOBER	06/10/2009	STAND 24	WEST	HIGH	RJ85	11:32	11:46	00:14
OCTOBER	06/10/2009	STAND 7	NORTH WEST	IDLE	RJ1H	14:34	14:38	00:04
OCTOBER	06/10/2009	STAND 24	NORTH WEST	IDLE	E170	16:42	17:08	00:26
OCTOBER	07/10/2009	STAND 3	NORTH WEST	IDLE	RJ85	06:31	06:36	00:05
OCTOBER		STAND 2	NORTH WEST	IDLE	RJ1H	16:10	16:21	00:11
OCTOBER		STAND 24	WEST	MEDIUM	RJ1H	19:58	20:19	00:21
OCTOBER	08/10/2009	JET CENTRE	SOUTH	IDLE	F900	12:55	12:59	00:04
OCTOBER		STAND 24	NORTH WEST	IDLE	A318	10:39	10:46	00:07
OCTOBER		STAND 2	NORTH WEST	IDLE	RJ1H	12:13	12:18	00:05
OCTOBER		STAND 1	NORTH WEST	IDLE	RJ1H	08:37	08:45	00:08
OCTOBER		STAND 8	NORTH WEST	IDLE	RJ1H	14:22	14:28	00:06
OCTOBER		STAND 1	NORTH WEST	IDLE	RJ85	15:03	15:08	00:05
OCTOBER		STAND 9	NORTH WEST	IDLE	RJ85	09:23	09:27	00:04
OCTOBER		STAND 9	NORTH WEST	IDLE	RJ85	11:49	11:54	00:05
OCTOBER	19/10/2009	STAND 24	WEST	HIGH	RJ85	14:33	14:43	00:10
OCTOBER	20/10/2009	STAND 22	NORTH WEST	IDLE	E170	15:09	15:11	00:02
OCTOBER	22/10/2009	STAND 22	NORTH WEST	IDLE	RJ1H	08:59	09:04	00:05
OCTOBER	22/10/2009	STAND 24	NORTH WEST	IDLE	A318	13:56	14:05	00:09
OCTOBER	23/10/2009	STAND 8	NORTH WEST	IDLE	RJ1H	11:00	11:04	00:04
OCTOBER	23/10/2009	STAND 8	NORTH WEST	IDLE	RJ1H	11:58	12:05	00:07
OCTOBER	23/10/2009	STAND 22	NORTH WEST	IDLE	A318	13:55	14:03	00:08
OCTOBER		STAND 9	NORTH WEST	IDLE	RJ85	11:41	11:44	00:03
NOVEMBER	02/11/2009	STAND 10	NORTH WEST	LOW	RJ85	12:25	12:29	00:04
NOVEMBER	02/11/2009	STAND 24	WEST	HIGH	RJ85	13:11	13:30	00:19
NOVEMBER	03/11/2009	STAND 24	WEST	HIGH	RJ1H	11:39	11:45	00:06
NOVEMBER	04/11/2009	STAND 1	NORTH WEST	LOW	RJ1H	12:59	13:00	00:01
NOVEMBER	04/11/2009	STAND 1	NORTH WEST	LOW	RJ1H	13:37	13:39	00:02
NOVEMBER	07/11/2009	STAND 9	NORTH WEST	LOW	RJ1H	07:33	07:36	00:03
NOVEMBER	07/11/2009	STAND 24	WEST	HIGH	RJ1H	08:20	08:28	00:08
NOVEMBER	11/11/2009	STAND 8	NORTH WEST	LOW	E170	18:50	18:52	00:02
NOVEMBER	15/11/2009	STAND 24	WEST	LOW	E170	12:35	12:48	00:13
NOVEMBER	16/11/2009	STAND 24	WEST	LOW	A318	12:52	12:56	00:04
NOVEMBER	17/11/2009	STAND 24	NORTH WEST	LOW	A318	14:29	14:36	00:07
NOVEMBER	18/11/2009	STAND 23	NORTH WEST	LOW	RJ85	14:27	14:33	00:06
NOVEMBER	18/11/2009	STAND 21	NORTH WEST	LOW	D328	15:05	15:09	00:04
NOVEMBER	19/11/2009	STAND 6	NORTH WEST	LOW	RJ85	12:57	12:59	00:02
NOVEMBER	20/11/2009	STAND 8	NORTH WEST	LOW	RJ1H	07:50	07:54	00:04
NOVEMBER	24/11/2009	STAND 24	WEST	HIGH	RJ85	07:12	07:14	00:02
NOVEMBER	24/11/2009	STAND 24	WEST	HIGH	RJ85	21:05	21:12	00:07
NOVEMBER	25/11/2009	STAND 2	NORTH WEST	LOW	RJ85	12:19	12:23	00:04
NOVEMBER	25/11/2009	JET CENTRE	SOUTH	LOW	F900	14:52	14:57	00:05
NOVEMBER	30/11/2009	STAND 8	NORTH WEST	IDLE	RJ1H	13:43	13:46	00:03
NOVEMBER	30/11/2009	STAND 8	NORTH WEST	IDLE	RJ85	18:36	18:40	00:04
NOVEMBER	30/11/2009	STAND 24	WEST	IDLE	RJ1H	20:16	20:31	00:15
DECEMBER	01/12/2009	STAND 2	NORTH EAST	IDLE	RJ85	06:32	06:38	00:06
DECEMBER	01/12/2009	STAND 24	NORTH EAST	HIGH	RJ1H	11:04	11:31	00:27
DECEMBER	01/12/2009	STAND 8	NORTH EAST	IDLE	RJ1H	14:13	14:15	00:02
DECEMBER	02/12/2009	STAND 24	NORTH EAST	IDLE	A318	09:33	09:40	00:07
DECEMBER	02/12/2009	STAND 13	NORTH EAST	IDLE	RJ85	10:25	10:28	00:03
DECEMBER	02/12/2009	STAND 9	NORTH EAST	IDLE	RJ1H	19:21	19:26	00:05
DECEMBER	03/12/2009	JET CENTRE	SOUTH	IDLE	C550	10:28	10:34	00:06
DECEMBER	03/12/2009	STAND 24	NORTH WEST	IDLE	A318	12:43	12:48	00:05
DECEMBER	04/12/2009	STAND 12	NORTH WEST	IDLE	ATR72	11:01	11:15	00:14
DECEMBER	04/12/2009	STAND 24	NORTH EAST	HIGH	C550	11:16	11:22	00:06
DECEMBER	04/12/2009	JET CENTRE	SOUTH	IDLE	C25A	11:44	11:50	00:06
DECEMBER	04/12/2009	JET CENTRE	SOUTH	IDLE	C25A	12:24	12:29	00:05
DECEMBER	04/12/2009	STAND 14	NORTH EAST	IDLE	RJ1H	20:58	21:05	00:07
DECEMBER		JET CENTRE	SOUTH	IDLE	F900	15:50	15:54	00:04
DECEMBER		JET CENTRE	SOUTH	IDLE	BE40	15:52	15:59	00:07
DECEMBER		JET CENTRE	SOUTH	IDLE	C56X	13:15	13:25	00:10
DECEMBER	15/12/2009	JET CENTRE	SOUTH	IDLE	C56X	10:11	10:17	00:06
DECEMBER	15/12/2009	STAND 3	NORTH EAST	IDLE	RJ1H	13:20	13:27	00:07
DECEMBER	15/12/2009	JET CENTRE	SOUTH	IDLE	F900	16:31	16:38	00:07
DECEMBER	15/12/2009	JET CENTRE	SOUTH	IDLE	BE40	17:24	17:27	00:03
DECEMBER	16/12/2009	STAND 24	WEST	HIGH	RJ85	10:04	10:06	00:02
DECEMBER	16/12/2009	STAND 24	WEST	HIGH	RJ85	10:23	10:33	00:10
DECEMBER	16/12/2009	JET CENTRE	SOUTH	IDLE	C25B	18:00	18:02	00:02
DECEMBER	17/12/2009	STAND 22	NORTH WEST	IDLE	RJ85	13:29	13:33	00:04
DECEMBER	17/12/2009	STAND 2	NORTH WEST	IDLE	RJ85	15:59	16:05	00:06
DECEMBER	17/12/2009	STAND 12	NORTH WEST	IDLE	F50	16:33	16:37	00:04
DECEMBER		STAND 24	WEST	MEDIUM	E170	15:41	15:46	00:05
DECEMBER		STAND 23	NORTH WEST	IDLE	RJ85	09:03	09:13	00:10
DECEMBER	29/12/2009	STAND 3	NORTH WEST	IDLE	RJ1H	12:02	12:08	00:06

LONDON CITY AIRPORT

**TABLE 2:
SUMMARY OF HIGH POWER RUNNING
JANUARY 2009 - DECEMBER 2009**

	MINUTES/MONTH	AIRCRAFT TYPE
JANUARY	108	BAe146 / BE40 / H25B / RJ1H
FEBRUARY	39	H25B / RJ85 / RJ1H
MARCH	8	C56X
APRIL	69	RJ85 / RJ1H
MAY	93	RJ85 / RJ1H
JUNE	35	C56X / H25B / RJ85 / RJ1H
JULY	164	C525 / H25B / RJ85 / RJ1H
AUGUST	11	RJ1H
SEPTEMBER	45	RJ1H
OCTOBER	49	RJ85 / RJ1H
NOVEMBER	42	RJ85 / RJ1H
DECEMBER	45	C550 / RJ85 / RJ1H
TOTAL	708	-

LONDON CITY AIRPORT**ENGINE GROUND RUN NOISE 2009
(w.r.t. Ground Running Noise Limit)****TABLE 3
Prediction of Engine Ground Running
as Appendix E of Approved Noise Control Scheme**Item (A) Determination of Largest Monthly Duration:

As indicated in Table 2, that occurred in July 2009, specifically -

103 minutes RJ1H
28 minutes RJ85
22 minutes C525
11 minutes H25B
164 minutes total Ground Running

Item (B) Determination of Average Daily During Worst Case

164 minutes in a month of 31 days
5.29 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 (5.29) - 10 Log (12x60)
= 84 + 7.23 - 28.6
= 62.7 dB $L_{Aeq,12h}$

Item (D) Compute Level at Nearest Properties in Newland Street

Aircraft abeam Stand 24.

Noise Level at Newland Street

= Resultant Noise Level - 26.7 Log (255/152)
= 62.7 - 6.0
= 56.7 dB $L_{Aeq,12h}$

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

CONCLUSION

In 2009 LCY's Ground Running was over 3 dB below the Ground Running Noise Limit.

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APPENDIX C

Penalties and Incentives

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JANUARY 2009

Aircraft Type	Noisy Event	Quiet Event
B462	0	29
BE40	0	1
C25A	0	1
C25B	0	1
C510	0	1
C56X	1	1
D328	2	0
E135	0	2
F900	2	4
FA50	1	0
H25B	2	2
LJ40	0	1
RJ1H	0	4
RJ85	0	8

FEBRUARY 2009

Aircraft Type	Noisy Event	Quiet Event
B462	1	0
BE40	1	1
C25A	0	1
C25B	0	1
C525	0	1
C550	1	0
C56X	1	1
DH8D	1	0
F50	0	1
F900	1	3
FA50	2	0
H25B	1	1
RJ85	3	2

MARCH 2009

Aircraft Type	Noisy Event	Quiet Event
BE20	1	0
BE40	0	1
C25A	0	2
C550	1	1
C56X	6	4
F50	0	1
F900	1	6
H25B	0	1
LJ45	0	3
RJ1H	0	1
RJ85	3	3

APRIL 2009

Aircraft Type	Noisy Event	Quiet Event
BE40	0	4
C525	0	1
C550	1	1
C56X	0	1
D328	0	1
F900	4	13
H25B	0	2
RJ1H	0	1
RJ85	7	1

MAY 2009

Aircraft Type	Noisy Event	Quiet Event
BE40	0	4
C56X	0	4
DH8C	1	0
E135	1	0
F900	1	10
H25B	0	4
RJ1H	0	1

JUNE 2009

Aircraft Type	Noisy Event	Quiet Event
AT42	1	0
BE40	0	1
C25B	1	0
C56X	0	1
D328	1	0
DH8C	3	0
DH8D	1	0
F900	0	18
H25B	0	2
RJ85	2	0

JULY 2009

Aircraft Type	Noisy Event	Quiet Event
BE40	0	1
C56X	8	3
F900	3	6
H25B	0	5
RJ85	3	0

AUGUST 2009

Aircraft Type	Noisy Event	Quiet Event
BE40	0	3
C56X	3	1
DH8D	1	0
F900	0	4
H25B	0	4
RJ85	1	1

SEPTEMBER 2009

Aircraft Type	Noisy Event	Quiet Event
BE40	0	3
C25B	1	0
C550	0	2
F900	0	2
FA50	1	2
H25B	0	3

OCTOBER 2009

Aircraft Type	Noisy Event	Quiet Event
BE20	0	1
C25A	1	1
C560	1	0
C56X	1	2
D328	1	0
F900	3	1
FA50	0	7
H25B	0	4
RJ85	2	0

NOVEMBER 2009

Aircraft Type	Noisy Event	Quiet Event
BE40	1	2
C25A	1	0
C550	0	1
C56X	3	1
DH8C	1	0
F900	0	5
FA50	1	3
H25B	0	3
RJ85	3	0

DECEMBER 2009

Aircraft Type	Noisy Event	Quiet Event
BE40	1	0
C550	1	0
C56X	0	3
DH8C	1	0
DH8D	2	0
F900	0	3
FA50	0	1
RJ85	8	0

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APPENDIX D

Meetings with Council/Airport Consultative Committee

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MINUTE 7

Environmental Issues – April/June 2009

During this period, the Noise and Track Keeping System was fully operational. The weather transmitter at NMT 4 (rear of Fishguard Way) however is in the process of being replaced after the outer casing was damaged on the 3rd June 2009 by a projectile missile understood to be a pellet from an air rifle. The incident has been reported. There was no interruption to the noise data gathering at this NMT.

MINUTE 8

Environmental Issues – July/September 2009

During this period, the Noise and Track Keeping System was fully operational. The weather transmitter at NMT 4 (rear of Fishguard Way) has been replaced; however the rain gauge function is not operating correctly. This is to undergo an investigation and repair shortly.

MINUTE 9

Complaints and Noise Monitoring – October/December 2009

During this period, the Noise and Track Keeping System was fully operational, however data was lost for one day (4th November) from NMTs 1 & 2 due to computer problems. The rain gauge at NMT 4 is still undergoing investigation by Brüel & Kjær, however the remainder of the weather terminals' other functions are working accurately.

London City Airport recently purchase two new mobile noise monitors as part of the airport's temporary noise monitoring strategy, and a training session for staff will be held in January after which the mobile monitors will be deployed should an NMT develop a problem.

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APPENDIX E

Numbers and Types of Aircraft Operating at LCY

London City Airport: Record of Daily Aircraft Movements 2009

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Prior to 09/07/2009 - ATMs defined as "Air Transport Movements by civil aircraft engaged in the transport of passengers, cargo or mail on commercial terms and shall include movements by aircraft engaged in sight seeing tours." [Reference LBN Approved notice 06/01310/VAR Para 1 Section (3)]

From 09/07/2009 onwards - Aircraft movement is defined as "the take-off or landing of an aircraft at the airport other than for training positions and/or evaluation." [Reference 2009 Section 106 Definitions]

Date	Actual Non-ATMs		Actual ATMs		Permitted Actual ATMs		Factored Movements (ATMs + Non-ATMs) ^[1]		Permitted Factored ATMs		Differences (Permitted - Actual)		Factored ATMs ^[1]
	Day	Weekend	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend	Week	
01/01/2009	6	-	64	-	80	-	83	-	-	16	-	-	-
02/01/2009	11	-	138	-	360	-	165	-	-	222	-	-	-
03/01/2009	3	-	52	-	50	-	60	-	-	-2	-	-	-
04/01/2009	16	163	111	163	100	140	135	-	-	-11	-23	-	-
05/01/2009	21	-	225	-	360	-	273	-	-	135	-	-	-
06/01/2009	17	-	226	-	360	-	263	-	-	134	-	-	-
07/01/2009	22	-	222	-	360	-	266	-	-	138	-	-	-
08/01/2009	15	-	128	-	360	-	153	1,353	2,231	232	-	-	878
09/01/2009	8	-	200	-	360	-	220	-	-	160	-	-	-
10/01/2009	1	-	46	-	50	-	52	-	-	4	-	-	-
11/01/2009	9	151	105	151	100	140	126	-	-	-5	-11	-	-
12/01/2009	18	-	257	-	360	-	295	-	-	103	-	-	-
13/01/2009	19	-	259	-	360	-	297	-	-	101	-	-	-
14/01/2009	15	-	137	-	360	-	163	1,569	2,231	223	-	-	662
15/01/2009	13	-	273	-	360	-	305	-	-	87	-	-	-
16/01/2009	15	-	268	-	360	-	304	-	-	92	-	-	-
17/01/2009	2	-	60	-	50	-	71	-	-	-10	-	-	-
18/01/2009	12	175	115	175	100	140	135	-	-	-15	-35	-	-

^[1] Factored Movements have been rounded to the nearest whole number

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London City Airport: Record of Daily Aircraft Movements 2009

Date	Actual Non-ATMs		Actual ATMs		Permitted Actual ATMs		Factored Movements (ATMs + Non-ATMs) ^[1]		Permitted Factored ATMs		Differences (Permitted - Actual)		Factored ATMs ^[1]
	Day	Weekend	Day	Weekend	Day	Weekend	Day	Week	Day	Week	Day	Weekend	
19/01/2009	18	-	274	-	360	-	309				86	-	
20/01/2009	16	-	276	-	360	-	305				84	-	
21/01/2009	28	-	283	-	360	-	330				77	-	
22/01/2009	16	-	284	-	360	-	316	1,797	2,231		76	-	434
23/01/2009	17	-	290	-	360	-	324				70	-	
24/01/2009	4	-	57	179	50	140	68				-7	-39	
25/01/2009	12	-	122	-	100	-	145				-22	-	
26/01/2009	22	-	277	-	360	-	320				83	-	
27/01/2009	39	-	277	-	360	-	336				83	-	
28/01/2009	21	-	278	-	360	-	313	1,801	2,231		82	-	430
29/01/2009	24	-	288	-	360	-	330				72	-	
30/01/2009	23	-	299	-	360	-	338				61	-	
31/01/2009	7	-	59	-	50	-	72				-9	-	
01/02/2009	9	133	74	-	100	140	90				26	7	
02/02/2009	0	-	0	-	360	-	0				360	-	
03/02/2009	6	-	209	-	360	-	216				151	-	
04/02/2009	28	-	277	-	360	-	323				83	-	
05/02/2009	22	-	193	-	360	-	224	1,286	2,231		167	-	945
06/02/2009	21	-	275	-	360	-	309				85	-	
07/02/2009	5	-	59	-	50	-	72				-9	-	
08/02/2009	10	179	120	-	100	140	141				-20	-39	

From 09/07/2009 onwards - Aircraft movement is defined as "the take-off or landing of an aircraft at the Airport other than for training positions and/or evaluation", [Reference 2009 Section 106 Definitions]

Prior to 09/07/2009 - ATMs defined as "Air Transport Movements by civil aircraft engaged in the transport of passengers, cargo or mail on commercial terms and shall include movements by aircraft engaged in sight seeing tours." [Reference LBN Approved notice 06/01310/VAR Para 1 Section (3)]

^[1] Factored Movements have been rounded to the nearest whole number

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Prior to 09/07/2009 - ATMs defined as "Air Transport Movements by civil aircraft engaged in the transport of passengers, cargo or mail on commercial terms and shall include movements by aircraft engaged in sight seeing tours." [Reference LBN Approved notice 06/01310/VAR Para 1 Section (3)]

From 09/07/2009 onwards - Aircraft movement is defined as "the take-off or landing of an aircraft at the Airport other than for training positions and/or evaluation." [Reference 2009 Section 106 Definitions]

Date	Actual Non-ATMs		Actual ATMs		Permitted Actual ATMs		Factored Movements (ATMs + Non-ATMs) ^[1]		Permitted Factored ATMs		Differences (Permitted - Actual)		Factored ATMs ^[1]
	Day	Weekend	Day	Weekend	Day	Weekend	Day	Week	Day	Week	Day	Weekend	
09/02/2009	17	-	273	-	360	-	308	1,786	2,231	87	-	445	
10/02/2009	30	-	268	-	360	-	315			92	-		
11/02/2009	21	-	276	-	360	-	315			84	-		
12/02/2009	28	-	269	-	360	-	315	91	-				
13/02/2009	28	-	255	-	360	-	297	105	-				
14/02/2009	13	-	69	-	50	-	95	-19	-				
15/02/2009	12	187	118	187	100	140	141	-18	-47				
16/02/2009	19	-	285	-	360	-	324	75	-				
17/02/2009	8	-	271	-	360	-	292	89	-				
18/02/2009	29	-	278	-	360	-	325	82	-				
19/02/2009	25	-	273	-	360	-	315	87	-				
20/02/2009	27	-	294	-	360	-	343	66	-				
21/02/2009	1	-	65	-	50	-	74	-15	-				
22/02/2009	24	185	120	185	100	140	159	-20	-45				
23/02/2009	29	-	277	-	360	-	328	83	-				
24/02/2009	27	-	260	-	360	-	303	100	-				
25/02/2009	27	-	273	-	360	-	316	87	-				
26/02/2009	37	-	277	-	360	-	335	83	-				
27/02/2009	14	-	289	-	360	-	319	71	-				
28/02/2009	3	-	58	-	50	-	69	-8	-				
01/03/2009	16	180	122	180	100	140	151	-22	-40				

[1] Factored Movements have been rounded to the nearest whole number

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Prior to 09/07/2009 - ATMs defined as "Air Transport Movements by civil aircraft engaged in the transport of passengers, cargo or mail on commercial terms and shall include movements by aircraft engaged in sight seeing tours." [Reference LBN Approved notice 06/01310/VAR Para 1 Section (3)]

From 09/07/2009 onwards - Aircraft movement is defined as "the take-off or landing of an aircraft at the Airport other than for training positions and/or evaluation." [Reference 2009 Section 106 Definitions]

Date	Actual Non-ATMs		Actual ATMs		Permitted Actual ATMs		Factored Movements (ATMs + Non-ATMs) ⁽¹⁾		Permitted Factored ATMs		Differences (Permitted - Actual)		Factored ATMs ⁽¹⁾
	Day	Weekend	Day	Weekend	Day	Weekend	Day	Week	Day	Week	Day	Weekend	
02/03/2009	29	270	270	-	360	-	321				90	-	
03/03/2009	22	215	215	-	360	-	251				145	-	
04/03/2009	31	260	260	-	360	-	312	1,744	2,231		100	-	487
05/03/2009	33	276	276	-	360	-	329				84	-	
06/03/2009	24	276	276	-	360	-	321				84	-	
07/03/2009	6	57	57	174	50	140	71				-7	-34	
08/03/2009	12	117	117	-	100	-	140				-17	-	
09/03/2009	21	270	270	-	360	-	307				90	-	
10/03/2009	25	261	261	-	360	-	303				99	-	
11/03/2009	32	266	266	-	360	-	318				94	-	
12/03/2009	48	271	271	-	360	-	343	1,783	2,231		89	-	448
13/03/2009	29	268	268	-	360	-	315				92	-	
14/03/2009	4	57	57	170	50	140	68				-7	-30	
15/03/2009	8	113	113	-	100	-	130				-13	-	
16/03/2009	15	269	269	-	360	-	301				91	-	
17/03/2009	38	258	258	-	360	-	315				102	-	
18/03/2009	35	268	268	-	360	-	323				92	-	
19/03/2009	22	270	270	-	360	-	309	1,744	2,231		90	-	487
20/03/2009	17	270	270	-	360	-	301				90	-	
21/03/2009	8	54	54	167	50	140	69				-4	-	
22/03/2009	6	113	113	-	100	-	127				-13	-27	

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Prior to 09/07/2009 - ATMs defined as "Air Transport Movements by civil aircraft engaged in the transport of passengers, cargo or mail on commercial terms and shall include movements by aircraft engaged in sight seeing tours." [Reference LBN Approved notice 06/01310/VAR Para 1 Section (3)]

From 09/07/2009 onwards - Aircraft movement is defined as "the take-off or landing of an aircraft at the Airport other than for training positions and/or evaluation." [Reference 2009 Section 106 Definitions]

Date	Actual Non-ATMs		Actual ATMs		Permitted Actual ATMs		Factored Movements (ATMs + Non-ATMs) ^[1]		Permitted Factored ATMs	Differences (Permitted - Actual)		Factored ATMs ^[1]
	Day	Weekend	Day	Weekend	Day	Weekend	Day	Week		Day	Weekend	
23/03/2009	31	-	268	-	360	-	320	1,819	2,231	92	-	412
24/03/2009	34	-	258	-	360	-	311			102	-	
25/03/2009	37	-	266	-	360	-	323	94	-			
26/03/2009	38	-	278	-	360	-	339	82	-			
27/03/2009	21	-	280	-	360	-	319	80	-			
28/03/2009	7	-	61	-	50	-	77	-11	-			
29/03/2009	13	171	110	171	100	140	131	-10	-31			
30/03/2009	20	-	265	-	360	-	299	95	-			
31/03/2009	22	-	253	-	360	-	286	107	-			
01/04/2009	12	-	294	-	360	-	322	66	-			
02/04/2009	8	-	269	-	360	-	289	91	-			
03/04/2009	14	-	256	-	360	-	284	104	-			
04/04/2009	1	-	53	-	50	-	60	-3	-			
05/04/2009	9	154	101	154	100	140	116	-1	-14			
06/04/2009	29	-	222	-	360	-	266	138	-			
07/04/2009	20	-	241	-	360	-	271	119	-			
08/04/2009	23	-	249	-	360	-	281	111	-			
09/04/2009	39	-	249	-	360	-	306	111	-			
10/04/2009	10	-	159	-	100	-	172	-59	-			
11/04/2009	2	-	40	-	50	-	44	10	-			
12/04/2009	4	107	67	107	100	140	73	33	33			

^[1] Factored Movements have been rounded to the nearest whole number

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Prior to 09/07/2009 - ATMs defined as "Air Transport Movements by civil aircraft engaged in the transport of passengers, cargo or mail on commercial terms and shall include movements by aircraft engaged in sight seeing tours." [Reference LBN Approved notice 06/03310/VAR Para 1 Section (3)]

From 09/07/2009 onwards - Aircraft movement is defined as "the take-off or landing of an aircraft at the Airport other than for training positions and/or evaluation." [Reference 2009 Section 106 Definitions]

Date	Actual Non-ATMs		Actual ATMs		Permitted Actual ATMs		Factored Movements (ATMs + Non-ATMs) ^[1]		Permitted Factored ATMs		Differences (Permitted - Actual) Actual ATMs		Factored ATMs ^[1] Week
	Day	Weekend	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend		
13/04/2009	20	-	151	-	120	-	184	1,526	1,955	-31	-	429	
14/04/2009	20	-	256	-	360	-	287			104	-		
15/04/2009	33	-	254	-	360	-	297			106	-		
16/04/2009	21	-	261	-	360	-	294	1,618	2,231	99	-	613	
17/04/2009	20	-	255	-	360	-	285			105	-		
18/04/2009	5	-	50	-	50	-	60			0	-		
19/04/2009	16	147	97	140	100	140	118	1,556	2,231	3	-7	675	
20/04/2009	20	-	252	-	360	-	281			108	-		
21/04/2009	38	-	256	-	360	-	305			104	-		
22/04/2009	31	-	248	-	360	-	287	1,618	2,231	112	-	613	
23/04/2009	29	-	256	-	360	-	292			104	-		
24/04/2009	25	-	260	-	360	-	294			100	-		
25/04/2009	5	146	46	140	50	140	55	1,556	2,231	4	-6	675	
26/04/2009	2	-	100	-	100	-	104			0	-		
27/04/2009	10	-	245	-	360	-	256			115	-		
28/04/2009	28	-	246	-	360	-	277	1,556	2,231	114	-	675	
29/04/2009	35	-	249	-	360	-	289			111	-		
30/04/2009	26	-	249	-	360	-	278			111	-		
01/05/2009	42	-	234	-	360	-	284	1,556	2,231	126	-	675	
02/05/2009	6	-	51	-	50	-	62			-1	-		
03/05/2009	13	145	94	140	100	140	111			6	-5		

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From 09/07/2009 onwards - Aircraft movement is defined as "the take-off or landing of an aircraft at the Airport other than for training positions and/or evaluation." [Reference 2009 Section 106 Definitions]

Date	Actual Non-ATMs		Actual ATMs		Permitted Actual ATMs		Factored Movements (ATMs + Non-ATMs) ^[1]		Permitted Factored ATMs		Differences (Permitted - Actual)		Factored ATMs ^[1]
	Day	Weekend	Day	Weekend	Day	Weekend	Day	Week	Day	Week	Day	Weekend	
04/05/2009	23	-	173	-	150	-	202	1,575	1,990	-23	-	415	
05/05/2009	35	-	251	-	360	-	291			109	-		
06/05/2009	24	-	255	-	360	-	281	105	-				
07/05/2009	50	-	259	-	360	-	319	101	-				
08/05/2009	41	-	251	-	360	-	300	109	-				
09/05/2009	8	-	52	-	50	-	66	-2	-				
10/05/2009	11	153	101	153	100	140	117	-1	-13				
11/05/2009	30	-	250	-	360	-	287	110	-				
12/05/2009	23	-	252	-	360	-	276	108	-				
13/05/2009	39	-	257	-	360	-	303	103	-				
14/05/2009	22	-	256	-	360	-	283	104	-				
15/05/2009	29	-	263	-	360	-	297	97	-				
16/05/2009	8	-	50	-	50	-	63	0	-				
17/05/2009	13	154	104	154	100	140	122	-4	-14				
18/05/2009	32	-	244	-	360	-	284	116	-				
19/05/2009	32	-	254	-	360	-	291	106	-				
20/05/2009	48	-	255	-	360	-	309	105	-				
21/05/2009	34	-	225	-	360	-	266	135	-				
22/05/2009	42	-	231	-	360	-	286	129	-				
23/05/2009	10	-	56	-	50	-	72	-6	-				
24/05/2009	14	157	101	157	100	140	120	-1	-17				

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^[1] Factored Movements have been rounded to the nearest whole number

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Prior to 09/07/2009 - ATMs defined as "Air Transport Movements by civil aircraft engaged in the transport of passengers, cargo or mail on commercial terms and shall include movements by aircraft engaged in sight seeing tours." [Reference LBN Approved notice 06/01310/VAR Para 1 Section (3)]

From 09/07/2009 onwards - Aircraft movement is defined as "the take-off or landing of an aircraft at the Airport other than for training positions and/or evaluation." [Reference 2009 Section 106 Definitions]

Date	Actual Non-ATMs		Actual ATMs		Permitted Actual ATMs		Factored Movements (ATMs + Non-ATMs) ^[1]	Permitted Factored ATMs	Differences (Permitted - Actual)		Factored ATMs ^[1]
	Day	Weekend	Day	Weekend	Day	Weekend			Day	Weekend	
25/05/2009	26	-	165	-	140	-	198		-25	-	
26/05/2009	20	-	252	-	360	-	273		108	-	
27/05/2009	23	-	251	-	360	-	277		109	-	
28/05/2009	32	-	264	-	360	-	302	1,535	96	-	443
29/05/2009	32	-	258	-	360	-	294	1,978	102	-	
30/05/2009	7	-	53	-	50	-	64		-3	-	
31/05/2009	23	149	96	149	100	140	126		4	-9	
01/06/2009	24	-	211	-	360	-	243		149	-	
02/06/2009	33	-	242	-	360	-	283		118	-	
03/06/2009	45	-	241	-	360	-	294		119	-	
04/06/2009	32	-	248	-	360	-	286	1,576	112	-	655
05/06/2009	36	-	257	-	360	-	301	2,231	103	-	
06/06/2009	7	-	48	-	50	-	57		2	-	
07/06/2009	10	147	99	147	100	140	113		1	-7	
08/06/2009	27	-	244	-	360	-	281		116	-	
09/06/2009	30	-	241	-	360	-	278		119	-	
10/06/2009	38	-	245	-	360	-	292		115	-	
11/06/2009	28	-	249	-	360	-	285	1,610	111	-	621
12/06/2009	34	-	243	-	360	-	289	2,231	117	-	
13/06/2009	6	-	46	-	50	-	59		4	-	
14/06/2009	15	150	104	150	100	140	127		-4	-10	

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Prior to 09/07/2009 - ATMs defined as "Air Transport Movements by civil aircraft engaged in the transport of passengers, cargo or mail on commercial terms and shall include movements by aircraft engaged in sight seeing tours." [Reference LBN Approved notice 06/01310/NAR Para 1 Section (3)]

From 09/07/2009 onwards - Aircraft movement is defined as "the take-off or landing of an aircraft at the Airport other than for training positions and/or evaluation." [Reference 2009 Section 106 Definitions]

Date	Actual Non-ATMs		Actual ATMs		Permitted Actual ATMs		Factored Movements (ATMs + Non-ATMs) ^[1]		Permitted Factored ATMs		Differences (Permitted - Actual)		Factored ATMs ^[1]
	Day	Weekend	Day	Weekend	Day	Weekend	Day	Week	Day	Week	Day	Weekend	
15/06/2009	26	-	239	-	360	-	271	1,624	2,231	121	-	607	
16/06/2009	30	-	239	-	360	-	276			121	-		
17/06/2009	34	-	242	-	360	-	284			118	-		
18/06/2009	45	-	249	-	360	-	307	1,624	2,231	111	-		
19/06/2009	34	-	244	-	360	-	289			116	-		
20/06/2009	11	-	47	-	50	-	67			3	-		
21/06/2009	24	145	98	145	100	140	131	1,624	2,231	2	-5		
22/06/2009	20	-	246	-	360	-	273			114	-		
23/06/2009	27	-	245	-	360	-	280			115	-		
24/06/2009	26	-	242	-	360	-	272	1,624	2,231	118	-		
25/06/2009	41	-	249	-	360	-	298			111	-		
26/06/2009	51	-	255	-	360	-	320			105	-		
27/06/2009	6	-	44	-	50	-	57	1,624	2,231	6	-		
28/06/2009	16	145	101	145	100	140	125			-1	-5		
29/06/2009	31	-	245	-	360	-	285			115	-		
30/06/2009	33	-	246	-	360	-	287	1,701	2,231	114	-		
01/07/2009	44	-	234	-	360	-	286			126	-		
02/07/2009	35	-	248	-	360	-	290			112	-		
03/07/2009	66	-	248	-	360	-	330	1,701	2,231	112	-		
04/07/2009	21	-	45	-	50	-	76			5	-		
05/07/2009	35	145	100	145	100	140	147			0	-5		

^[1] Factored Movements have been rounded to the nearest whole number

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Prior to 09/07/2009 - ATMs defined as "Air Transport Movements by civil aircraft engaged in the transport of passengers, cargo or mail on commercial terms and shall include movements by aircraft engaged in sight seeing tours." [Reference LBN Approved notice 06/01310/VAR Para 1 Section (3)]

From 09/07/2009 onwards - Aircraft movement is defined as "the take-off or landing of an aircraft at the Airport other than for training positions and/or evaluation." [Reference 2009 Section 106 Definitions]

Date	Actual Non-ATMs		Actual ATMs		Permitted Actual ATMs		Factored Movements (ATMs + Non-ATMs) ^[1]		Permitted Factored ATMs		Differences (Permitted - Actual)		
	Day	Weekend	Day	Weekend	Day	Weekend	Day	Weekend	Day	Weekend	Day	Weekend	Week
06/07/2009	31	-	219	-	360	-	261	-	-	-	141	-	-
07/07/2009	24	-	221	-	360	-	249	-	-	-	139	-	-
08/07/2009	21	-	224	-	360	-	249	-	-	-	136	-	-

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Prior to 09/07/2009 - ATIKs defined as "Air Transport Movements by civil aircraft engaged in the transport of passengers, cargo or mail on commercial terms and shall include movements by aircraft engaged in sight seeing tours." [Reference LBN Approved notice 06/01310/VAR Para 1 Section (3)]

From 09/07/2009 onwards - Aircraft movement is defined as "the take-off or landing of an aircraft at the Airport other than for training positions and/or evaluation." [Reference 2009 Section 106 Definitions]

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements		Differences (Permitted - Actual)		Factored Movements
	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend	Week	
09/07/2009	267	-	592	-	276	-	-	325	-		
10/07/2009	270	-	592	-	277	-	-	322	-		
11/07/2009	50	159	100	280	55	-	-	50	121		
12/07/2009	109	-	200	-	115	-	-	91	-		
13/07/2009	239	-	592	-	244	-	-	353	-		
14/07/2009	227	-	592	-	229	-	-	365	-		
15/07/2009	247	-	592	-	251	-	-	345	-		
16/07/2009	259	-	592	-	266	1,440	4,050	333	-		2,610
17/07/2009	258	-	592	-	265	-	-	334	-		
18/07/2009	60	-	100	-	68	-	-	40	-		
19/07/2009	109	169	200	280	117	-	-	91	111		
20/07/2009	234	-	592	-	249	-	-	358	-		
21/07/2009	221	-	592	-	231	-	-	371	-		
22/07/2009	225	-	592	-	233	1,333	4,050	367	-		2,717
23/07/2009	227	-	592	-	236	-	-	365	-		
24/07/2009	218	-	592	-	224	-	-	374	-		
25/07/2009	55	151	100	280	61	-	-	45	129		
26/07/2009	96	-	200	-	99	-	-	104	-		

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^[1] Factored Movements have been rounded to the nearest whole number

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Prior to 09/07/2009 - ATMs defined as "Air Transport Movements by civil aircraft engaged in the transport of passengers, cargo or mail on commercial terms and shall include movements by aircraft engaged in sight seeing tours." [Reference LBN Approved notice 06/01310/VAR Para 1 Section (3)]

From 09/07/2009 onwards - Aircraft movement is defined as "the take-off or landing of an aircraft at the airport other than for training positions and/or evaluation." [Reference 2009 Section 106 Definitions]

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements		Differences (Permitted - Actual)		Factored Movements
	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend	Week	
27/07/2009	225	-	592	-	238				367	-	
28/07/2009	212	-	592	-	221				380	-	
29/07/2009	219	-	592	-	228				373	-	
30/07/2009	219	-	592	-	228	1,333	4,050		373	-	2,717
31/07/2009	244	-	592	-	258				348	-	
01/08/2009	55		100		62				45		
02/08/2009	96	151	200	280	98				104	129	
03/08/2009	200	-	592	-	209				392	-	
04/08/2009	200	-	592	-	207				392	-	
05/08/2009	199	-	592	-	209				393	-	
06/08/2009	219	-	592	-	228	1,201	4,050		373	-	2,849
07/08/2009	193	-	592	-	198				399	-	
08/08/2009	50		100		57				50		
09/08/2009	91	141	200	280	93				109	139	
10/08/2009	201	-	592	-	210				391	-	
11/08/2009	193	-	592	-	202				399	-	
12/08/2009	196	-	592	-	200				396	-	
13/08/2009	204	-	592	-	210	1,202	4,050		388	-	2,848
14/08/2009	203	-	592	-	205				389	-	
15/08/2009	55		100		62				45		
16/08/2009	106	161	200	280	112				94	119	

Bickerdike Allen Partners

London City Airport: Record of Daily Aircraft Movements 2009

Prior to 09/07/2009 - ATMs defined as "Air Transport Movements by civil aircraft engaged in the transport of passengers, cargo or mail on commercial terms and shall include movements by aircraft engaged in sight seeing tours." [Reference LBN Approved notice 06/01310/VAR Para 1 Section (3)]

From 09/07/2009 onwards - Aircraft movement is defined as "the take-off or landing of an aircraft at the Airport other than for training positions and/or evaluation." [Reference 2009 Section 106 Definitions]

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements		Differences (Permitted - Actual)		Factored Movements
	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend	Week	
17/08/2009	210	-	592	-	219			382	-		
18/08/2009	198	-	592	-	202			394	-		
19/08/2009	205	-	592	-	210			387	-		
20/08/2009	235	-	592	-	244	1,242	4,050	357	-	2,808	
21/08/2009	208	-	592	-	214			384	-		
22/08/2009	47		100		53			53			
23/08/2009	95	142	200	280	100			105	138		
24/08/2009	211	-	592	-	219			381	-		
25/08/2009	210	-	592	-	218			382	-		
26/08/2009	210	-	592	-	217			382	-		
27/08/2009	223	-	592	-	235	1,265	4,050	369	-	2,785	
28/08/2009	212	-	592	-	219			380	-		
29/08/2009	51		100		57			49			
30/08/2009	96	147	200	280	100			104	133		
31/08/2009	194	-	230	-	208			36	-		
01/09/2009	280	-	592	-	295			312	-		
02/09/2009	258	-	592	-	267			334	-		
03/09/2009	277	-	592	-	290	1,536	3,598	315	-	2,062	
04/09/2009	277	-	592	-	291			315	-		
05/09/2009	65		100		74			35			
06/09/2009	104	169	200	280	110			96	111		

^[1] Factored Movements have been rounded to the nearest whole number

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London City Airport: Record of Daily Aircraft Movements 2009

Prior to 09/07/2009 - ATMs defined as "Air Transport Movements by civil aircraft engaged in the transport of passengers, cargo or mail on commercial terms and shall include movements by aircraft engaged in sight seeing tours." [Reference LBN Approved notice 06/01310/VAR Para 1 Section (3)]

From 09/07/2009 onwards - Aircraft movement is defined as "the take-off or landing of an aircraft at the Airport other than for training positions and/or evaluation." [Reference 2009 Section 106 Definitions]

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements		Differences (Permitted - Actual)		Factored Movements
	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend	Week	
07/09/2009	254	-	592	-	265				338	-	
08/09/2009	263	-	592	-	272				329	-	
09/09/2009	246	-	592	-	251	1,551	4,050		346	-	2,499
10/09/2009	280	-	592	-	295				312	-	
11/09/2009	261	-	592	-	273				331	-	
12/09/2009	63		100		70				37		
13/09/2009	118	181	200	280	125				82	99	
14/09/2009	248	-	592	-	255				344	-	
15/09/2009	271	-	592	-	284				321	-	
16/09/2009	264	-	592	-	277	1,536	4,050		328	-	2,514
17/09/2009	276	-	592	-	289				316	-	
18/09/2009	263	-	592	-	275				329	-	
19/09/2009	41		100		43				59		
20/09/2009	109	150	200	280	113				91	130	
21/09/2009	264	-	592	-	278				328	-	
22/09/2009	254	-	592	-	265				338	-	
23/09/2009	266	-	592	-	278	1,583	4,050		326	-	2,467
24/09/2009	278	-	592	-	292				314	-	
25/09/2009	285	-	592	-	297				307	-	
26/09/2009	49		100		52				51		
27/09/2009	115	164	200	280	121				85	116	

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London City Airport: Record of Daily Aircraft Movements 2009

Prior to 09/07/2009 - ATMs defined as "Air Transport Movements by civil aircraft engaged in the transport of passengers, cargo or mail on commercial terms and shall include movements by aircraft engaged in sight seeing tours." [Reference LBN Approved notice 06/01310/VAR Para 1 Section (3)]

From 09/07/2009 onwards - Aircraft movement is defined as "the take-off or landing of an aircraft at the Airport other than for training positions and/or evaluation." [Reference 2009 Section 106 Definitions]

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements		Differences (Permitted - Actual)		Factored Movements
	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend	Week	
28/09/2009	253	-	592	-	260			339	-		
29/09/2009	263	-	592	-	273			329	-		
30/09/2009	266	-	592	-	277			326	-		
01/10/2009	297	-	592	-	314	1,595	4,050	295	-		2,455
02/10/2009	276	-	592	-	290			316	-		
03/10/2009	44		100		48			56			
04/10/2009	125	169	200	280	134			75	111		
05/10/2009	264	-	592	-	271			328	-		
06/10/2009	255	-	592	-	262			337	-		
07/10/2009	259	-	592	-	268			333	-		
08/10/2009	265	-	592	-	276	1,515	4,050	327	-		2,535
09/10/2009	268	-	592	-	276			324	-		
10/10/2009	42		100		44			58			
11/10/2009	113	155	200	280	118			87	125		
12/10/2009	251	-	592	-	262			341	-		
13/10/2009	257	-	592	-	270			335	-		
14/10/2009	259	-	592	-	270			333	-		
15/10/2009	270	-	592	-	284	1,518	4,050	322	-		2,532
16/10/2009	258	-	592	-	270			334	-		
17/10/2009	46		100		49			54			
18/10/2009	110	156	200	280	115			90	124		

^[1] Factored Movements have been rounded to the nearest whole number

Bickerdike Allen Partners

London City Airport: Record of Daily Aircraft Movements 2009

Prior to 09/07/2009 - ATMs defined as "Air Transport Movements by civil aircraft engaged in the transport of passengers, cargo or mail on commercial terms and shall include movements by aircraft engaged in sight seeing tours." [Reference LBN Approved notice 06/01310/VAR Para 1 Section (3)]

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Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements	Differences (Permitted - Actual)		Factored Movements
	Day	Weekend	Day	Weekend	Day	Week		Day	Weekend	
19/10/2009	268	-	592	-	284			324	-	
20/10/2009	245	-	592	-	255			347	-	
21/10/2009	260	-	592	-	272	1,527	4,050	332	-	
22/10/2009	265	-	592	-	276			327	-	2,523
23/10/2009	256	-	592	-	267			336	-	
24/10/2009	52		100		57			48		
25/10/2009	116	168	200	280	117			84	112	
26/10/2009	252	-	592	-	259			340	-	
27/10/2009	260	-	592	-	268			332	-	
28/10/2009	254	-	592	-	261			338	-	
29/10/2009	238	-	592	-	241	1,457	4,050	354	-	2,593
30/10/2009	250	-	592	-	256			342	-	
31/10/2009	47		100		49			53		
01/11/2009	118	165	200	280	123			82	115	
02/11/2009	255	-	592	-	264			337	-	
03/11/2009	258	-	592	-	268			334	-	
04/11/2009	258	-	592	-	266			334	-	
05/11/2009	279	-	592	-	292	1,520	4,050	313	-	2,530
06/11/2009	254	-	592	-	261			338	-	
07/11/2009	48		100		52			52		
08/11/2009	113	161	200	280	116			87	119	

^[1] Factored Movements have been rounded to the nearest whole number

Bickerdike Allen Partners

London City Airport: Record of Daily Aircraft Movements 2009

Prior to 09/07/2009 - ATMs defined as "Air Transport Movements by civil aircraft engaged in the transport of passengers, cargo or mail on commercial terms and shall include movements by aircraft engaged in sight seeing tours." [Reference LBN Approved notice 06/01310/VAR Para 1 Section (3)]

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Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements		Differences (Permitted - Actual)		Factored Movements
	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend	Week	
09/11/2009	208	-	592	-	217			384	-		
10/11/2009	262	-	592	-	275			330	-		
11/11/2009	256	-	592	-	267			336	-		
12/11/2009	273	-	592	-	285	1,452	4,050	319	-	2,598	
13/11/2009	247	-	592	-	251			345	-		
14/11/2009	46		100		50			54			
15/11/2009	105	151	200	280	106			95	129		
16/11/2009	246	-	592	-	255			346	-		
17/11/2009	246	-	592	-	253			346	-		
18/11/2009	267	-	592	-	278			325	-		
19/11/2009	263	-	592	-	271	1,493	4,050	329	-	2,557	
20/11/2009	264	-	592	-	276			328	-		
21/11/2009	50		100		54			50			
22/11/2009	104	154	200	280	106			96	126		
23/11/2009	248	-	592	-	257			344	-		
24/11/2009	258	-	592	-	267			334	-		
25/11/2009	256	-	592	-	265			336	-		
26/11/2009	281	-	592	-	295	1,516	4,050	311	-	2,534	
27/11/2009	259	-	592	-	268			333	-		
28/11/2009	47		100		50			53			
29/11/2009	112	159	200	280	114			88	121		

^[1] Factored Movements have been rounded to the nearest whole number

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London City Airport: Record of Daily Aircraft Movements 2009

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From 09/07/2009 onwards - Aircraft movement is defined as "the take-off or landing of an aircraft at the Airport other than for training positions and/or evaluation." [Reference 2009 Section 106 Definitions]

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements		Differences (Permitted - Actual)		Factored Movements
	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend	Week	
30/11/2009	245	-	592	-	252				347	-	
01/12/2009	255	-	592	-	265				337	-	
02/12/2009	261	-	592	-	272				331	-	
03/12/2009	265	-	592	-	276	1,517	4,050		327	-	2,533
04/12/2009	262	-	592	-	272				330	-	
05/12/2009	54		100		59				46		
06/12/2009	118	172	200	280	122				82	108	
07/12/2009	250	-	592	-	258				342	-	
08/12/2009	258	-	592	-	268				334	-	
09/12/2009	270	-	592	-	280				322	-	
10/12/2009	275	-	592	-	286	1,472	4,050		317	-	2,578
11/12/2009	203	-	592	-	212				389	-	
12/12/2009	46		100		49				54		
13/12/2009	118	164	200	280	120				82	116	
14/12/2009	249	-	592	-	256				343	-	
15/12/2009	259	-	592	-	268				333	-	
16/12/2009	264	-	592	-	275				328	-	
17/12/2009	263	-	592	-	277	1,420	4,050		329	-	2,630
18/12/2009	201	-	592	-	200				391	-	
19/12/2009	51		100		54				49		
20/12/2009	88	139	200	280	91				112	141	

^[1] Factored Movements have been rounded to the nearest whole number

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London City Airport: Record of Daily Aircraft Movements 2009

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From 09/07/2009 onwards - Aircraft movement is defined as "the take-off or landing of an aircraft at the airport other than for training positions and/or evaluation." [Reference 2009 Section 106 Definitions]

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements		Differences (Permitted - Actual)		Factored Movements
	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend	Week	
21/12/2009	150	-	592	-	151				442	-	
22/12/2009	209	-	592	-	216				383	-	
23/12/2009	190	-	592	-	200				402	-	
24/12/2009	138	-	592	-	142	828	3,310		454	-	2,482
25/12/2009	0	-	0	-	0				0	-	
26/12/2009	35		100		38				65		
27/12/2009	79	114	200	280	81				121	166	
28/12/2009	116	-	330	-	119	-	-		214	-	-
29/12/2009	140	-	592	-	143	-	-		452	-	-
30/12/2009	124	-	592	-	126	-	-		468	-	-
31/12/2009	112	-	592	-	112	-	-		480	-	-
Annual Total	75,678	-	120,000	-	79,090	-	120,000	44,322	-	-	40,910

^[1] Factored Movements have been rounded to the nearest whole number

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APPENDIX F

NTK Status Reports

Bickerdike Allen Partners

DATE	NOISE EVENTS				FIDS
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	
01/07/2009	Yes	Yes	Yes	Yes	Yes
02/07/2009	Yes	Yes	Yes	Yes	Yes
03/07/2009	Yes	Yes	Yes	Yes	Yes
04/07/2009	Yes	Yes	Yes	Yes	Yes
05/07/2009	Yes	Yes	Yes	Yes	Yes
06/07/2009	Yes	Yes	Yes	Yes	Yes
07/07/2009	Yes	Yes	Yes	Yes	Yes
08/07/2009	Yes	Yes	Yes	Yes	Yes
09/07/2009	Yes	Yes	Yes	Yes	Yes
10/07/2009	Yes	Yes	Yes	Yes	Yes
11/07/2009	Yes	Yes	Yes	Yes	Yes
12/07/2009	Yes	Yes	Yes	Yes	Yes
13/07/2009	Yes	Yes	Yes	Yes	Yes
14/07/2009	Yes	Yes	Yes	Yes	Yes
15/07/2009	Yes	Yes	Yes	Yes	Yes
16/07/2009	Yes	Yes	Yes	Yes	Yes
17/07/2009	Yes	Yes	Yes	Yes	Yes
18/07/2009	Yes	Yes	Yes	Yes	Yes
19/07/2009	Yes	Yes	Yes	Yes	Yes
20/07/2009	Yes	Yes	Yes	Yes	Yes
21/07/2009	Yes	Yes	Yes	Yes	Yes
22/07/2009	Yes	Yes	Yes	Yes	Yes
23/07/2009	Yes	Yes	Yes	Yes	Yes
24/07/2009	Yes	Yes	Yes	Yes	Yes
25/07/2009	Yes	Yes	Yes	Yes	Yes
26/07/2009	Yes	Yes	Yes	Yes	Yes
27/07/2009	Yes	Yes	Yes	Yes	Yes
28/07/2009	Yes	Yes	Yes	Yes	Yes
29/07/2009	Yes	Yes	Yes	Yes	Yes
30/07/2009	Yes	Yes	Yes	Yes	Yes
31/07/2009	Yes	Yes	Yes	Yes	Yes
01/08/2009	Yes	Yes	Yes	Yes	Yes
02/08/2009	Yes	Yes	Yes	Yes	Yes
03/08/2009	Yes	Yes	Yes	Yes	Yes
04/08/2009	Yes	Yes	Yes	Yes	Yes
05/08/2009	Yes	Yes	Yes	Yes	Yes
06/08/2009	Yes	Yes	Yes	Yes	Yes
07/08/2009	Yes	Yes	Yes	Yes	Yes
08/08/2009	Yes	Yes	Yes	Yes	Yes
09/08/2009	Yes	Yes	Yes	Yes	Yes
10/08/2009	Yes	Yes	Yes	Yes	Yes

Bickerdike Allen Partners

DATE	NOISE EVENTS				FIDS
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	
11/08/2009	Yes	Yes	Yes	Yes	Yes
12/08/2009	Yes	Yes	Yes	Yes	Yes
13/08/2009	Yes	Yes	Yes	Yes	Yes
14/08/2009	Yes	Yes	Yes	Yes	Yes
15/08/2009	Yes	Yes	Yes	Yes	Yes
16/08/2009	Yes	Yes	Yes	Yes	Yes
17/08/2009	Yes	Yes	Yes	Yes	Yes
18/08/2009	Yes	Yes	Yes	Yes	Yes
19/08/2009	Yes	Yes	Yes	Yes	Yes
20/08/2009	Yes	Yes	Yes	Yes	Yes
21/08/2009	Yes	Yes	Yes	Yes	Yes
22/08/2009	Yes	Yes	Yes	Yes	Yes
23/08/2009	Yes	Yes	Yes	Yes	Yes
24/08/2009	Yes	Yes	Yes	Yes	Yes
25/08/2009	Yes	Yes	Yes	Yes	Yes
26/08/2009	Yes	Yes	Yes	Yes	Yes
27/08/2009	Yes	Yes	Yes	Yes	Yes
28/08/2009	Yes	Yes	Yes	Yes	Yes
29/08/2009	Yes	Yes	Yes	Yes	Yes
30/08/2009	Yes	Yes	Yes	Yes	Yes
31/08/2009	Yes	Yes	Yes	Yes	Yes
01/09/2009	Yes	Yes	Yes	Yes	Yes
02/09/2009	Yes	Yes	Yes	Yes	Yes
03/09/2009	Yes	Yes	Yes	Yes	Yes
04/09/2009	Yes	Yes	Yes	Yes	Yes
05/09/2009	Yes	Yes	Yes	Yes	Yes
06/09/2009	Yes	Yes	Yes	Yes	Yes
07/09/2009	Yes	Yes	Yes	Yes	Yes
08/09/2009	Yes	Yes	Yes	Yes	Yes
09/09/2009	Yes	Yes	Yes	Yes	Yes
10/09/2009	Yes	Yes	Yes	Yes	Yes
11/09/2009	Yes	Yes	Yes	Yes	Yes
12/09/2009	Yes	Yes	Yes	Yes	Yes
13/09/2009	Yes	Yes	Yes	Yes	Yes
14/09/2009	Yes	Yes	Yes	Yes	Yes
15/09/2009	Yes	Yes	Yes	Yes	Yes
16/09/2009	Yes	Yes	Yes	Yes	Yes
17/09/2009	Yes	Yes	Yes	Yes	Yes
18/09/2009	Yes	Yes	Yes	Yes	Yes
19/09/2009	Yes	Yes	Yes	Yes	Yes
20/09/2009	Yes	Yes	Yes	Yes	Yes

Bickerdike Allen Partners

DATE	NOISE EVENTS				FIDS
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	
21/09/2009	Yes	Yes	Yes	Yes	Yes
22/09/2009	Yes	Yes	Yes	Yes	Yes
23/09/2009	Yes	Yes	Yes	Yes	Yes
24/09/2009	Yes	Yes	Yes	Yes	Yes
25/09/2009	Yes	Yes	Yes	Yes	Yes
26/09/2009	Yes	Yes	Yes	Yes	Yes
27/09/2009	Yes	Yes	Yes	Yes	Yes
28/09/2009	Yes	Yes	Yes	Yes	Yes
29/09/2009	Yes	Yes	Yes	Yes	Yes
30/09/2009	Yes	Yes	Yes	Yes	Yes
01/10/2009	Yes	Yes	Yes	Yes	Yes
02/10/2009	Yes	Yes	Yes	Yes	Yes
03/10/2009	Yes	Yes	Yes	Yes	Yes
04/10/2009	Yes	Yes	Yes	Yes	Yes
05/10/2009	Yes	Yes	Yes	Yes	Yes
06/10/2009	Yes	Yes	Yes	Yes	Yes
07/10/2009	Yes	Yes	Yes	Yes	Yes
08/10/2009	Yes	Yes	Yes	Yes	Yes
09/10/2009	Yes	Yes	Yes	Yes	Yes
10/10/2009	Yes	Yes	Yes	Yes	Yes
11/10/2009	Yes	Yes	Yes	Yes	Yes
12/10/2009	Yes	Yes	Yes	Yes	Yes
13/10/2009	Yes	Yes	Yes	Yes	Yes
14/10/2009	Yes	Yes	Yes	Yes	Yes
15/10/2009	Yes	Yes	Yes	Yes	Yes
16/10/2009	Yes	Yes	Yes	Yes	Yes
17/10/2009	Yes	Yes	Yes	Yes	Yes
18/10/2009	Yes	Yes	Yes	Yes	Yes
19/10/2009	Yes	Yes	Yes	Yes	Yes
20/10/2009	Yes	Yes	Yes	Yes	Yes
21/10/2009	Yes	Yes	Yes	Yes	Yes
22/10/2009	Yes	Yes	Yes	Yes	Yes
23/10/2009	Yes	Yes	Yes	Yes	Yes
24/10/2009	Yes	Yes	Yes	Yes	Yes
25/10/2009	Yes	Yes	Yes	Yes	Yes
26/10/2009	Yes	Yes	Yes	Yes	Yes
27/10/2009	Yes	Yes	Yes	Yes	Yes
28/10/2009	Yes	Yes	Yes	Yes	Yes
29/10/2009	Yes	Yes	Yes	Yes	Yes
30/10/2009	Yes	Yes	Yes	Yes	Yes
31/10/2009	Yes	Yes	Yes	Yes	Yes

Bickerdike Allen Partners

DATE	NOISE EVENTS				FIDS
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	
01/11/2009	Yes	Yes	Yes	Yes	Yes
02/11/2009	Yes	Yes	Yes	Yes	Yes
03/11/2009	Yes	Yes	Yes	Yes	Yes
04/11/2009	No	No	Yes	Yes	Yes
05/11/2009	Yes	Yes	Yes	Yes	Yes
06/11/2009	Yes	Yes	Yes	Yes	Yes
07/11/2009	Yes	Yes	Yes	Yes	Yes
08/11/2009	Yes	Yes	Yes	Yes	Yes
09/11/2009	Yes	Yes	Yes	Yes	Yes
10/11/2009	Yes	Yes	Yes	Yes	Yes
11/11/2009	Yes	Yes	Yes	Yes	Yes
12/11/2009	Yes	Yes	Yes	Yes	Yes
13/11/2009	Yes	Yes	Yes	Yes	Yes
14/11/2009	Yes	Yes	Yes	Yes	Yes
15/11/2009	Yes	Yes	Yes	Yes	Yes
16/11/2009	Yes	Yes	Yes	Yes	Yes
17/11/2009	Yes	Yes	Yes	Yes	Yes
18/11/2009	Yes	Yes	Yes	Yes	Yes
19/11/2009	Yes	Yes	Yes	Yes	Yes
20/11/2009	Yes	Yes	Yes	Yes	Yes
21/11/2009	Yes	Yes	Yes	Yes	Yes
22/11/2009	Yes	Yes	Yes	Yes	Yes
23/11/2009	Yes	Yes	Yes	Yes	Yes
24/11/2009	Yes	Yes	Yes	Yes	Yes
25/11/2009	Yes	Yes	Yes	Yes	Yes
26/11/2009	Yes	Yes	Yes	Yes	Yes
27/11/2009	Yes	Yes	Yes	Yes	Yes
28/11/2009	Yes	Yes	Yes	Yes	Yes
29/11/2009	Yes	Yes	Yes	Yes	Yes
30/11/2009	Yes	Yes	Yes	Yes	Yes
01/12/2009	Yes	Yes	Yes	Yes	Yes
02/12/2009	Yes	Yes	Yes	Yes	Yes
03/12/2009	Yes	Yes	Yes	Yes	Yes
04/12/2009	Yes	Yes	Yes	Yes	Yes
05/12/2009	Yes	Yes	Yes	Yes	Yes
06/12/2009	Yes	Yes	Yes	Yes	Yes
07/12/2009	Yes	Yes	Yes	Yes	Yes
08/12/2009	Yes	Yes	Yes	Yes	Yes
09/12/2009	Yes	Yes	Yes	Yes	Yes
10/12/2009	Yes	Yes	Yes	Yes	Yes
11/12/2009	Yes	Yes	Yes	Yes	Yes

Bickerdike Allen Partners

DATE	NOISE EVENTS				FIDS
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	
12/12/2009	Yes	Yes	Yes	Yes	Yes
13/12/2009	Yes	Yes	Yes	Yes	Yes
14/12/2009	Yes	Yes	Yes	Yes	Yes
15/12/2009	Yes	Yes	Yes	Yes	Yes
16/12/2009	Yes	Yes	Yes	Yes	Yes
17/12/2009	Yes	Yes	Yes	Yes	Yes
18/12/2009	Yes	Yes	Yes	Yes	Yes
19/12/2009	Yes	Yes	Yes	Yes	Yes
20/12/2009	Yes	Yes	Yes	Yes	Yes
21/12/2009	Yes	Yes	Yes	Yes	Yes
22/12/2009	Yes	Yes	Yes	Yes	Yes
23/12/2009	Yes	Yes	Yes	Yes	Yes
24/12/2009	Yes	Yes	Yes	Yes	Yes
25/12/2009	Yes	Yes	Yes	Yes	Yes
26/12/2009	Yes	Yes	Yes	Yes	Yes
27/12/2009	Yes	Yes	Yes	Yes	Yes
28/12/2009	Yes	Yes	Yes	Yes	Yes
29/12/2009	Yes	Yes	Yes	Yes	Yes
30/12/2009	Yes	Yes	Yes	Yes	Yes
31/12/2009	Yes	Yes	Yes	Yes	Yes

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A summary of the correlation rate for each month since 1st July 2009 is given Table 2 below. In order to calculate the rate of correlation, the number of departures 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 departures constitute approximately 50% of the total number of operations.

Month	No. Operations	No. Correlated (dep)	Correlation Rate
July	6306	3019	96%
August	5066	2398	95%
September	6511	3256	96%
October	6420	3017	94%
November	6126	2687	88%
December	5303	2496	94%

Table 2 – Monthly summary of correlation rate

Quarter	Operational Summary
July 09 – September 09	During this quarterly period all NMTs were operational, and noise event data successfully measured and recorded for each day. Analysis of the data and calibration checks indicate that the data is reliable, and consistent with noise levels measured during previous months. A total of 8673 departures were measured, and a correlation rate of 95% or above achieved.
October 09 – December 09	During this quarterly period all NMTs were operational, and noise event data successfully measured and recorded for each day with the exception of the 4 th November 09 when data from NMTs 1 & 2 were lost due to technical problems with the download software. Analysis of the data and calibration checks indicate that the data is reliable, and consistent with noise levels measured during previous months. A total of 8200 departures were measured, and a correlation rate of 88% or above achieved.

Table 3 – Quarterly operations summary

**Appendix 8:
Temporary Noise Monitoring Strategy Reports**



Mr Sunil Sahadevan
Airport Monitoring Officer
Physical Regeneration & Development
London Borough of Newham
Newham Dockside
1st Floor, West Wing
Dockside Road
London E16 2QU

28 October 2009

Dear Sunil

Town and Country Planning Act 1990 (as amended)

Re: London City Airport

Application under Section 73 of the Town and Country Planning Act 1990 to vary conditions 13 and 15 of the outline planning permission no.N/82/104 dated 23 May 1985 (as previously varied), to allow up to 120,000 total aircraft movements per annum (number of total movements in 2006 was 79,616) with related modifications to the daily and other limits including noise factored movements (Ref. no. 07/01510/VAR) I refer to the above consent which was granted following completion of the Section 106 agreement on the 9th July 2009.

Further to confirmation from the London Borough of Newham on 30 September 2009 that the Airport's Temporary Noise Monitoring Strategy is considered acceptable, I am writing in relation to paragraph A6.0 'Reporting'. This paragraph states that the Airport will provide a record of the daily operational status of each noise monitor together with the total monthly correlation rate of noise events to aircraft departures for the period relating to the immediately preceding quarter year within 30 days of 1 January, 1 April, 1 July and 1 October. If a monitor has been out of operation, details of the cause and nature of the problem will be described as well as the actions taken to remedy the situation. I therefore attach a the Noise & Track Keeping Status Report for the period July 2009 – September 2009 produced for the Airport by its noise consultants, Bickerdike Allen Partners. The report is supported by Appendix A. P

Please do contact me if you have any queries regarding this report.

Yours sincerely

**Janet Goulton
Planning & Development Manager**

Enc. Noise & Track Keeping Status Report (July – September 2009)

Bickerdike Allen Partners

LONDON CITY AIRPORT

NOISE & TRACK KEEPING STATUS REPORT

JULY 2009 –SEPTEMBER 2009

Report to

Mr Gary Hodgetts
Director Operations Policy & Planning
London City Airport
The Royal Docks
London
E16 2PB

A1125.121-R01-VC
23rd October 2009

London City Airport Limited
City Aviation House
Royal Docks
London E16 2PB
Tel: +44 (0) 7646 0000
Fax: +44 (0) 7511 1040
Email: info@londoncityairport.com

Bickerdike Allen Partners

INTRODUCTION

Under paragraph A6.0 of the approved Temporary Noise Monitoring Strategy, London City Airport is required to provide quarterly reports of the Noise and Track Keeping system to the London Borough of Newham.

This report details the daily operational status of each monitor and the monthly correlation rate of noise events to aircraft departures for the quarterly period 1st July 2009 to 30th September 2009.

NMT STATUS

A summary of the status of each NMT is given in Table 1 below. A detailed summary is given in Appendix A, showing whether both noise events and flight information data (FIDS) has been obtained on a daily basis. During the quarterly period all NMTs were operational, and noise event data successfully measured and recorded for each day. Analysis of the data and calibration checks indicate that the data is reliable, and consistent with noise levels measured during previous months.

NMT	Calibration	Data
1	OK	Data received for all days
2	OK	Data received for all days
3	OK	Data received for all days
4	OK	Data received for all days

Table 1 – Summary of NMT status

CORRELATION RATE

A summary of the correlation rate for each month is given in Table 2 below. In order to calculate the rate of correlation, the number of departures correlated has been compared against the number of operations at London City Airport¹ during the same period. It has been assumed that the number of departures constitute approximately 50% of the total number of operations.

¹ Number of monthly operations taken from official published figures on London City Airport Consultative Committee website, <http://www.lcacc.org/statistics/lcystat2.pdf>

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Month	No. Operations	No. Correlated Dep.	Correlation Rate
July	6306	3019	96%
August	5066	2398	95%
September	6511	3256	96%

Table 2 – Summary of correlation rate

SUMMARY

During the quarterly period from 1st July 2009 to 30th September 2009, there were no operational issues with any of the four monitors of the Noise and Track Keeping system belonging to London City Airport. Reliable noise event data was successfully recorded for a total of 8673 departures and a correlation rate of 95% or above achieved.

Valerie Collingwood
for Bickerdike Allen Partners

Peter Henson
Partner

Bickerdike Allen Partners

DATE	NOISE EVENTS				FIDS
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	
01/07/2009	Yes	Yes	Yes	Yes	Yes
02/07/2009	Yes	Yes	Yes	Yes	Yes
03/07/2009	Yes	Yes	Yes	Yes	Yes
04/07/2009	Yes	Yes	Yes	Yes	Yes
05/07/2009	Yes	Yes	Yes	Yes	Yes
06/07/2009	Yes	Yes	Yes	Yes	Yes
07/07/2009	Yes	Yes	Yes	Yes	Yes
08/07/2009	Yes	Yes	Yes	Yes	Yes
09/07/2009	Yes	Yes	Yes	Yes	Yes
10/07/2009	Yes	Yes	Yes	Yes	Yes
11/07/2009	Yes	Yes	Yes	Yes	Yes
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13/07/2009	Yes	Yes	Yes	Yes	Yes
14/07/2009	Yes	Yes	Yes	Yes	Yes
15/07/2009	Yes	Yes	Yes	Yes	Yes
16/07/2009	Yes	Yes	Yes	Yes	Yes
17/07/2009	Yes	Yes	Yes	Yes	Yes
18/07/2009	Yes	Yes	Yes	Yes	Yes
19/07/2009	Yes	Yes	Yes	Yes	Yes
20/07/2009	Yes	Yes	Yes	Yes	Yes
21/07/2009	Yes	Yes	Yes	Yes	Yes
22/07/2009	Yes	Yes	Yes	Yes	Yes
23/07/2009	Yes	Yes	Yes	Yes	Yes
24/07/2009	Yes	Yes	Yes	Yes	Yes
25/07/2009	Yes	Yes	Yes	Yes	Yes
26/07/2009	Yes	Yes	Yes	Yes	Yes
27/07/2009	Yes	Yes	Yes	Yes	Yes
28/07/2009	Yes	Yes	Yes	Yes	Yes
29/07/2009	Yes	Yes	Yes	Yes	Yes
30/07/2009	Yes	Yes	Yes	Yes	Yes
31/07/2009	Yes	Yes	Yes	Yes	Yes
01/08/2009	Yes	Yes	Yes	Yes	Yes
02/08/2009	Yes	Yes	Yes	Yes	Yes
03/08/2009	Yes	Yes	Yes	Yes	Yes
04/08/2009	Yes	Yes	Yes	Yes	Yes
05/08/2009	Yes	Yes	Yes	Yes	Yes
06/08/2009	Yes	Yes	Yes	Yes	Yes
07/08/2009	Yes	Yes	Yes	Yes	Yes
08/08/2009	Yes	Yes	Yes	Yes	Yes
09/08/2009	Yes	Yes	Yes	Yes	Yes
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16/08/2009	Yes	Yes	Yes	Yes	Yes
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18/08/2009	Yes	Yes	Yes	Yes	Yes
19/08/2009	Yes	Yes	Yes	Yes	Yes
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23/08/2009	Yes	Yes	Yes	Yes	Yes
24/08/2009	Yes	Yes	Yes	Yes	Yes
25/08/2009	Yes	Yes	Yes	Yes	Yes
26/08/2009	Yes	Yes	Yes	Yes	Yes
27/08/2009	Yes	Yes	Yes	Yes	Yes
28/08/2009	Yes	Yes	Yes	Yes	Yes
29/08/2009	Yes	Yes	Yes	Yes	Yes
30/08/2009	Yes	Yes	Yes	Yes	Yes
31/08/2009	Yes	Yes	Yes	Yes	Yes
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02/09/2009	Yes	Yes	Yes	Yes	Yes
03/09/2009	Yes	Yes	Yes	Yes	Yes
04/09/2009	Yes	Yes	Yes	Yes	Yes
05/09/2009	Yes	Yes	Yes	Yes	Yes
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07/09/2009	Yes	Yes	Yes	Yes	Yes
08/09/2009	Yes	Yes	Yes	Yes	Yes
09/09/2009	Yes	Yes	Yes	Yes	Yes
10/09/2009	Yes	Yes	Yes	Yes	Yes
11/09/2009	Yes	Yes	Yes	Yes	Yes
12/09/2009	Yes	Yes	Yes	Yes	Yes
13/09/2009	Yes	Yes	Yes	Yes	Yes
14/09/2009	Yes	Yes	Yes	Yes	Yes
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29/09/2009	Yes	Yes	Yes	Yes	Yes
30/09/2009	Yes	Yes	Yes	Yes	Yes



Mr Sunil Sahadevan
Airport Monitoring Officer
Physical Regeneration & Development
London Borough of Newham
Newham Dockside
1st Floor, West Wing
Dockside Road
London E16 2QU

25 January 2010

Dear Sunil

Town and Country Planning Act 1990 (as amended)

Re: London City Airport

Application under Section 73 of the Town and Country Planning Act 1990 to vary conditions 13 and 15 of the outline planning permission no.N/82/104 dated 23 May 1985 (as previously varied), to allow up to 120,000 total aircraft movements per annum (number of total movements in 2006 was 79,616) with related modifications to the daily and other limits including noise factored movements (Ref. no. 07/01510/VAR) I refer to the above consent which was granted following completion of the Section 106 agreement on the 9th July 2009.

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I therefore attach a the Noise & Track Keeping Status Report for the period October 2009 – December 2009 produced for the Airport by its noise consultants, Bickerdike Allen Partners. The report is supported by Appendix A.

Please do contact me if you have any queries regarding this report.

Yours sincerely

A handwritten signature in black ink that reads "Janet Goulton".

Janet Goulton
Planning & Development Manager

Enc. Noise & Track Keeping Status Report (July – September 2009)
cc Anne Bradbury - s106 Principal Planning Officer, London Borough of Newham

London City Airport Limited
City Aviation House
Royal Docks
London E16 2PB
Tel: +44 (0) 7646 0000
Fax: +44 (0) 7511 1040
Email: info@londoncityairport.com

Bickerdike Allen Partners

LONDON CITY AIRPORT

NOISE & TRACK KEEPING STATUS REPORT

OCTOBER 2009 –DECEMBER 2009

Report to

Mr Gary Hodgetts
Director Operations Policy & Planning
London City Airport
The Royal Docks
London
E16 2PB

A1125.121-R02-VC4th January 2010

Bickerdike Allen Partners

INTRODUCTION

Under paragraph A6.0 of the approved Temporary Noise Monitoring Strategy, London City Airport is required to provide quarterly reports of the Noise and Track Keeping system to the London Borough of Newham.

This report details the daily operational status of each monitor and the monthly correlation rate of noise events to aircraft departures for the quarterly period 1st October 2009 to 31st December 2009.

NMT STATUS

A summary of the status of each NMT is given in Table 1 below. A detailed summary is given in Appendix A, showing whether both noise events and flight information data (FIDS) have been obtained on a daily basis. During the quarterly period all NMTs were operational, and noise event data successfully measured and recorded for each day with the exception of the 4th November when data from NMTs 1 & 2 were lost due to technical problems with the download software. Analysis of the data and calibration checks indicate that the data is reliable, and consistent with noise levels measured during previous months.

NMT	Calibration	Data
1	OK	Data received for all days excepting 4 th November
2	OK	Data received for all days excepting 4 th November
3	OK	Data received for all days
4	OK	Data received for all days

Table 1 – Summary of NMT status

Bickerdike Allen Partners

CORRELATION RATE

A summary of the correlation rate for each month is given in Table 2 below. In order to calculate the rate of correlation, the number of departures correlated has been compared against the number of operations at London City Airport¹ during the same period. It has been assumed that the number of departures constitute 50% of the total number of operations.

Month	No. Operations	No. Correlated Dep.	Correlation Rate
October	6420	3017	94%
November	6126	2687	88%
December	5303	2496	94%

Table 2 – Summary of correlation rate

SUMMARY

During the quarterly period from 1st October 2009 to 31st December 2009, there were no operational issues with any of the four monitors of the Noise and Track Keeping system belonging to London City Airport. Reliable noise event data was successfully recorded for a total of 8200 departures and a correlation rate of 88% or above achieved.

Valerie Collingwood
for Bickerdike Allen Partners

Peter Henson
Partner

¹ Number of monthly operations taken from official published figures on London City Airport Consultative Committee website, <http://www.lcacc.org/statistics/lcystat2.pdf>

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DATE	NOISE EVENTS				FIDS
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	
01/10/2009	Yes	Yes	Yes	Yes	Yes
02/10/2009	Yes	Yes	Yes	Yes	Yes
03/10/2009	Yes	Yes	Yes	Yes	Yes
04/10/2009	Yes	Yes	Yes	Yes	Yes
05/10/2009	Yes	Yes	Yes	Yes	Yes
06/10/2009	Yes	Yes	Yes	Yes	Yes
07/10/2009	Yes	Yes	Yes	Yes	Yes
08/10/2009	Yes	Yes	Yes	Yes	Yes
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10/10/2009	Yes	Yes	Yes	Yes	Yes
11/10/2009	Yes	Yes	Yes	Yes	Yes
12/10/2009	Yes	Yes	Yes	Yes	Yes
13/10/2009	Yes	Yes	Yes	Yes	Yes
14/10/2009	Yes	Yes	Yes	Yes	Yes
15/10/2009	Yes	Yes	Yes	Yes	Yes
16/10/2009	Yes	Yes	Yes	Yes	Yes
17/10/2009	Yes	Yes	Yes	Yes	Yes
18/10/2009	Yes	Yes	Yes	Yes	Yes
19/10/2009	Yes	Yes	Yes	Yes	Yes
20/10/2009	Yes	Yes	Yes	Yes	Yes
21/10/2009	Yes	Yes	Yes	Yes	Yes
22/10/2009	Yes	Yes	Yes	Yes	Yes
23/10/2009	Yes	Yes	Yes	Yes	Yes
24/10/2009	Yes	Yes	Yes	Yes	Yes
25/10/2009	Yes	Yes	Yes	Yes	Yes
26/10/2009	Yes	Yes	Yes	Yes	Yes
27/10/2009	Yes	Yes	Yes	Yes	Yes
28/10/2009	Yes	Yes	Yes	Yes	Yes
29/10/2009	Yes	Yes	Yes	Yes	Yes
30/10/2009	Yes	Yes	Yes	Yes	Yes
31/10/2009	Yes	Yes	Yes	Yes	Yes
01/11/2009	Yes	Yes	Yes	Yes	Yes
02/11/2009	Yes	Yes	Yes	Yes	Yes
03/11/2009	Yes	Yes	Yes	Yes	Yes
04/11/2009	No	No	Yes	Yes	Yes
05/11/2009	Yes	Yes	Yes	Yes	Yes
06/11/2009	Yes	Yes	Yes	Yes	Yes
07/11/2009	Yes	Yes	Yes	Yes	Yes
08/11/2009	Yes	Yes	Yes	Yes	Yes
09/11/2009	Yes	Yes	Yes	Yes	Yes
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12/11/2009	Yes	Yes	Yes	Yes	Yes
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20/11/2009	Yes	Yes	Yes	Yes	Yes
21/11/2009	Yes	Yes	Yes	Yes	Yes
22/11/2009	Yes	Yes	Yes	Yes	Yes
23/11/2009	Yes	Yes	Yes	Yes	Yes
24/11/2009	Yes	Yes	Yes	Yes	Yes
25/11/2009	Yes	Yes	Yes	Yes	Yes
26/11/2009	Yes	Yes	Yes	Yes	Yes
27/11/2009	Yes	Yes	Yes	Yes	Yes
28/11/2009	Yes	Yes	Yes	Yes	Yes
29/11/2009	Yes	Yes	Yes	Yes	Yes
30/11/2009	Yes	Yes	Yes	Yes	Yes
01/12/2009	Yes	Yes	Yes	Yes	Yes
02/12/2009	Yes	Yes	Yes	Yes	Yes
03/12/2009	Yes	Yes	Yes	Yes	Yes
04/12/2009	Yes	Yes	Yes	Yes	Yes
05/12/2009	Yes	Yes	Yes	Yes	Yes
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08/12/2009	Yes	Yes	Yes	Yes	Yes
09/12/2009	Yes	Yes	Yes	Yes	Yes
10/12/2009	Yes	Yes	Yes	Yes	Yes
11/12/2009	Yes	Yes	Yes	Yes	Yes
12/12/2009	Yes	Yes	Yes	Yes	Yes
13/12/2009	Yes	Yes	Yes	Yes	Yes
14/12/2009	Yes	Yes	Yes	Yes	Yes
15/12/2009	Yes	Yes	Yes	Yes	Yes
16/12/2009	Yes	Yes	Yes	Yes	Yes
17/12/2009	Yes	Yes	Yes	Yes	Yes
18/12/2009	Yes	Yes	Yes	Yes	Yes
19/12/2009	Yes	Yes	Yes	Yes	Yes
20/12/2009	Yes	Yes	Yes	Yes	Yes
21/12/2009	Yes	Yes	Yes	Yes	Yes

Bickerdike Allen Partners

DATE	NOISE EVENTS				FIDS
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	
22/12/2009	Yes	Yes	Yes	Yes	Yes
23/12/2009	Yes	Yes	Yes	Yes	Yes
24/12/2009	Yes	Yes	Yes	Yes	Yes
25/12/2009	Yes	Yes	Yes	Yes	Yes
26/12/2009	Yes	Yes	Yes	Yes	Yes
27/12/2009	Yes	Yes	Yes	Yes	Yes
28/12/2009	Yes	Yes	Yes	Yes	Yes
29/12/2009	Yes	Yes	Yes	Yes	Yes
30/12/2009	Yes	Yes	Yes	Yes	Yes
31/12/2009	Yes	Yes	Yes	Yes	Yes

Bickerdike Allen Partners

APPENDIX 9: ANNUAL NOISE CATEGORISATION REPORT

LONDON CITY AIRPORT ANNUAL CATEGORISATION REPORT 2009 NOISE MONITORING

Report to

Mr Gary Hodgetts
Director Operations Policy & Planning
London City Airport
The Royal Docks
London
E16 2PB

A1125.57-R01.10-PHWC
30 June 2010

Bickerdike Allen Partners

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FIGURES

Figure 1 – Noise Categorisation Locations

Figure 2 – Noise Monitoring Locations – West of Runway

Figure 3 – Noise Monitoring Locations – East of Runway

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1.0 INTRODUCTION

In accordance with London City Airport's current planning obligations, aircraft operating at London City Airport are required to be categorised by their departure noise levels into one of five noise categories. This aircraft categorisation process is set out in detail in the current Section 106 Agreement¹ relating to the latest planning permission.

The airport's noise monitoring system records the departure noise levels of aircraft over the categorisation year (January to December inclusive), the results of which are used to undertake an annual review of the provisional categorisation of aircraft. This document constitutes the eighteenth such annual categorisation report according to Condition 7(4) of the planning permission of 9th July 2009 and paragraph (4), of Part 1, of the Ninth Schedule of the Section 106 Agreement.

This report formally seeks categorisation for aircraft using the airport for the period 1st January 2010 up to and including 31st December 2010 based on the results obtained from monitoring in the period 1st January 2009 up to and including 31st December 2009.

2.0 PLANNING REQUIREMENTS

This report constitutes the formal response to Planning Condition 7(4) of the planning permission of 9th July 2009, and Part 1 of the Ninth Schedule of the Section 106 Agreement of the same date.

It has been previously agreed that general aviation interim categorisation is simplified due to the small numbers of similar GA type aircraft. This was formally approved on the 19th November 1998 as planning application number P/98/0998, and places "General Aviation: Executive Turbo-Fan Aircraft" in Category A and "General Aviation: Non-Jet Aircraft" in Category B, according to the Noise Categories discussed in Section 2.1 below.

2.1 Noise Categories

Condition 7(2) to the planning permission of 9th July 2009 and Part 1, paragraph (2), of the Ninth Schedule to the Section 106 Agreement 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 ..."

¹ Planning Obligation by Deed of Agreement under Section 106 of the Town and Country Planning Act 1990 relating to London City Airport, The Royal Docks, London E16 2PX, 9th July 2009

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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 as measured by the noise monitoring system. The noise factors are multiplying factors to the actual number of air transport 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 Air Transport Movements

Condition 8 of the planning permission of 9th July 2009 details the number of movements that are permitted at the airport:

“(1) The number of aircraft movements at the airport shall not exceed:

- (a) 100 per day on Saturdays and 200 per day on Sundays but not exceeding 280 on any consecutive Saturday and Sunday*
- (b) 592 per day on weekdays except 1 January, Good Friday, Easter Monday, the May Day holiday, the late May bank holiday, the late August bank holiday, 25 December and 26 December*
- (c) 132 on 1 January*
- (d) 164 on Good Friday*
- (e) 198 on Easter Monday*
- (f) 248 on the May Day Holiday*
- (g) 230 on the late May Bank Holiday*
- (h) 230 on the late August Bank Holiday*
- (i) 100 on 26 December*
- (j) 120,000 per calendar year*

In addition, condition 8(4) adds a requirement concerning the number of factored movements as stated below:

“(4) The number of factored movements shall not exceed:

- (a) In any one week the number of permitted aircraft movements for that week by more than 25%”*
- (b) 120,000 per calendar year.”*

Condition 8(5) 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

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factor for an aircraft of this type under condition 7 and adding together the total for each aircraft type using the airport.”

3.0 NOISE MONITORING

3.1 The Noise Monitoring System

A precision Brüel & Kjær 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 (NMT) were located as close as possible to the four noise categorisation points (NCP), 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 Bruel and Kjaer in 2000 and a flight track monitoring system added.

The noise monitoring system microphones 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 data in London City Airport's Flight Information Display Systems (FIDS) and from radar data. 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 points, two at each end of the runway. These points are known as Noise Categorisation Points and are located at 2000 metres from start of roll and 300 metres each side of the extended runway centerline.

As the aircraft flies through a gateway pair of noise monitors, the departure noise level is measured, in dB(A), at each monitor. Corrections are applied to the measured noise level to take account of the fact that a noise monitor is not located exactly at the Noise Categorisation Point and also for converting from the noise units of dB(A) to PNdB². Finally, the mean departure noise level is determined from the average of the resulting gateway pair corrected noise measurements.

The noise control regime described above has been in operation for nearly 20 years. During this time, a large amount of data has been obtained concerning the departure noise 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 the landscape around each monitor is relatively clear of any large objects, such as buildings.

Significant development has taken place around the airport in recent years and, in particular, in close proximity to some noise monitoring terminals. This has led to the need to re-locate some monitors from their original positions (e.g. NMT 1 and NMT 3). The current locations of the four noise monitoring terminals are shown in Figures 2 and 3.

New correction factors have been determined from a study³ to account for the above changes, based on a combination of acoustic modelling and consideration of historical noise data. In determining these new factors, a greater weight was given to historical data which was based

² 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 noisiness of an aircraft than the former.

³ NMT Correction Factor Assessment Report, Bickerdike Allen Partners, Report A1125-111-R01-PH, 9th July 2008

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on significant samples of aircraft departure noise measurements taken before and after changes at or around the relevant NMT's. The acoustic modelling provided a useful means of validating the findings to a first approximation.

During the calendar year of 2009, the noise and flight track monitoring system has operated continuously throughout, enabling the measurement of data to achieve a correlation of 94% of all aircraft departures from the airport during this period.

4.0 RESULTS

4.1 Noise Levels

As discussed in Section 3.1 of this report, the development of land in the proximity of noise monitors has led to the need for the re-location of two noise monitoring terminals: NMT1 & NMT3, in recent years. In light of this, BAP have established new correction factors and these have been incorporated within the calculation of the mean annual departure noise levels. The resulting correction factors applied 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

Mean annual departure noise level results are shown in Table 4.1.1 below, together with the provisional categorisation for 2009 and the proposed future categorisation for 2010. Data is presented for aircraft for which a sufficient number of departure noise levels were measured. Where no data is indicated or insufficient measured results were obtained (due to an insufficient number of aircraft operations), categorisation for 2010 is sought on the basis of manufacturer's data or data from previous categorisation years.

For General Aviation aircraft, interim categorisation is obtained on the same basis as last year, i.e. considering all turbo-fan General Aviation aircraft as Category A, and all non-jet aircraft as Category B.

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TRANSPORT AIRCRAFT

Based on data obtained during the 2009 categorisation year at London City Airport.

Turbo-Fan Transports	Measured PNdB	Provisional Categorisation 2009	Proposed Categorisation 2010
BAe 146-100	--	A	A
BAe 146-200	92.3	A	A
BAe 146-300	93.5	A	A
RJ 70	93.5	A	A
RJ 85	93.0	A	A
RJ 100	94.7	A	A
Embraer 135	89.3	A	A
Embraer 170	94.8	A	A
Embraer 190	94.2	A	A
Airbus A318	93.9	A	A
Dornier 328 Jet	--	A	A

Twin Turbo-Prop Transports: >50 Seats	Measured PNdB	Provisional Categorisation 2009	Proposed Categorisation 2010
ATR 42	90.7	B	B
ATR 72	91.7	B	B
Dash 8-200	84.5	B	B
Dash 8-300	89.4	B	B
Dash 8-400	89.5	B	B
Fokker 50	90.8	B	B

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Table 4.1.1(c)			
Twin Turbo-Prop Transports: <50 Seats	Measured PNdB	Provisional Categorisation 2009	Proposed Categorisation 2010
Dornier 328	88.8	B	B
Saab 2000	89.0	B*	B*

* Based on results measured during the 1999-2000 categorisation year.

The above tables indicate that some scheduled aircraft are operating below their provisional categorisation, such as the Dash 8-200 and 300 whilst others are operating above their category, for example the ATR 72 (Category B) and the RJ 100 and Embraer 170 (Category A). The RJ 100 has operated successfully in the past as a Category A aircraft.

LCA has written to the operators of the RJ 100 and ATR 72 and are currently working with them to bring these aircraft back within their intended categories by methods such as revising departure operating procedures. The numbers of RJ 100 aircraft operating at LCA has significantly reduced over the last 6 months by over 50% and has been replaced by the newer Embraer jet aircraft. LCA anticipate that the RJ 100 will gradually be phased out as part of future fleet replacement programs.

The Embraer 170 was first introduced in late 2009 and as such there is limited data from its initial operation at LCA. Additionally, airline operators were gathering information from these initial operations at LCA to help refine their operating procedures to minimise departure noise. LCA has also been working closely with the operators of the Embraer 170 aircraft to revise their operating procedures to ensure that departure noise is minimised and early data from 2010 indicates that these aircraft are now operating within Category A (93.5 PNdB based on results from Jan to May 2010).

Many of the airline operators regularly using LCA have long term plans for aircraft fleet replacement. It is now emerging that the replacement aircraft for the BAe 146/RJ series of aircraft will be Embraer's family of E Jets. These modern aircraft which use the latest technology are more environmentally friendly than the 30 year old BAe 146/RJ series types and, having better climb performance, produce lower noise levels on the ground on departure.

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TRANSPORT AIRCRAFT

Based on data obtained during the 2009 categorisation year at London City Airport.

Table 4.1.1(d)			
General Aviation: Turbo-Fan Aircraft	Measured PNdB	Provisional Categorisation 2009	Proposed Categorisation 2010
Beechcraft BE40	94.7	A	A
Dassault Falcon 10	91.2	A	A
Dassault Falcon 50	94.7	A	A
Dassault Falcon 900	90.6	A	A
Dassault Falcon 7X	86.9	A	A
Cessna Citation C25A	90.1	A	A
Cessna Citation C25B	89.1	A	A
Cessna Citation C510	87.0	A	A
Cessna Citation C525	90.0	A	A
Cessna Citation C550	88.4	A	A
Cessna Citation C560	92.5	A	A
Cessna Citation C56X	87.5	A	A
Cessna Citation C680	89.4	A	A
Canadair CL60	90.0	A	A
Gulfstream G150	--	A	A
Hawker 800XP	94.8	A	A
Learjet 40	87.4	A	A
Learjet 45	87.9	A	A
Other Chapter III Jets	-	A	A

Table 4.1.1(e)			
General Aviation: Non-Jet Aircraft	Measured PNdB	Provisional Categorisation 2009	Proposed Categorisation 2010
Piper Navajo 31	None	B	B
Piper PA 34	None	B	B
Beechcraft B200	85.9	B	B
Beechcraft B350	82.5	B	B
Mitsubishi MU2	None	B	B
Cessna 421	None	B	B
Beechcraft 90	None	B	B
Commander 690B	None	B	B
BN2A	None	B	B
Piaggio 180	91.2	B	B
HS04	None	B	B
Other modern small GA twin engined aircraft	-	B	B

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The turbo-fan executive aircraft are categorised universally as Category A. The above table indicates that some aircraft such as the Citation C550 and C56X operate below this category, whilst a few operate slightly above.

The aircraft currently operating above Category A include the Beech 40, Falcon 50 and Hawker 800XP. These aircraft have all successfully operated within Category A in the past. The airport is currently liaising with the relevant airlines to ensure that they operate within category. Recent results indicate that the Falcon 50 and Hawker 800XP are both operating more quietly and are now operating within Category A (92.3 PNdB and 92.9 PNdB respectively based on results from Jan to May 2010). Similar results are anticipated with the Beech 40 once new departure procedures have been fully implemented.

The Beech 40 aircraft departure noise levels continue to improve from the levels measured in 2008-09, with a reduction to 94.7 PNdB from 95.3 PNdB. Following work with operators on departure techniques and the substantial improvement of both the Falcon 50 and Hawker 800XP aircraft, LCA anticipate similar results with the Beech 40 in the near future, and note that in May 2010 it operated within Category A.

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4.2 Number of Actual and Factored Aircraft Movements

Table 4.2.1 shows the number of actual and factored aircraft movements in the period 1st January 2009 to 31st December 2009 inclusive, as advised to BAP by London City Airport.

Table 4.2.1: Aircraft Movement Numbers			
Aircraft Type	Number of Aircraft Movements	Noise Factor	Number of Factored Movements*
Airbus A318	393	1.26	495
BAe 146	840	1.26	1058
RJ70	1109	1.26	1397
RJ85	17729	1.26	22339
RJ100	19803	1.26	24952
Embraer 135	1356	1.26	1709
Embraer 170	938	1.26	1182
Embraer 190	83	1.26	105
Dornier 328 Jet	4	1.26	5
Dash 8-300	790	0.63	498
Dash 8-400	1883	0.63	1186
Fokker 50	12891	0.63	8121
Dornier 328	5867	0.63	3696
ATR 42	2600	0.63	1638
ATR 72	1608	0.63	1013
Sub-total:	67894		69393
General Aviation: Turbo-Fan Aircraft	7610	1.26	9589
General Aviation: Non-Jet Aircraft	174	0.63	110
Sub-total:	7784		9698
TOTALS:	75678		79091

* Computed to the nearest whole number

The analysis indicates that the airport is currently operating within the existing Section 106 and planning condition annual limits on aircraft movements and factored movements.

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5.0 CONCLUSIONS

This report presents mean annual departure noise level of aircraft based on data measured by the noise monitoring system during the period 1st January 2009 to 31st December 2009. No changes are sought in categorisation for the aircraft already categorised for use at the airport.

This report also presents aircraft movement numbers for passenger transport aircraft and general aviation aircraft operating at London City Airport during the period 1st January 2009 to 31st December 2009. During this period, the airport was operating within the Section 106 and planning condition annual limits on aircraft movements and daily, weekly and annual factored movements.

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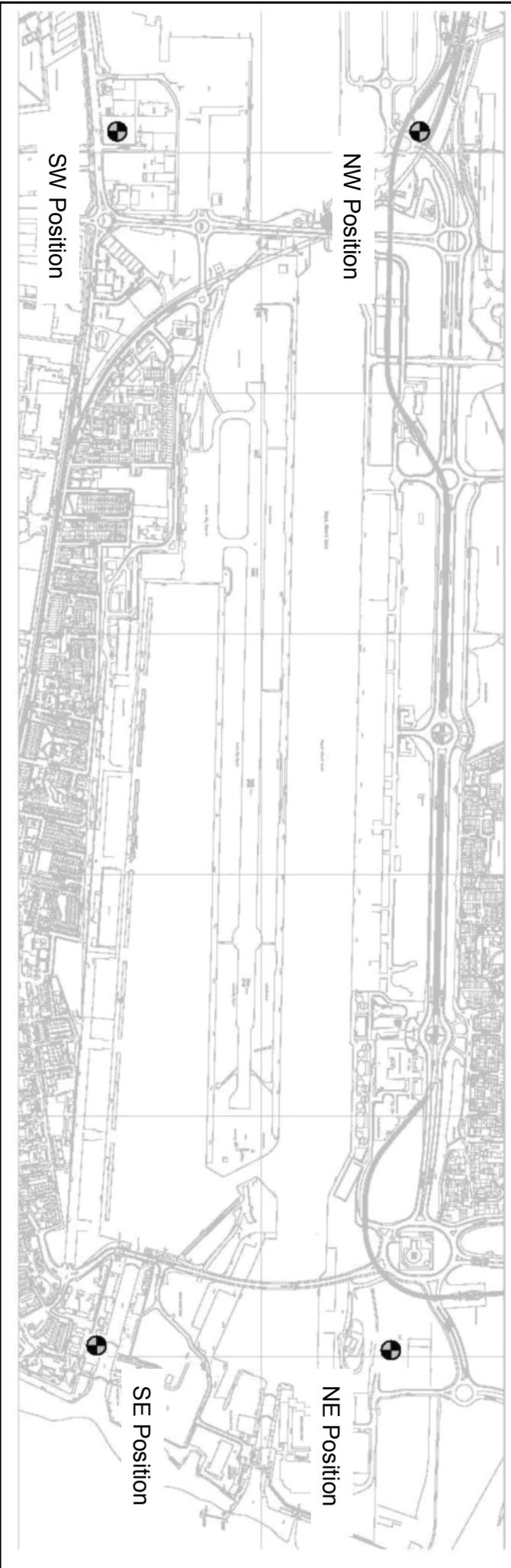


Figure 1 - Noise Categorisation Locations

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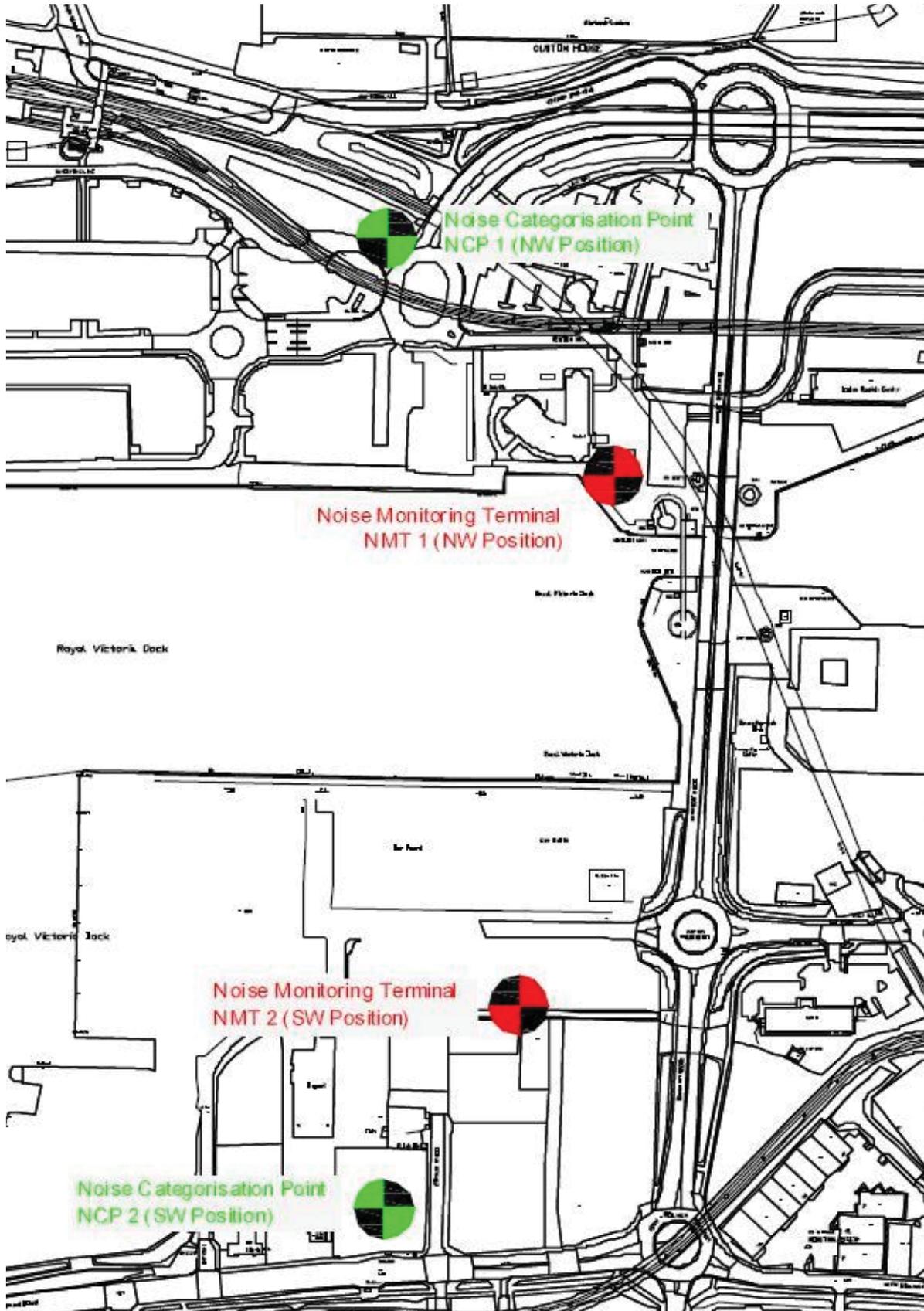


Figure 2 – Noise monitoring locations, west of runway

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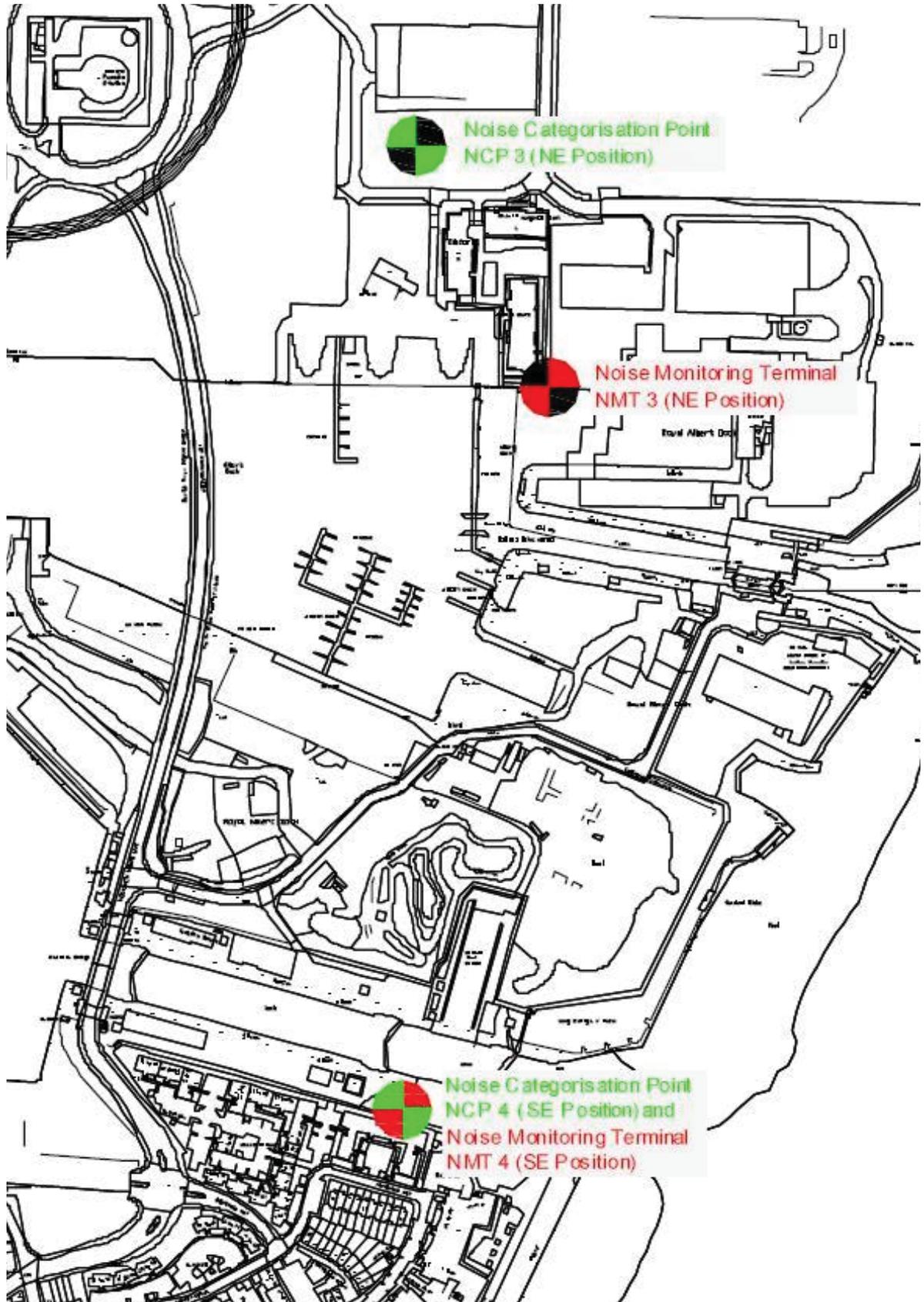


Figure 3 – Noise monitoring locations, east of runway

APPENDIX 10:
DATA FROM AIR QUALITY MEASUREMENT PROGRAMME



**London City Airport
Air Quality Measurement
Programme:
Annual Report 2009**

April 2010



Experts in air quality
management & assessment

Document Control

Client	London City Airport	Principal Contact	Gary Hodgetts
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Job Number	J550 / J962 / J735 / J1003
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Report Prepared By:	Dr Denise Welch, Kieran Laxen and Stephen Moorcroft
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Document Status and Review Schedule

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Air Quality Consultants Ltd
 23 Coldharbour Road, Bristol BS6 7JT Tel: 0117 974 1086
 12 Airedale Road, London SW12 8SF Tel: 0208 673 4313
aqc@aqconsultants.co.uk

Registered Office: 12 St Oswalds Road, Bristol, BS6 7HT
 Companies House Registration No: 2814570

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1 Executive Summary

- 1.1 This document represents the 2009 Annual Report for the Air Quality Measurement Programme (AQMP) that is operated on behalf of London City Airport. This programme measures concentrations of nitrogen dioxide (NO₂) and fine particles (the so called PM₁₀ fraction i.e. particles that are less than 10 micrometres in diameter).
- 1.2 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 17 sites in and around the Airport boundary.
- 1.3 The Government has set a number of air quality objectives to protect human health. These are equivalent to, or are more stringent than the limit values set by the European Union. Both the objectives and the limit values are based on monitoring carried out over the period of a calendar year. In some cases, these objectives and limit values 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 PM₁₀ concentrations exceed 50 µg/m³, and no more than 18 hours in each calendar year on which nitrogen dioxide concentrations exceed 200 µg/m³).
- 1.4 In addition to the objectives and limit values, the Government has established a set of descriptors for the 1-hour mean concentrations of nitrogen dioxide and 24-hour mean concentrations of PM₁₀. Air quality is defined by these descriptors as being Low, Moderate, High and Very High.
- 1.5 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

- 1.6 The annual mean nitrogen dioxide concentration measured at the automatic station on the roof of City Aviation House was 34 µg/m³ (microgrammes per cubic metre); a similar concentration (36 µg/m³) was measured at the Newham Dockside site. The annual mean objective (40 µg/m³) was not exceeded at either site in 2009. There were no recorded exceedences of the 1-hour mean objective, and all hourly concentrations were classified as "Low".

- 1.7 Mean concentrations of nitrogen dioxide at other background sites in London over this period ranged from 23-55 $\mu\text{g}/\text{m}^3$, with similar patterns in levels as seen at the two London City Airport sites. There was a good correlation between observed peaks at the Airport sites and other London sites, suggesting that these occurrences were due to regional sources and changing weather conditions that affect the dispersion and dilution of pollutant emissions.
- 1.8 The annual mean nitrogen dioxide concentrations measured at the diffusion tube sites ranged from 26 to 38 $\mu\text{g}/\text{m}^3$ compared with the objective value of 40 $\mu\text{g}/\text{m}^3$.

Fine Particles (PM_{10})

- 1.9 The annual mean PM_{10} concentration measured at the automatic station on the roof of City Aviation House was 23 $\mu\text{g}/\text{m}^3$ (microgrammes per cubic metre). This compares with the objective value of 40 $\mu\text{g}/\text{m}^3$. There were five recorded exceedences of the 24-hour mean objective (compared with the 35 exceedences allowed in a calendar year). The majority of the running 24-hour concentrations were classified as "Low", with just 13 periods classified as "Moderate".
- 1.10 Concentrations of PM_{10} at other background sites in London over this period showed similar patterns in levels as 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 due to regional sources and changing weather conditions that affect the dispersion and dilution of pollutant emissions.

2 Introduction

- 2.1 This document represents the 2009 Annual Report for the Air Quality Measurement Programme, operated on behalf of London City Airport (LCA).
- 2.2 Approval to expand Airport operations to 120,000 aircraft movements per annum was granted in July 2009. A legal agreement between London City Airport and the London Borough of Newham associated with this planning approval, sets out a number of obligations, one of which relates to an Air Quality Measurement Programme (AQMP).
- 2.3 The AQMP, as defined within the legal agreement, comprises an automatic air quality monitoring station situated on the roof of City Aviation House, and a network of nitrogen dioxide diffusion tubes, situated in and around the Airport site. In addition, London City Airport commissioned a second automatic air quality monitoring station at a site adjacent to the Newham Dockside building in September 2008. The operation of this additional site falls outside the AQMP, but the data are included in this Annual Report for the sake of completeness.
- 2.4 The monitoring programme 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 AEA providing independent audit checks.
- 2.5 Chapter 3 of this Report sets out the various standards and guidelines against which air pollution concentrations should be compared. Chapter 4 describes the monitoring methodology and provides a summary of the measured concentrations in 2009 with respect to these criteria, and compares the measured concentrations with other local monitoring sites. Chapter 5 then provides some analysis of the monitoring data with respect to trends and source contributions.

3 Assessment Criteria

- 3.1 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 $\mu\text{g}/\text{m}^3$ not to be exceeded more than 18 times a year
	Annual mean	40 $\mu\text{g}/\text{m}^3$
Fine Particles (PM ₁₀) ^a	24-hour mean	50 $\mu\text{g}/\text{m}^3$ not to be exceeded more than 35 times a year ^b
	Annual mean	40 $\mu\text{g}/\text{m}^3$

^a Measured by the gravimetric method.

^b Equivalent to a 90th percentile of 24-hour mean concentrations of 50 $\mu\text{g}/\text{m}^3$.

- 3.2 The objectives for nitrogen dioxide and PM₁₀ were to have been achieved by 2005 and 2004 respectively, and continue to apply in all future years thereafter.
- 3.3 The European Union has also set limit values for both nitrogen dioxide and PM₁₀. Achievement of these values is a national obligation rather than a local one. The limit values for nitrogen dioxide are the same levels as the UK objectives, and are to be achieved by 2010 (Stationery Office, 2007). The limit values for PM₁₀ are also the same level as the UK statutory objectives, and were to be achieved by 2005. The objectives are the same as, or more stringent than, the limit values, thus it is appropriate to focus the assessment on the objectives.
- 3.4 In addition to the objectives and limit values, Defra (2010a) has established a set of descriptors for the 1-hour data for nitrogen dioxide and running 24-hour data for PM₁₀, labelling the levels as low, moderate, high and very high. These bandings are set out in Table 2.

Table 2: Air Pollution Bandings ($\mu\text{g}/\text{m}^3$)

Band	Nitrogen Dioxide Hourly Mean	PM ₁₀ Running 24 Hour Mean ^a
Low	0 – 286	0 – 62
Moderate	287 – 572	63 – 94
High	573 – 763	95 – 127
Very High	764 or more	128 or more

^a Reference Equivalent

4 Monitoring Methodology and Results

Automatic Monitoring Stations

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

- City Aviation House (LCA-CAH): Nitrogen dioxide and PM₁₀
- Newham Dockside (LCA-ND): Nitrogen dioxide

4.2 The location of the two automatic sites is shown in Figure 1.

4.3 The LCA-CAH automatic monitoring station measures PM₁₀ 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 PM₁₀ concentrations have been adjusted to a gravimetric equivalent 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.

4.4 Independent site audits, conducted by AEA, confirmed that both automatic monitoring stations were operating above the minimum standards set for the national networks operated by Government.

4.5 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, 2010a). Any erroneous data have been flagged and removed from subsequent analysis. 1-hour, daily, and annual means have then been calculated. All data reported in this 2009 Annual Report have been fully ratified.

4.6 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, 2010a) for three background sites, Bexley, Bloomsbury and Eltham, and from the London Air Quality Network (KCL, 2010) for two sites within the London Borough of Newham at Wren Close, Canning Town (background) and Cam Road, Stratford (roadside).

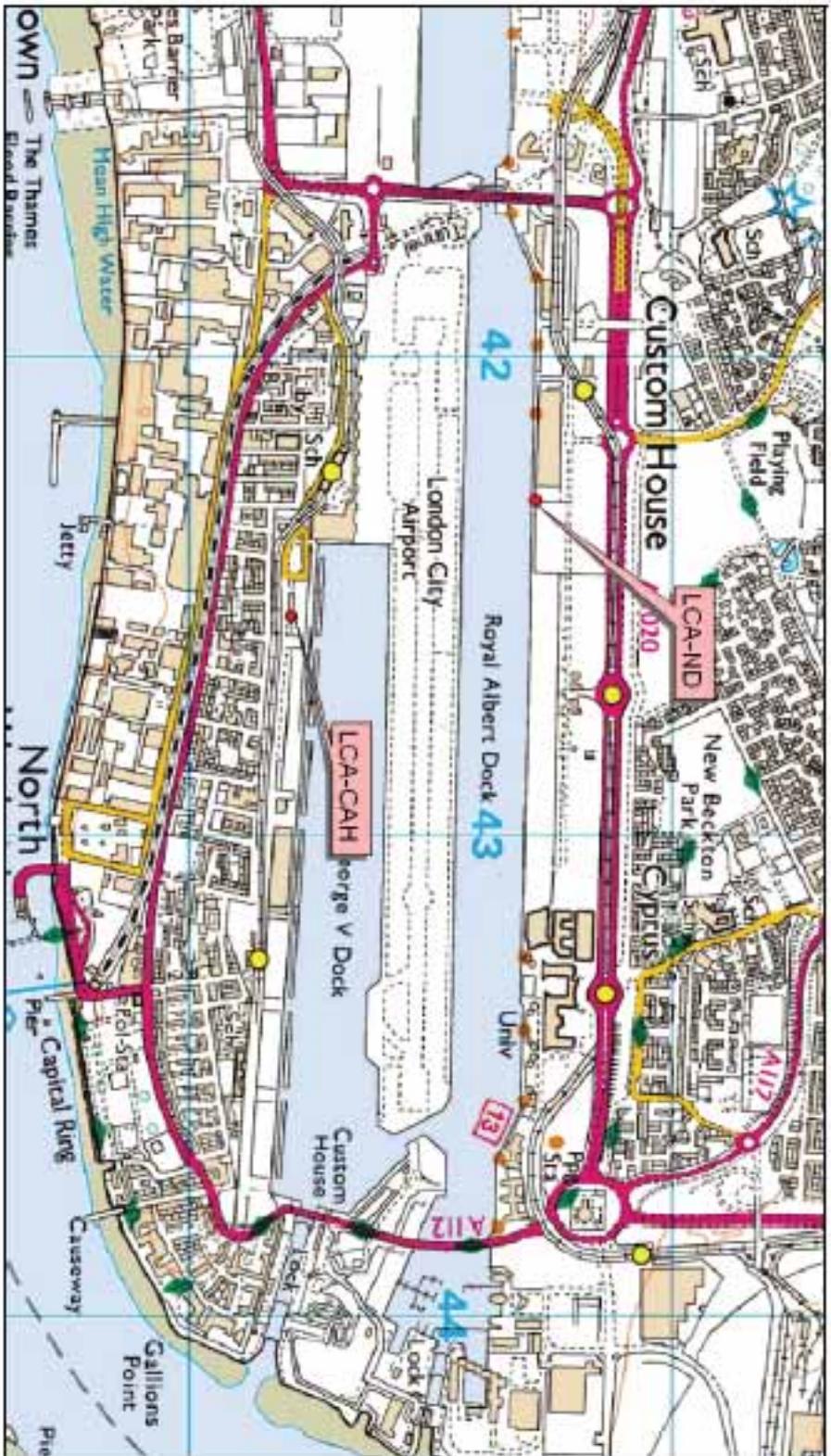


Figure 1: Automatic Monitoring Locations (red dots). © Crown Copyright 2010. All rights reserved. Licence number 100020449

Nitrogen Dioxide

- 4.7 The 2009 nitrogen dioxide results for the LCA-CAH and LCA-ND automatic monitoring stations are summarised in Table 3. Data capture at both sites was high, and above 90% for the full year¹. The annual mean concentrations were similar at both sites, and the objective of 40 µg/m³ was not exceeded. The 1-hour objective was also not exceeded, with no measured exceedences of the hourly mean objective level (200 µg/m³), compared with the 18 exceedences allowed. All measured concentrations were 'low' during the year. There were no 'moderate', 'high' or 'very high' concentrations.

Table 3: Nitrogen Dioxide (NO₂) Data Summary for LCA-CAH and LCA-ND, 2009^a

Pollutant	LCA-CAH		LCA-ND		Objectives
	NO ₂	Exceedences	NO ₂	Exceedences	
Number Very High ^b	0	-	0	-	-
Number High ^b	0	-	0	-	-
Number Moderates ^b	0	-	0	-	-
Number Low ^b	8247	-	8239	-	-
Maximum 1-Hour Mean	170 µg/m ³	0	136 µg/m ³	0	200 µg/m ³ ; no more than 18 exceedences
Annual Mean	34 µg/m ³	-	36 µg/m ³	-	40 µg/m ³
Data Capture	94 %	-	94%	-	-

^a Nitrogen oxides concentrations are provided in Appendix 1.

^b Number of 1-hour values

- 4.8 Comparable data for 5 monitoring sites across London in 2009 are set out in Table 4. These sites range from central London (Bloomsbury) to outer London (Bexley). The measured annual mean concentrations at London City Airport (34 µg/m³ at LCA-CAH and 36 µg/m³ at LCA-ND) were lower than those at Bloomsbury, Canning Town and Stratford (54 µg/m³, 38 µg/m³ and 55 µg/m³ respectively), but higher than those measured at Eltham and Bexley (23 µg/m³ and 33 µg/m³ 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 LCA-CAH and LCA-ND were lower than those at Bloomsbury, Canning Town and Stratford, but higher than those at Eltham and Bexley.

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.

Table 4: Nitrogen Dioxide (NO₂) Data Summary for London Monitoring Sites, 2009^a

Pollutant	Site Type	Background				Roadside
		Bexley	Bloomsbury	Eltham	Canning Town	Stratford
NO ₂	Maximum 1-Hour Mean (µg/m ³)	124	220	120	251	318
	No 1-h >200 µg/m ³	0	2	0	1	4
	Annual Mean (µg/m ³)	33	54	23	38	55
Data Capture %		98	98	85	90	79

^a Nitrogen oxides concentrations are provided in Appendix 1.

Particulate Matter PM₁₀

- 4.9 The 2009 PM₁₀ results for the LCA-CAH automatic monitoring station are summarised in Table 5. Data capture was 76% for the full year². The recorded annual mean concentration (23 µg/m³) was well below the objective of 40 µg/m³. There were five measured exceedences of the 24-hour mean objective level of 50 µg/m³, compared with the 35 exceedences allowed. In addition, the 90th percentile of daily mean concentrations (35 µg/m³)³ was well below 50 µg/m³. There were 13 periods with PM₁₀ concentrations recorded as 'moderate', with no 'high' or 'very high' concentrations.

Table 5: PM₁₀ Data Summary for LCA-CH, 2009

Pollutant	TEOM, VCM-corrected		PM ₁₀ Objectives
	PM ₁₀	Exceedences	
Number Very High ^a	0	-	-
Number High ^a	0	-	-
Number Moderate ^a	13	-	-
Number Low ^a	8616	-	-
Maximum 24-hour Mean	62 µg/m ³	5	50 µg/m ³ , no more than 35 exceedences
90 th Percentile	35 µg/m ³	-	50 µg/m ³
Annual Mean	23 µg/m ³	-	40 µg/m ³
Data Capture	76 %	-	-

^a Number of running 24-hour mean values, updated every hour.

² Data capture exceeded the minimum threshold (75%) usually applied. Data loss was associated with an unusual sequence of power cuts which resulted in the corruption of the analyser software. The instrument had to be removed from site for repair. A system of increased checking has been instigated to prevent any future, similar events.

³ When data capture is below 90%, Government Technical Guidance (LAQM.TG(09)) recommends that a comparison should be made with the relevant percentile value of the objective.

- 4.10 Comparable data for 3 sites across London in 2009 are set out in Table 6⁴. These sites range from central London (Bloomsbury) to east London (Canning Town and Stratford). The measured annual mean concentration at London City Airport ($23 \mu\text{g}/\text{m}^3$) was lower than that at Canning Town and Stratford, ($24 \mu\text{g}/\text{m}^3$ and $27 \mu\text{g}/\text{m}^3$ respectively), but higher than that measured at Bloomsbury ($19 \mu\text{g}/\text{m}^3$). The maximum 24-hour mean concentration measured at London City Airport, and the number of 24-hour exceedences of $50 \mu\text{g}/\text{m}^3$, were lower than those measured at all other sites. The 90th percentile was higher than that at Bloomsbury, but lower than that for Canning Town and Stratford.

Table 6: PM_{10} Data Summary of London Monitoring Sites, 2009⁴

	Bloomsbury	Canning Town	Stratford
Maximum 24-hour mean $\mu\text{g}/\text{m}^3$	75	70	70
Annual Mean $\mu\text{g}/\text{m}^3$	19	24	27
No. 24-hr mean $>50 \mu\text{g}/\text{m}^3$	9	6	8
90 th Percentile	33	37	40
Data Capture %	98	84	91

⁴ All values are gravimetric equivalent. Bloomsbury data are derived from FDMS analyser. Canning Town and Stratford are TEOMs adjusted using the VCM.

Nitrogen Dioxide Diffusion Tube Network

- 4.11 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 7; grid references and the monthly mean data are provided in Appendix 2. The diffusion tubes are exposed for approximately 4-week intervals. The tubes are supplied and analysed by Gradko Environmental, and are prepared using the 20% TEA in water method.
- 4.12 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 $60 \mu\text{g}/\text{m}^3$ (Defra, 2009).

⁴ PM_{10} data are not available for the Eitham and Bexley sites, for which nitrogen oxides data were available.

Table 7: Description of Diffusion Tube Monitoring Sites

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
Waterfront, approx 180 m east of Newham Dockside	LCA 16
North west of site 16, approx 85 m back from Waterfront	LCA 17

- 4.13 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, 15 and 16 (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.TG(09)⁵, but are relevant for 1-hour concentrations. 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.

⁵ Defra Technical Guidance Note LAQM.TG(09) 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.

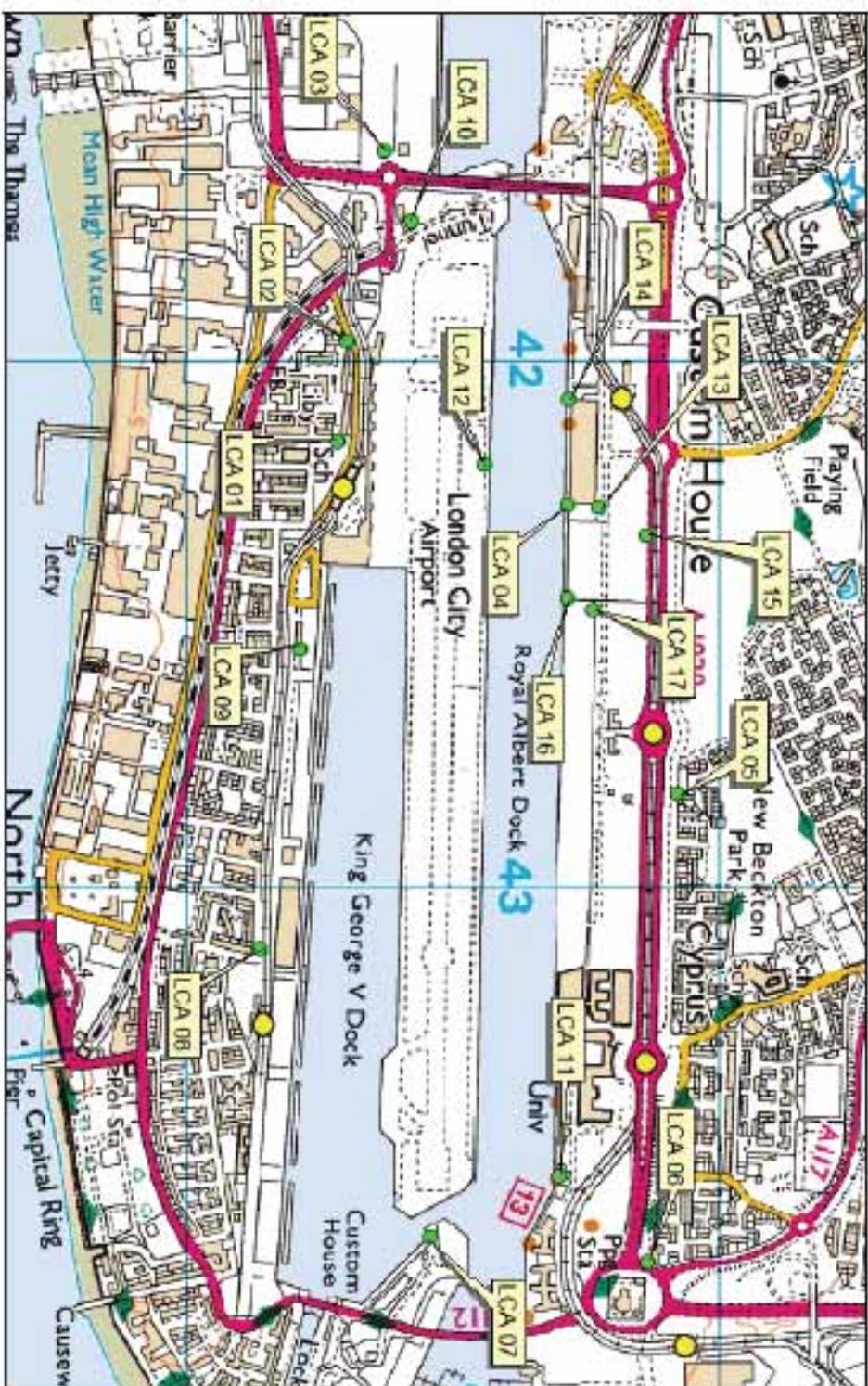


Figure 2: Diffusion Tube Monitoring Locations (green dots). © Crown Copyright 2010. All rights reserved. Licence number: 100020449.

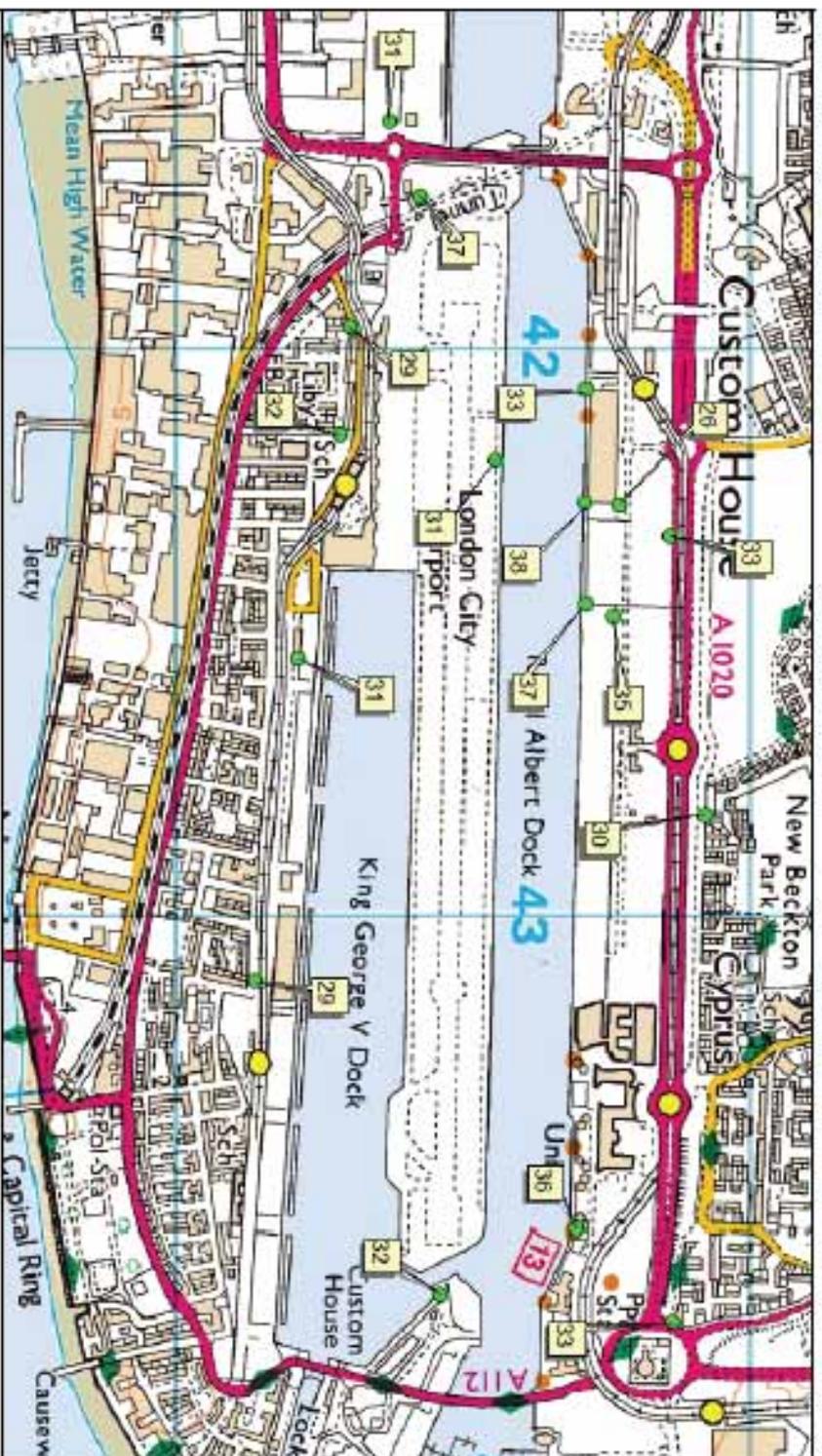


Figure 3: Nitrogen Dioxide Diffusion Tube Results, 2009 ($\mu\text{g}/\text{m}^3$). © Crown Copyright 2010. All rights reserved. Licence number 100020449.

- 4.14 Diffusion tubes are known to show bias in relation to automatic (reference) monitors. For this reason, a collocation study has been carried out, with triplicate tubes exposed alongside the inlet to the automatic monitor at LCA-CH, and a single tube 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 39.5%. An adjustment factor of 0.717 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 (see Appendix 4) indicate good precision ($\pm 8.7\%$ for the study in 2009 (Defra, 2009)).
- 4.15 The bias-adjusted results are summarised in Table 8, and also shown in Figure 3. The results show that the annual mean objective of $40 \mu\text{g}/\text{m}^3$ was not exceeded at any location during 2009. All measured annual mean nitrogen dioxide concentrations were well below $60 \mu\text{g}/\text{m}^3$, and it is thus unlikely that the 1-hour mean objective will have been exceeded at any location.

Table 8: Diffusion Tube Data Summary for London City Airport, 2009 (Adjusted for Bias)

Site ID	Adjusted Value ($\mu\text{g}/\text{m}^3$) ^a
LCA 01	31.8
LCA 02	29.4
LCA 03	31.2
LCA 04	38.3
LCA 05	30.5
LCA 06	32.5
LCA 07	32.4
LCA 08	29.2
LCA 09	31.5
LCA 10	36.8
LCA 11	36.3
LCA 12	31.3
LCA 13	25.7
LCA 14	33.5
LCA 15	33.2
LCA 16	36.8
LCA 17	34.5

^a Data have been adjusted using a local bias adjustment factor for 2009 of 0.717. The co-location studies are carried out at LCA-CAH using triplicate tubes and at LCA-ND with a single tube located at the automatic monitors. Diffusion tubes were exposed for the period between 9th January 2009 and 8th January 2010.

- 4.16 The highest annual mean concentration ($38.3 \mu\text{g}/\text{m}^3$) was recorded at site LCA 04, which is close to the edge of Royal Albert Dock, with no local sources within 100 m. This has been identified in previous years as the location with the highest concentration. The monitoring site LCA12, which lies just to the north of the main runway, recorded a much lower concentration ($31.3 \mu\text{g}/\text{m}^3$), suggesting that the Airport is not significantly contributing to the elevated levels at LCA04.

5 Data Analyses

- 5.1 This chapter provides a series of analyses of the data relating to time series, trends and source contributions

Time Series

- 5.2 Time series of the measured hourly-mean nitrogen dioxide concentrations at LCA-CAH and LCA-ND, and at Bexley, Bloomsbury, Eltham, Canning Town and Stratford, are shown in Figures 4 and 5 respectively.
- 5.3 Figures 4 and 5 show similar trends in concentrations over the monitoring period at all six monitoring sites. The concurrence of periods when elevated concentrations occurred at all sites (excluding the roadside site at Stratford which experienced an elevated period in July, and then a loss of data for much of the remainder of the monitoring period), suggests that these episodes were due to regional rather than local sources and that changing weather conditions across the region are affecting the dispersion and dilution of pollutants.
- 5.4 Similar time series of the measured daily mean nitrogen PM_{10} concentrations at LCA-CAH and LCA-ND, and at Bloomsbury, Canning Town and Stratford, are shown in Figures 6 and 7 respectively. Once again, the analysis suggests that periods of high pollution were due to regional rather than local sources.

Trends in Pollutant Concentrations

- 5.5 The automatic station at the LCA-CAH site has now been in operation since September 2006, and it useful to identify whether there are any trends in the measured pollutant concentrations over time.
- 5.6 Figure 8 shows the trend in measured annual mean nitrogen dioxide concentrations at LCA-CAH and five other monitoring locations. Between 2007 and 2009, there appears to have been a slight downward trend in annual mean nitrogen dioxide concentrations measured at LCA-CAH and all of the other background monitoring stations (Bexley, Bloomsbury, Eltham and Canning Town). Annual mean concentrations at the roadside site in Stratford exhibit a different pattern with higher concentrations in 2009.
- 5.7 Caution should be applied to these observations, as a minimum of 5 years data is required to identify trends with any reliability..

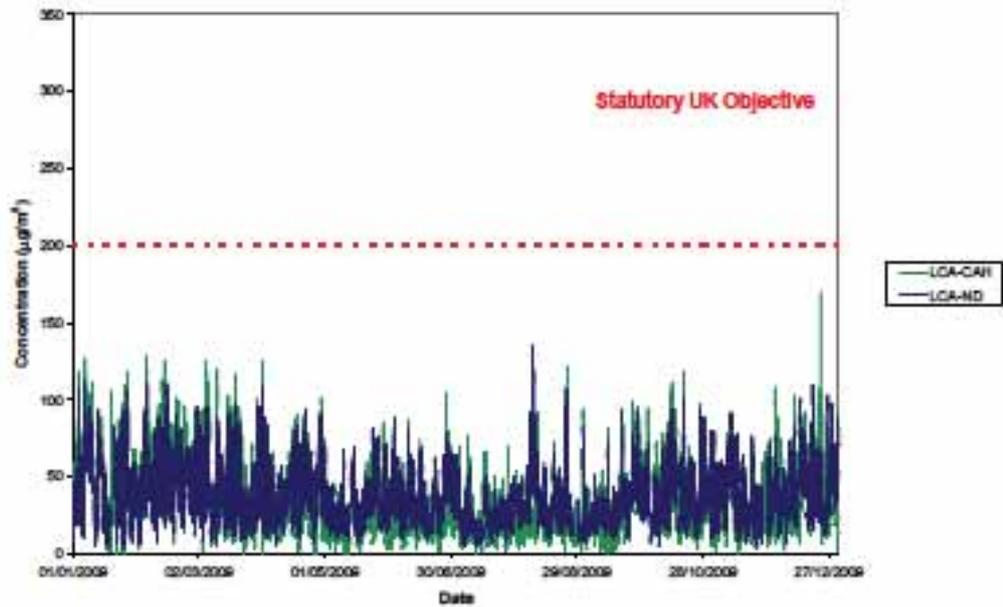


Figure 4: Hourly Nitrogen Dioxide Concentrations at London City Airport, 2009

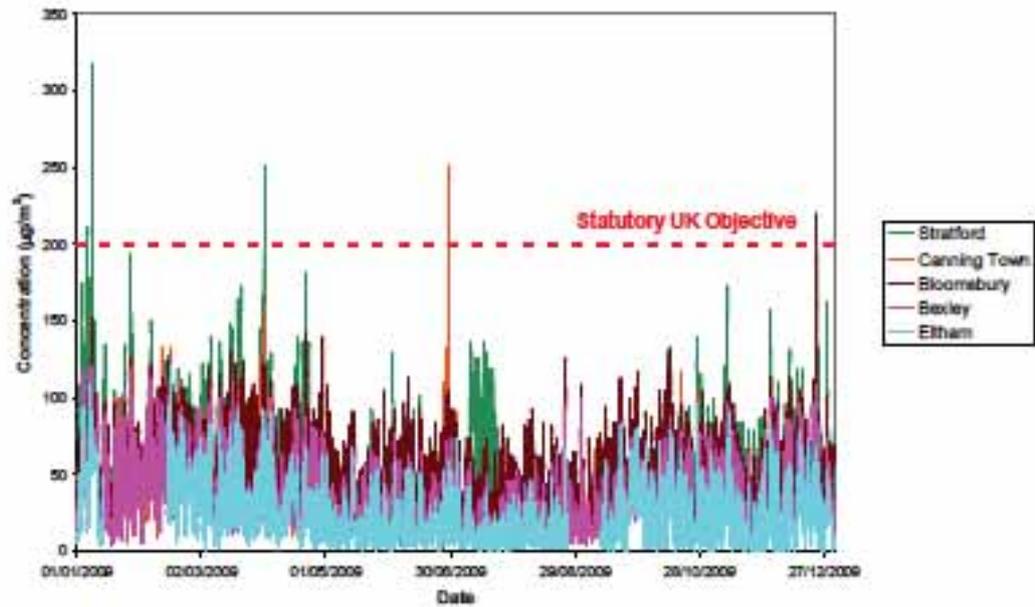


Figure 5: Hourly Nitrogen Dioxide Concentrations at London Monitoring Sites, 2009

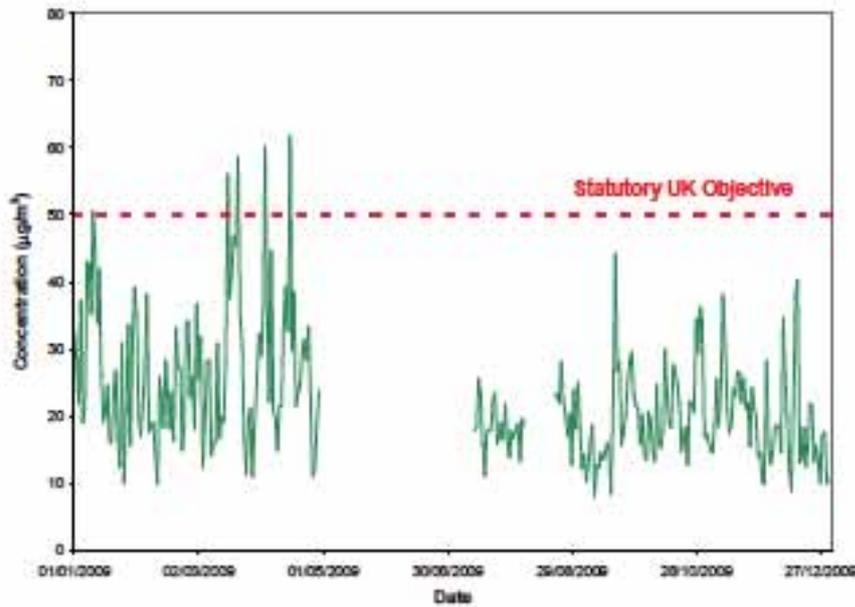


Figure 6: Daily PM₁₀ Concentrations at London City Airport (LCA-CAH), 2009. The period between May and July 2009 reflects the loss of data due to instrument failure, referred to in Paragraph 4.9)

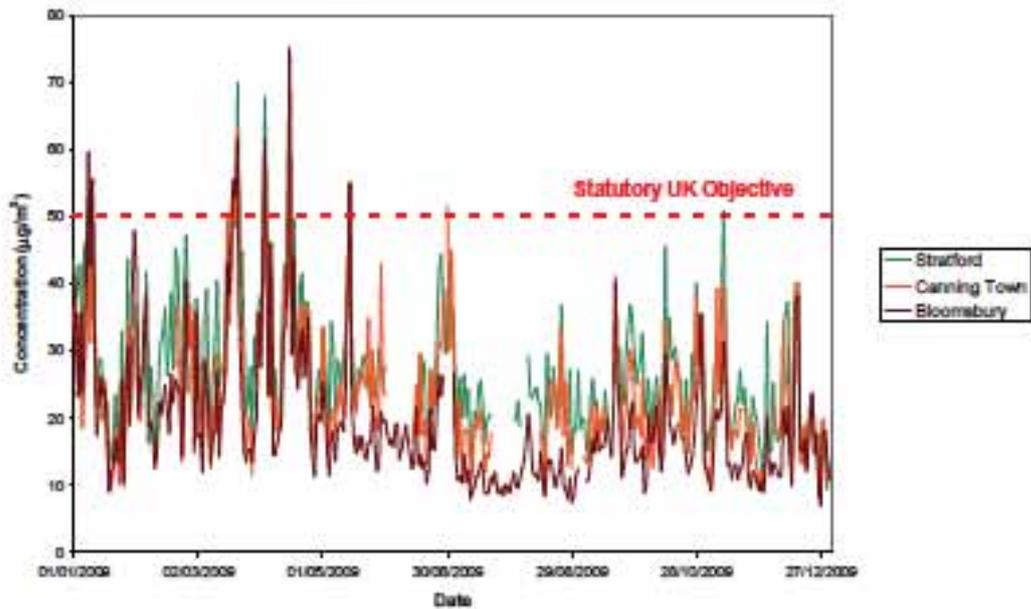


Figure 7: Daily PM₁₀ Concentrations at London Monitoring Sites, 2009

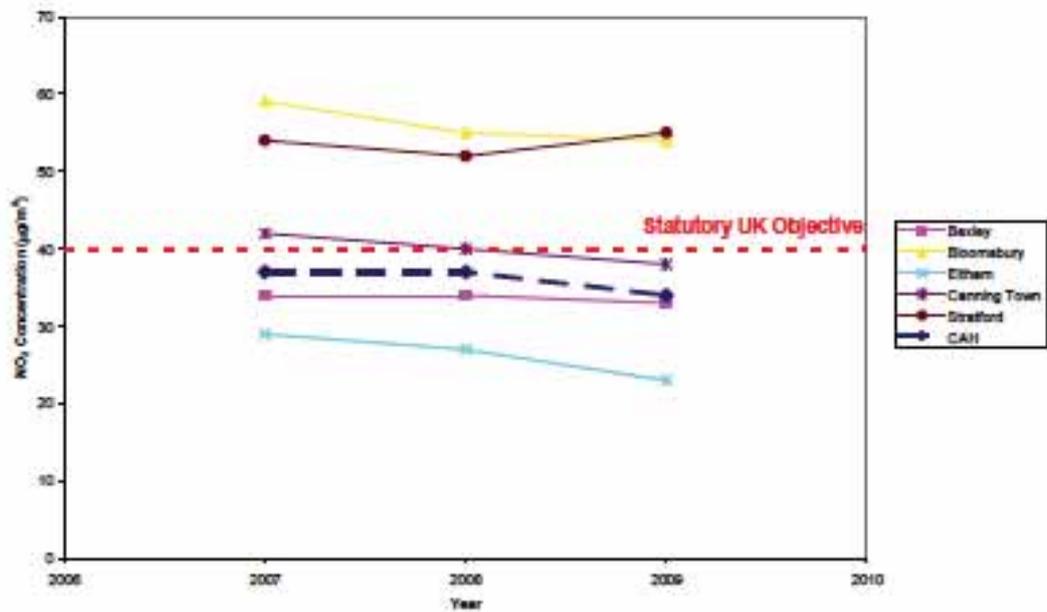


Figure 8: Annual Mean Nitrogen Dioxide Concentrations, 2007 – 2009 (µg/m³).

5.8 A similar trend line for annual mean PM₁₀ concentrations is shown in Figure 9. Concentrations at the LCA-CAH, Bloomsbury and Stratford sites show no discernible trend between 2007 and 2009.

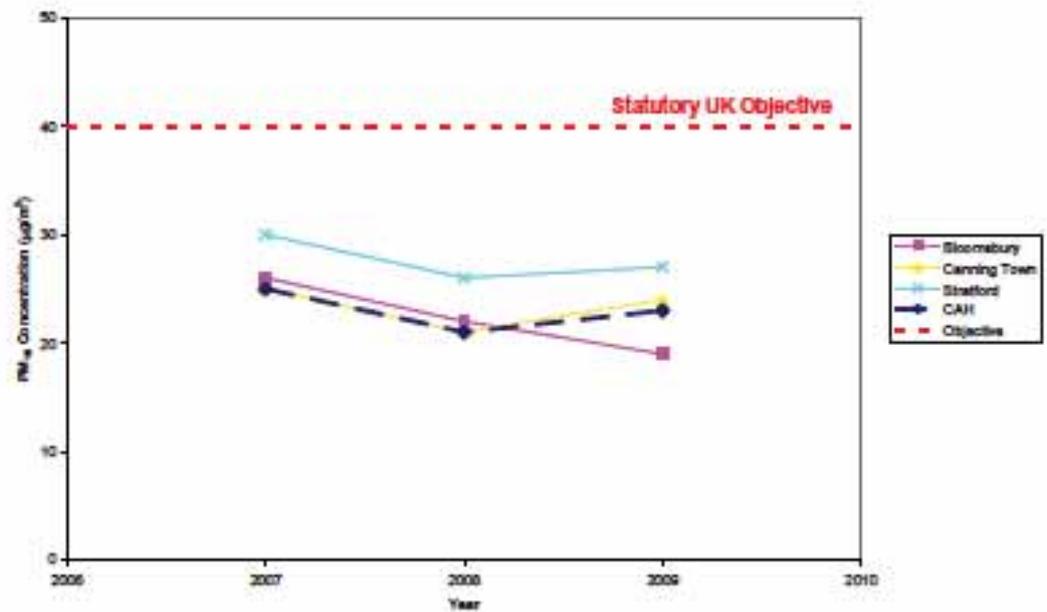


Figure 9: Annual Mean PM₁₀ Concentrations, 2007 – 2009 (µg/m³).

Bivariate Pollution Roses

- 5.9 Pollution roses are a useful technique in exploring the influence of different sources of air pollution at a monitoring site. Usually, the data are processed into average concentrations by wind direction, such that it is possible to identify whether elevated pollution concentrations are associated with different wind directions.
- 5.10 A new range of data analysis tools are now available via the "Openair" website⁹, including the preparation of "bivariate pollution roses". These bivariate roses process *both* wind speed and average pollution concentration data by wind direction and 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.
- 5.11 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. In contrast, emissions released from elevated (e.g. chimney) sources, concentrations tend to increase at higher wind speeds. 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.
- 5.12 Figure 10 shows bivariate pollution roses for NO_x concentrations in 2009 at the LCA-CAH and LCA-ND sites. It can be seen for both bivariate pollution roses that the highest NO_x 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. There is some indication of a very small contribution to NO_x concentrations at LCA-ND with winds from the south-west at moderate wind speeds (the direction of the Airport), which may be due to aircraft emissions. .

⁹ www.openair-project.org/about_us.php

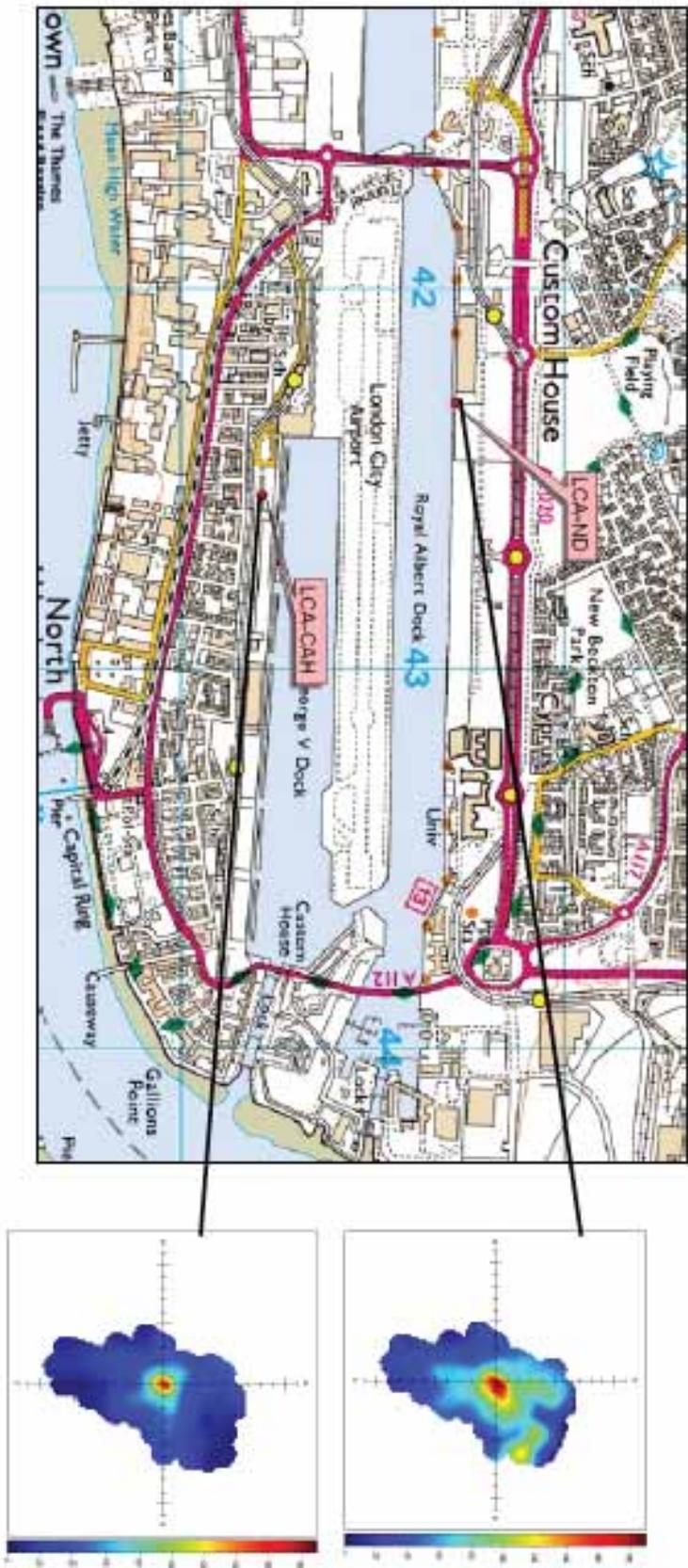


Figure 10: Bivariate Pollution Roses at LCA-CAH and LCA-ND Sites, 2009 (NO_x, µg/m³). © Crown Copyright 2010. All rights reserved. Licence number 100020449.

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7 Glossary

Standards	A nationally defined set of concentrations for nine pollutants below which health effects do not occur or are minimal.
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.
Exceedence	A period of time where the concentration of a pollutant is greater than the appropriate air quality objective.
FDMS	Filter Dynamics Monitoring System
TEOM	Tapered Element Oscillating Microbalance
PM₁₀	Small airborne particles, more specifically particulate matter less than 10 micrometers in aerodynamic diameter.
NO₂	Nitrogen dioxide.
NO_x	Nitrogen oxides (taken to be NO ₂ + NO).
NO	Nitric oxide.
µg/m³	Microgrammes per cubic metre
TEA	Triethanolamine – absorbent for nitrogen dioxide used in diffusion tubes.

A1 Appendix 1 – Nitrogen Oxides Results

A1.1 Nitrogen oxides 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 5 sites across east London in Table A1.2. The trends over the last three years are shown in Figure A1.1. There are no relevant air quality criteria for nitrogen oxides in an urban area. Nitrogen oxides concentrations are included here for completeness, and because they are relevant for air quality modelling.

Table A1.1 Nitrogen Oxides (NO_x) Data Summary for LCA-CAH and LCA-ND, 2009

Site	LCA-CAH	LCA-ND
Maximum 1-Hour Mean	813 µg/m ³	638 µg/m ³
Annual Mean	56 µg/m ³	81 µg/m ³
Data Capture	94 %	94 %

Table A1.2 Nitrogen Oxides (NO_x) Data Summary for London Monitoring Sites, 2009

Site		Bexley	Bloomsbury	Eitham	Canning Town	Stratford
NO _x	Maximum 1-Hour Mean (µg/m ³)	684	1052	434	833	1064
	Period Mean (µg/m ³)	55	92	36	60	105
Data Capture %		98	98	85	90	79

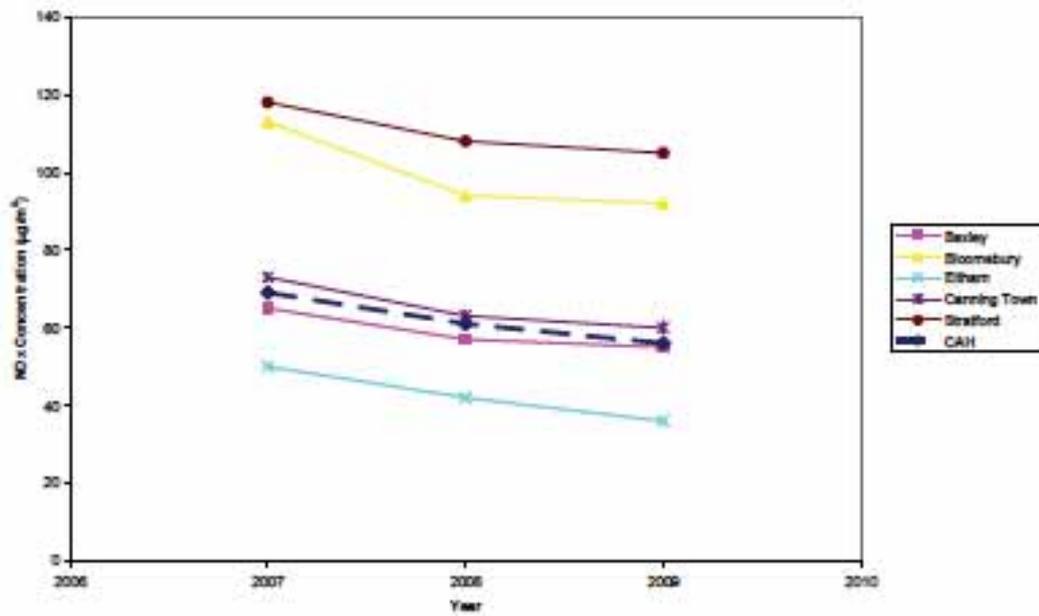


Figure A1.1 Annual Mean NO_x Concentrations, 2007- 2009

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, Not Bias Adjusted ($\mu\text{g}/\text{m}^3$)

Site ID	Grid ref	08/01/08	08/02/08	18/03/08	08/04/08	08/05/08	08/06/08	08/07/08	08/07/08	07/08/08	04/08/08	02/10/08	08/11/08	04/12/08	Period Mean	Data Capture (%)
LCA 01	542142,180295	63.6	51.5	N/A	N/A	N/A	N/A	40.5	27.4	26.9	45.0	51.1	41.5	52.3	44.4	78
LCA 02	541946,180296	56.4	47.6	N/A	N/A	35.6	47.5	42.6	34.5	N/A	17.0	N/A	41.6	46.4	41.0	76
LCA 03	541587,180372	61.1	51.8	48.8	44.1	44.1	46.8	12.1	28.0	31.5	41.0	52.6	47.2	55.5	43.5	100
LCA 04	542257,180710	81.8	63.1	52.7	49.5	38.2	43.9	33.4	33.4	40.4	47.0	62.7	61.5	66.6	53.4	100
LCA 05	542838,180920	64.5	43.4	37.2	45.4	39.9	40.8	32.4	32.0	38.5	44.2	44.6	45.9	42.5	42.5	100
LCA 06	543713,180869	69.3	52.3	59.1	45.7	41.7	20.9	33.2	35.5	38.2	44.6	45.6	58.6	45.4	45.4	100
LCA 07	543540,180474	63.4	66.9	53.9	36.6	N/A	33.2	25.5	11.5	40.1	55.0	55.6	55.6	45.2	45.2	92
LCA 08	543122,180136	57.6	47.6	42.1	36.5	30.5	50.1	27.4	27.4	36.3	45.1	39.2	48.5	40.7	40.7	100
LCA 09	542527,180199	58.4	47.9	45.7	39.8	41.4	50.1	32.3	27.8	35.9	43.8	42.3	52.8	43.2	43.2	100
LCA 10	541731,180419	60.4	60.1	48.3	41.1	35.8	36.2	30.0	29.6	36.1	45.7	53.9	42.7	43.3	43.3	100
LCA 11	543560,180687	64.3	56.8	52.5	37.8	36.9	37.1	33.4	28.3	40.5	53.2	50.1	51.7	45.2	45.2	100
LCA 12	541181,180561	69.0	65.2	52.2	53.3	46.0	49.1	36.5	35.0	44.2	56.2	49.3	59.6	51.3	51.3	100
LCA 13	543560,180687	67.1	73.1	48.8	44.2	40.4	N/A	33.6	34.3	44.8	53.2	62.4	55.9	50.7	50.7	100
LCA 14	542291,180770	60.7	56.1	45.3	43.8	34.9	38.3	31.7	36.3	34.4	47.9	47.8	46.7	43.6	43.6	100
LCA 15	542291,180770	2.4	2.7	47.9	42.6	35.8	39.2	28.8	34.8	40.9	48.6	47.4	58.7	35.9	35.9	91
LCA 16	542075,180714	68.6	51.0	53.5	48.6	35.1	39.3	37.6	33.9	35.2	46.3	47.5	64.0	46.7	46.7	100
LCA 17	542430,180857	66.0	51.9	49.0	39.2	39.8	49.2	27.5	33.9	45.1	53.7	41.1	59.6	46.3	46.3	100
LCA 18	542452,180710	73.3	52.6	50.6	53.5	32.5	45.3	N/A	36.1	41.9	N/A	58.1	69.3	51.3	51.3	82
LCA 19	542483,180784	N/A	63.4	52.0	43.4	37.2	41.1	34.5	35.9	50.1	60.0	57.3	54.6	48.1	48.1	92

N/A – 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 Environmental (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 a single tube 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 2009*

	Diffusion Tube	Automatic	Adjustment Factor
LCA-CAH	43.9	33.5	0.764
LCA-ND	53.4	35.9	0.672
Overall Factor			0.717

* Diffusion tubes were exposed for the period between 9th January 2009 and 8th January 2010. The automatic monitoring data correspond to this period.

A4 Appendix 4 – Diffusion Tube Precision

- A4.1 Diffusion tube precision as 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 each of the twelve periods of monitoring there was 'Good' precision, with the average precision of <10% and none of the periods having 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, 2010b).

Table A4.1 Precision of Triplicate Diffusion Tubes

Period	Start Date	End Date	Tube 1	Tube 2	Tube 3	Mean	Standard Deviation	CV	Tube Precision
1	09/01/2009	06/02/2009	58.4	60.4	64.3	61	3.0	5	Good
2	06/02/2009	16/03/2009	47.9	60.1	56.8	55	6.3	12	Good
3	16/03/2009	08/04/2009	45.7	48.3	52.5	49	3.4	7	Good
4	08/04/2009	08/05/2009	39.8	41.1	37.8	40	1.7	4	Good
5	08/05/2009	05/06/2009	41.4	35.8	36.9	38	2.9	8	Good
6	05/06/2009	09/07/2009	50.1	36.2	37.1	41	7.8	19	Good
7	09/07/2009	07/08/2009	32.3	30.0	33.4	32	1.7	5	Good
8	07/08/2009	04/09/2009	27.8	29.6	28.3	29	1.0	3	Good
9	04/09/2009	02/10/2009	35.9	36.1	40.5	37	2.6	7	Good
10	02/10/2009	06/11/2009	43.8	45.7	53.2	48	5.0	10	Good
11	06/11/2009	04/12/2009	42.3	53.9	50.1	49	5.9	12	Good
12	04/12/2009	08/01/2009	52.8	42.7	51.7	49	5.6	11	Good
Average CV								8.7	Good

Appendix 11:
University Prize Scheme 2009 Advertisement Publication



University Prize Scheme 2009 Advertisement Publication

The advertisement below was published in the following local newspapers in the week commencing 17 August 2009:

Newham Recorder

Stratford & Newham Express

East London Advertiser
The Docklands

Lewisham and

Greenwich Mercury Series

The Wharf

The following online publications also picked up the story:

Greenwich – News Shopper online
10/08/2009

Newham Recorder online
¼ page 10/08/2009

Are you planning to go to university this September ?
Then we would like to hear from you!

London City Airport is looking for local people to apply to its University Prize Scheme.

You are invited to apply if you:

- have submitted a UCAS application
- are looking to study a subject related to transport, business, geography or foreign languages
- expect to achieve 240 UCAS points or more
- are in receipt of Education Maintenance Allowance (EMA)
- live in the London Boroughs of Newham, Tower Hamlets or Greenwich

London City Airport will provide the recipients of the University Prize Scheme with financial assistance, business mentors, work placements and additional training throughout their degrees.

To request an application pack or for any queries, please contact Rupal Patel, Community Relations Executive on 020 7646 0041 or email rupal.patel@londoncityairport.com

The closing date for all applications is **Wednesday 2 September 2009.**

The London City Airport University Prize Scheme is part of the Airport's Education Excellence Programme. For more information, please visit www.londoncityairport.com.

APPENDIX 12:
LIST OF ON-SITE EMPLOYERS

LondonCityAirport



COMPANIES ON-SITE AT LONDON CITY AIRPORT	
COMPANY NAME	BUSINESS
AA LOVEGROVE	BUILDING CONTRACTOR
ALITALIA	AIRLINE
ATKINS LCY	ENGINEERING & DESIGN CONSULTANT
AVIS	CAR RENTAL
BA CITYFLYER	AIRLINE
BA MAINLINE	AIRLINE
CAFFE NERO	FOOD & BEVERAGE
CARLISLE CLEANING	CLEANING
CITYJET	AIRLINE
CITYNET CATERING	FOOD & BEVERAGE
COBALT GROUND SOLUTIONS	PASSENGER HANDLING AGENT
CONTROL (METROPOLITAN POLICE)	CONTROL AUTHORITY
CONTROL (SPECIAL BRANCH)	CONTROL AUTHORITY
CONTROL (UK BORDER AGENCY)	CONTROL AUTHORITY
DERICHEBOURG	CLEANING
DRAW BRIDGE	TRANSPORT SERVICES
EAT	FOOD & BEVERAGE
EDF ENERGY	ENERGY SUPPLIER
ESP	IT SERVICES
EUROPCAR	CAR RENTAL
EXECAIR	CARGO AGENT
EXECUJET	AIRLINE
G4S JUSTICE SERVICES	SECURITY
GASSAN DIAMONDS	RETAIL
GLISTENING JETS	CLEANING
GROUP 4 SECURICOR	SECURITY
HERTZ	CAR RENTAL
HMSHOST	FOOD & BEVERAGE
HUGHES & HUGHES	RETAIL
IDENTITY & PASSPORT SERVICE	GOVERNMENT AGENCY
INFLIGHT CLEANING SERVICES	CLEANING
LONDON CITY AIRPORT LTD	AIRPORT OPERATOR
LUFTHANSA	AIRLINE
LUXAIR	AIRLINE
METEOR	TRANSPORT SERVICES
MITIE CLEANING	CLEANING
NATS	AIR TRAFFIC CONTROL
NEWREST	FOOD & BEVERAGE
NUANCE	RETAIL
PJ AUGUST DECORATING	DECORATOR

COMPANIES ON-SITE AT LONDON CITY AIRPORT	
COMPANY NAME	BUSINESS
PRET A MANGER	FOOD & BEVERAGE
QUAY CARS	TRANSPORT SERVICES
RELIANCE AVIATION	SECURITY
SCANDANAVIAN AIRLINES	AIRLINE
SCC TECHNOLOGY SOLUTIONS PROVIDER	IT SERVICES
SCOTAIRWAYS	AIRLINE
SELECT AVIATION	AIRCRAFT REFUELLING
SERCO HOME AFFAIRS	SECURITY
SHINECORP	RETAIL
SWISS INTERNATIONAL AIRLINE	AIRLINE
TRANSWEDE	AIRLINE
TRAVELEX WORLDWIDE	RETAIL
VEHICLE ENHANCEMENT SERVICES	TRANSPORT SERVICES
VLM AIRLINES	AIRLINE
WH SMITH	RETAIL

APPENDIX 13: LOCAL EMPLOYMENT ENDEAVOURS REPORT



Introduction

London City Airport invests substantial resources into ensuring that the jobs and careers available onsite are accessible to local people. The Airport's local recruitment policy and ethos not only ensures that those affected by environmental impacts of the Airport are given an opportunity to share in our business success, but also ensures our employees are reliable and flexible due to living in close proximity to the workplace. In recognition of its commitment to local employment, the East London Business Alliance awarded London City Airport their 'Employment Champion' award in 2009.

Achieving Local Employment Aspirations

In order to achieve LCY's aspiration of being recognised as a beacon local employer in East London, the Airport focuses on two main strands of activity in this area. Firstly, the Airport implements recruitment procedures that prevent or reduce barriers to employment for local people. Secondly, the Airport invests in an extensive community engagement programme to ensure local people are aware of jobs available and have access to skills coaching to enable them to gain employment. Some of the processes, initiatives and activities are included in the 2009 Planning Agreement with the London Borough of Newham; others are operated as part of the wider LCY Community Engagement Programme, which is outlined below.

During 2009, the Airport delivered the following programmes and processes to ensure that jobs available on-site were accessible to local people and that barriers to employment were minimised:

Airport Jobsline and Website Information

Reed Specialist manages all recruitment for London City Airport Ltd (LCY Ltd). A dedicated Reed Specialist Account Manager for LCY Ltd is based at 22 Harbour Exchange Square, Isle of Dogs, E14 9GE. A dedicated airport jobs telephone line, 020 7517 3594, is also provided. All jobs are advertised 24 hours a day, 7 days per week at www.reed.co.uk with a further direct link from www.londoncityairport.com/careers and www.londoncityairport.com/recruitment. It is planned to include job vacancies for other companies based on-site at LCY on the London City Airport website during 2010.

Links with Local Employment Organisations

All entry level job vacancies for LCY Ltd are provided to Newham Workplace (Newham), Skillsmatch (Tower Hamlets) and Greenwich Local Labour and Business (GLLaB, Greenwich) for advertisement to local jobseekers. In addition, these vacancies are provided to JobCentre Plus to be uploaded on their jobseekers software, as well as Anchor House (Newham) and Newham College (Newham). In 2009, through the Airport Employers' Forum, LCY has also encouraged other employers on-site to provide their vacancies to Newham Workplace, which has resulted in companies such as WH Smith, Caffe Nero, Cityjet, Gassan Diamonds, Newrest, Nuance and others recruiting new staff from this organisation.

LCY Selection Test

LCY Ltd continues to use the LCY Selection Test developed in partnership with Newham Community Education and Youth Services¹ (NewCEYS) in its recruitment process. The test consists of six main questions relevant to the basic skills required for employment in an entry level role at London City Airport. All questions are based on basic literacy, arithmetic, 24 hour clock and European geography.

The test questions are set at entry level three and level one of the National Qualifications Framework (equivalent to grade D/E at GCSE level) and candidates must achieve 70% to pass the test. This test allows LCY Ltd to ensure that job applicants will be able to successfully complete the regulated training necessary for roles based on-site at LCY.

Job applicants that do not pass the LCY selection test are referred by Reed Specialist to courses hosted by NewVlc², which enable candidates to brush up their literacy and numeracy skills, before they re-apply to the Airport after six months.

Internal Recruitment

To allow local staff who have achieved employment at LCY to progress, all job roles are advertised internally. This policy has encouraged many LCY employees to progress through the company to more senior positions.

Airport Employers' Forum

In 2008, London City Airport developed an Employers' Forum, which is a quarterly meeting for all 55 employers based at LCY. The purpose of the Forum is to discuss, develop and implement programmes and procedures to support local recruitment, the Airport Travel Plan, sustainability initiatives and other issues relevant to employers operating on-site. The Employers' Forum provides an opportunity for smaller employers to participate in employment programmes with the support of the Airport Owner/Operator to up-skill local people for jobs with their company. LCY also actively encourages all on-site employers to advertise any job vacancies, via the LCY website or via methods aimed at reaching local people.

Airport Careers

Airport Careers is a publication providing an outline of key careers and jobs found on-site at London City Airport. The document, available on the LCY website (www.londoncityairport.com/recruitment) or as a hard copy document, includes key requirements, roles and responsibilities and information to apply for each job role. The booklet was launched as a guide for students, job seekers and employment advisors and is often handed out at career events and workshops attended by the Airport.

Community Engagement Programme

LCY has built robust local recruitment practices to ensure local people are able to access employment at the Airport. However, we recognise that some local residents who would like to work at the Airport do not have the skills (basic and employability) or experience to do so. In addition, LCY understands it can be difficult for those who have not had previous experience of LCY or any other airport to be aware of the different types of jobs, careers or employers at LCY. The LCY Community Programme has the following key priorities:

- Local Employment
- Education Excellence (focusing on: basic skills, raising aspirations, attitude for employment)
- Health and Wellbeing for Work.

This comprehensive programme is carried out by three full-time employees working in the Airport's Community Relations Team, who are in turn supported by four Community Ambassadors. Community Ambassadors work in various departments across the Airport but conduct community based activities for the equivalent of one day per month. Further more, LCY actively encourages employee volunteering from its own staff and other companies based on-site to help assist with these

1 NewCEYS is now part of the London Borough of Newham, falling under the Adult Education Service

2 NewVlc is Newham Sixth Form College, Prince Regent's Lane, Plaistow

programmes. LCY Ltd's employee volunteering policy is as follows:

All London City Airport Limited employees are encouraged to volunteer for charitable or community causes that form part of the Airport's community programme. Each staff member is entitled to volunteer for at least one day (8 hours) per year at the company's expense, subject to agreement with their Line Manager and depending on operational requirements.

The London City Airport Community Programme is focused on community organisations and education establishments located closest to the Airport to ensure those affected by the Airport's operation benefit from its significant economic and social benefits. All employee volunteering opportunities are advertised by the Community Team by email, poster and via the Community Ambassadors. Every volunteer is eligible for consideration for the annual Employee Volunteer of the Year Award.

Employee Volunteer of the Year 2009

In order to recognise and celebrate the achievements of its staff, including those that have given that bit extra to the local area, the "Employee Volunteer of the Year" Award was launched. Winners receive a £300 cash reward and a trophy for being the staff member that made the most significant contribution to the LCY Community Programme that year. By rewarding exceptional members of staff in this way, the Airport hopes to encourage volunteering throughout the business and engage more employees in community outreach programmes.

London City Airport endeavours to ensure that its community programmes are delivered to a focused geographical area in London Boroughs of Newham, Tower Hamlets and Greenwich, followed by the East London Boroughs included in the Planning Agreement³. This ensures that those living closest to the Airport benefit from the social and economic benefits it provides. The Programme does not solely focus on adults as LCY is a business rooted in its local area and unable to move location, so it therefore also invests in young people of primary school age. This ensures that a proactive approach to local employment is taken. LCY believes that prevention of unemployment is better than cure. The table below summarises the projects delivered in the areas of education and employment during 2009:

Local Employment	Primary Education
<ul style="list-style-type: none"> • Take off into Work- 62 people into work in 2009 • Newham Careers Fair at Stratford Town Hall • LCY City Interview Programme for • NEETs for 60 young people • University of East London Careers Fairs • Thames Gateway Personal Best Recognition of Achievement Event • Advertisements in local press 	<ul style="list-style-type: none"> • Reading Volunteers (Old Palace Primary, LBTH) • Career talks in a range of schools LCY Barnaby Bear Programme • 30 Unescorted Tours • Sponsorship of library and computer resources (Scott Wilkie Primary, LBN and Old Palace Primary, LBTH) • Sponsorship of languages focused overseas school visit (Britannia Village Primary (LBN)) • Story Building Literacy Workshops • Harry Potter Literacy Competition • Disney Princesses Numeracy Competition • Careers Fair at Tollgate Primary • Keir Hardie Primary 'International Day' Event

³ London Boroughs of Hackney, Waltham Forest, Redbridge, Barking & Dagenham, Havering, Bexley, Lewisham, Southwark and Epping Forest District Council.

Secondary Education	Further & Higher Education
<ul style="list-style-type: none"> • Building Opportunities and Skills Seminars(BOSS) in four schools, to 750 students Mock Interviews • Support for development and delivery of 14-19 Diplomas in IT, Business and Finance, Engineering • 12 Airport Educational Tours (144 students) • Getting Ahead Conferences in three schools for 450 students • 13 Modern Foreign Languages Programmes for 195 students • Members of the Rokeby and Eastlea School Business Support Groups • Plumstead Manor Q&A session with Human Resources Personnel • Central Foundation Girls School Travel and Tourism Q&A Session with Customer Services Personnel • Sustainability Project with NewVic Sixth Form College • New Directions Pupil Referral Unit Cookery Sessions 	<ul style="list-style-type: none"> • Work experience provided to 50 students in 2009 • 8 students participating in the LCY University Prize Scheme during 2009 • Student Mentoring • 38 Airside Airport educational tours (450 students) • Careers presentation to University of Greenwich • Sponsorship of UeL Knowledge Dock E-Factor Enterprise competition • Presentation at 'Future You' Event, World Travel Market • Student visits to the Swiss International Airlines Extravaganza Business & Marketing Event • Hospitality Diploma Workshop • Engineering Diploma Workshops • Take your Teacher to Work Day, NewVic Sixth Form College

During 2009, the Community Relations Team engaged with over 80 community, employment and educational establishments, including spending 98 days delivering education programmes and tours to student groups within the London Boroughs of Newham, Tower Hamlets and Greenwich. Take Off Into Work

With the aim to encourage even more local residents to successfully apply to job roles at LCY, the Airport has worked in partnership with Newham Workplace and the East London Business Alliance during 2009 to launch the LCY 'Take off into Work' programme. This programme, which runs five times per year, invites unemployed Newham residents to take part in a two week airport-specific into work training programme including workshops at the Airport on topics such as airport careers, CV and interview preparation. This is then followed by a work placement opportunity lasting between two and nine weeks across a number of airport departments and other companies based on-site such as Customer Services, Ramp Services, Cobalt Ground Services, WH Smith, HMS Host Airport Catering, Nuance Tax and Duty Free, and the London City Airport Jet Centre. All candidates taking part in the scheme receive a guaranteed job interview at the end of their placement.

The success of Take off into Work during 2009 can be found in Appendix 14.

City Interview

This two hour programme aimed at young people who are NEET, involves a tour and presentation based on careers at London City Airport and the recruitment procedures used. Students are supported in practicing the core questions from the London City Airport recruitment application form and potential interview questions. Following this, students take part in a mock interview with an Airport Manager. During 2009, this programme was delivered to four groups, supporting approximately 60 NEETs from Newham.

Education Excellence

The LCY Education Excellence Programme delivers projects to all age groups from primary to adult education. The main themes outlined earlier in this report ensure that local people are equipped with the skills and knowledge required from business to gain employment at the Airport or elsewhere. During 2009 LCY continued its partnerships with local Education Business Partnership Organisations (EBPOs), with the Airport's Community Relations Manager sitting on the Board of the Newham EBPO (NEBPO) and Advisory Group of the Greenwich EBPO. The Airport also regularly liaises with the Tower Hamlets EBPO on individual projects.

School, College and University Partnerships

LCY works with a number of 'partner' schools in the local area, with which it has a long-standing and productive relationships. These partner schools are listed below:

Newham	Greenwich	Tower Hamlets
Britannia Village Primary School Drew Primary School Royal Docks Secondary School Eastlea Secondary School Rokeby Secondary School NewVic Sixth Form College Newham College of Further Education University of East London	Linton Mead Primary School Woolwich Polytechnic Secondary School and Sixth Form	Old Palace Primary School Bishop Challenor Boys & Girls Schools Langdon Park Secondary School

Barnaby Bear

The Barnaby Bear Geography Programme is one of most popular primary school workshops from the LCY Education Excellence Programme. Barnaby is a character used to engage Year Two students in learning about geography, transport and travel, and is aimed at making students think about their local geographical area, and the upcoming Olympic Games (skills and knowledge useful for employment at LCY). Each workshop lasts approximately two hours per class and consists of classroom based activities and an airport tour. In 2009, the Airport offered the programme to all schools south of the A13 in Newham and to its partner Primary Schools in Greenwich and Tower Hamlets. In total, eight Barnaby Bear workshops were delivered, engaging over 200 students. Towards the end of 2009, the Barnaby Bear Programme was updated by the NEBPO to keep the programme in line with national curriculum.

Reading Volunteers Scheme

The Airport's emphasis on the value of basic skills is supported as early as primary age through two trained reading volunteers spending one lunchtime per week at Old Palace Primary School (London Borough of Tower Hamlets) assisting reading sessions with Year One pupils. This equated to approximately 80 hours of volunteering during 2009.

Getting Ahead Conferences

Getting Ahead is a programme organised by Tower Hamlets EBPO, based on employability skills for young people. Airport Volunteers work with a small group of young people through several workshops across a day long conference. In 2009, Airport Volunteers attended three conferences, engaging with over 450 students.

Building Opportunities and Skills Seminars (BOSS Days)

LCY continues to support the NEBPO organised "BOSS" Days which are delivered in almost every secondary school in Newham. The seminars give students in year ten the opportunity to spend the whole day considering jobs and careers. LCY volunteers attended four BOSS Days in 2009, delivering workshops to over 750 students on topics such as first impressions, aspiration building, application form completion and interview technique.

Mock Interviews

Following a BOSS Day, NEBPO administers mock interviews for students with company representatives. LCY conducts mock interviews on-site at the Airport with volunteer managers or directors. Students must complete the Airport application form before attending the interview to give them a real life experience. Following the twenty minute interview, the Airport Volunteer provides each student with verbal feedback as well as completing a written feedback form which is passed to the form tutor. LCY also offers mock interviews for students from years ten and eleven in this format to any school in Newham, regardless of whether they have participated in a BOSS Day.

14-19 Diplomas

In 2009, LCY worked closely with 'The Travel and Tourism Diploma' and Sector Skills Council 'People 1st' to develop a module for the upcoming diploma course in September 2010. As part of this module, London City Airport spent two days with a film crew constructing eight short films on various areas within the Airport including Customer Service, Marketing and Passenger Handling. The films will be used a tool for both teachers and students on the diploma course, with many other local students benefiting from the information videos regarding the Airport's operation. The films are due for release in summer 2010. The Airport has also hosted an Engineering Diploma Workshop, inviting 15 students studying the diploma for a full airport tour and a question and answer session with the Airport's Facilities Management and Health & Safety Teams.

Work Experience

LCY continues to enjoy a strong working relationship with Newham Sixth Form College (NewVIc), providing 50% of all work experience placements at the Airport to students of the college. NewVIc administers the work experience programme, which provides a one week taster experience to a student, 48 weeks every year. Students participating in the programme gain experience in the main airport departments of Airfield Operations, Finance, Customer Services, Business Development and the Jet Centre. The work experience programme is open to all students aged 16 years or over, living in local boroughs around the Airport, with specific focus on students within the London Borough of Newham. In 2009, 50 students carried out work experience at the Airport.

Airport Educational Tours

LCY is the only London Airport to offer comprehensive 'behind the scenes' airport tours, and conducts up to 12 airport tours per month for groups aged from eight years upwards. Unescorted tours are permitted for children under the age of eight. Tours are often tailored to the group's needs and regularly focus on careers at the airport or a specific department requested by the tour leader. LCY also offers tours to groups of employment advisors to enable them to advise job seekers of employment opportunities available at London City Airport. In 2009 the Airport conducted 50 airport tours for groups in the London Boroughs of Newham, Tower Hamlets and Greenwich, inviting over 900 people into the airport.

University Prize Scheme (UPS)

The LCY University Prize Scheme currently provides £2,000 per year for three years to six Newham residents, and two Greenwich residents, who are reading a degree at university relevant to the airport business. Advertising and application packs are distributed annually to all further education establishments in Newham, Tower Hamlets and Greenwich, and students are invited to apply to the Airport, giving reasons why they believe they should receive the prize. Short-listed candidates then participate in a half day assessment session at the airport, from which three successful students are selected.

Young people participating in the University Prize Scheme not only receive financial assistance, but also an airport management mentor, paid work experience placements and access to the Airport's employee development training courses. In 2009, three students were selected who study at the London School of Economics, University of Exeter and Demonfort University.

LCY Modern Foreign Languages Programme

The LCY Modern Foreign Languages Programme is highly popular amongst local schools. In order to demonstrate the links between the curriculum and working environment, LCY has developed modules for students studying modern foreign languages (MFL).

The LCY MFL Programme lasts for two hours, providing students with the opportunity to meet airport employees who use their own language skills in the workplace. During the session, students receive an airport tour in their relevant language, a presentation from staff, and are able to practice their language skills through role play and written exercises. This programme has been developed to meet all key areas of language development: speaking; listening; reading; and writing. In 2009, the Airport spent over 74 hours delivering 13 MFL programmes to schools in the London Boroughs of Newham, Tower Hamlets and Greenwich (c.195 students).

Links with the University of East London (UeL)

London City Airport also fosters good working relationships with higher education establishments and is keen to increase management capacity in the London Borough of Newham. The Airport often lacks applications from Newham residents to graduate or senior roles and as such is working with UeL to build business links and add value to its students.

The LCY Community Relations Team works closely with the UeL Employability Team through Student Assessment Centers. LCY and other companies provided information and advice to UeL on how they recruit graduates, and the areas of the recruitment process in which local graduates often struggle. Using this feedback, UeL has developed mock Graduate Assessment Centers to train their students. LCY has participated in Mock Assessment Centers with management volunteers conducting group exercises and mock interviews, giving feedback to students to increase their employability. LCY is also keen to encourage enterprise amongst local young people and as such annually sponsors the UeL Knowledge Dock E-Factor Enterprise Competition, which provides a cash prize and business start-up space to its winner.

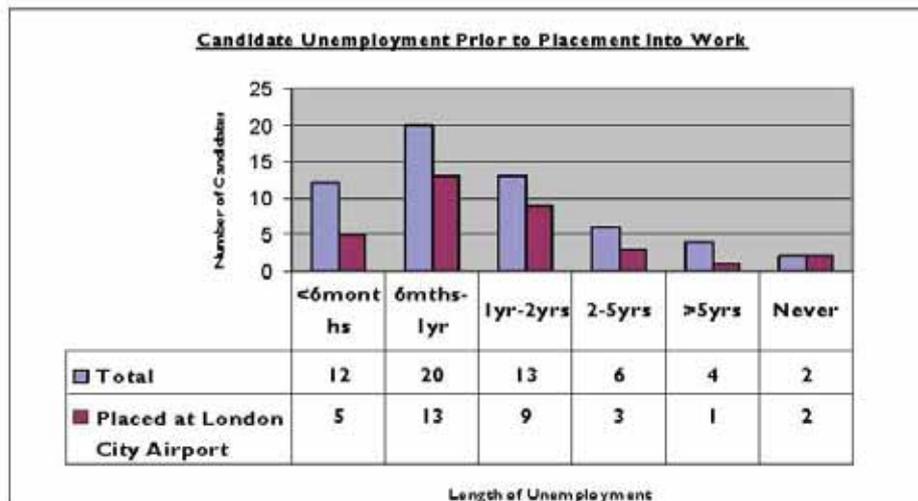
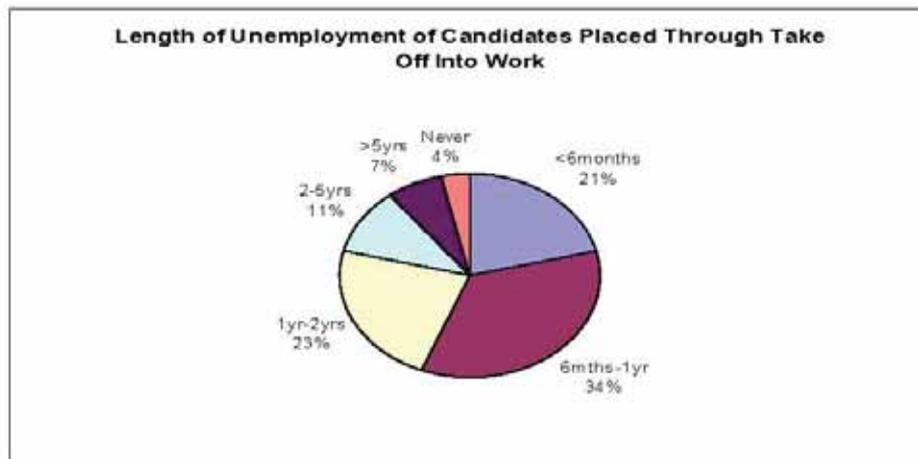
APPENDIX 14:
TAKE OFF INTO WORK 2009 STATISTICS



Take Off Into Work – London City Airport/Workplace
2009 Statistics

Take Off Into Work (TOIW) funding resulted in 62 Newham residents securing employment in 2009. Of these 35 secured employment at London City Airport (LCA) with the other 27 being employed elsewhere, primarily through ELBA member company supply chains.

The tables below demonstrate that 45 % of those employed through TOIW had been unemployed for a year or longer prior to entering employment. Figures were available for 57 of the 62 individuals employed through the programme.



Take Off Into Work has been successful in engaging a number of the 55 companies on-site at LCA and the team continue to work to increase the number involved.

James Innes, Project Manager
Newham Workplace/ELBA

APPENDIX 15:
AIRPORT JOB POLICY



**LONDON CITY AIRPORT LIMITED
RECRUITMENT POLICY
2010**

London City Airport
City Aviation House
Royal Docks
London
E16 2PB
020 7646 0000

1. Applications

- 1.1. Recruitment for London City Airport (LCA) is handled by Reed Specialist (22 Harbour Exchange Square, London E14 9EG, Tel: 020 7517 3594). All enquiries should be directed to the LCA Account Manager, Amy Holland.
- 1.2. Jill Pearman, PA to Managing Director (Tel 020 7646 0011) oversees and co-ordinates the relationship between LCA and Reed.
- 1.3. Reed has been employed by LCA 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 by both Reed Specialist and via specific aviation or other recruitment agency. In this instance, advertising and procedure will remain the same as that for all other vacancies to ensure consistency.
- 1.5. 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 / Elizabeth Hegarty¹) from Newham Workplace.
- 1.6. 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”²
 - including 35% from the London Borough of Newham.
- 1.7. A standard application form is used to assist in filling all vacancies as a way of obtaining the same information from each candidate.
- 1.8. Speculative applications e.g. CVs are not acceptable.
- 1.9. Speculative applications are not to be kept on file by the airport and all enquiries should be directed to Reed.
- 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.

1 Elizabeth Hegarty – Community Relations Manager, London City Airport Limited

2 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, Havering, Bexley, Greenwich, Lewisham and Southwark.

- 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.

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.
- 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
 - Window displays at the Docklands and Stratford branches of Reed
 - Reed website which is the second largest recruitment site in the UK
 - 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 also advertised on London City Airport's website (www.londoncityairport.com/recruitment).
- 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 from Reed 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 together with a fact sheet about London City Airport (from Reed).
- 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 (from Reed).
- 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 a letter (from Reed) 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 and are administered by Reed.
- 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.

APPENDIX 16:
TRAVEL PLAN



**LONDON CITY AIRPORT
TRAVEL PLAN
June 2010**

**TRAVEL PLAN COORDINATOR
020 7646 0025**

City Aviation House
London City Airport
Royal Docks
London E16 2PB

WWW.LONDONCITYAIRPORT.COM

SUMMARY

Travel Plans are one of the ways of potentially reducing the car dependency of sites by providing information and opportunities for alternative modes of transport. London City Airport is fortunate in being well connected to and easily accessible by public transport to London's extensive and multi-modal transportation network, particularly since the extension of the Docklands Light Railway in 2005 to include a station at London City Airport. The modal share for passenger travel to London City Airport is excellent, and probably one of the best of any significant commercial airport in Europe. Nevertheless improvements can always be made in reducing the impacts of the Airport's staff and passengers on the local road network, in line with LCY's Section 106 Planning Agreement, and increasing the mode share of more sustainable modes of transport. The Travel Plan outlines the methods LCY will use to achieve this. London City Airport has appointed a Travel Plan Coordinator to produce, manage, implement, monitor and review the Travel Plan, utilising a range of initiatives, measures and marketing strategies, covering walking; cycling; public transport; car sharing and parking. This will result in a managed, monitored and controlled travel ethos to the benefit of staff, passengers, local communities, London and the general environment. London City Airport Travel Plan

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1 INTRODUCTION

Background

- 1.1 On 9th July 2009, London City Airport (LCY) was granted permission to increase the number of annual aircraft movements from c.80,000 in 2006 to 120,000 (07/01510/VAR). This planning approval forms the first step of London City Airport's Master Plan, which was published in November 2006 and sets out the airport's growth aspirations through to 2030.
- 1.2 The Travel Plan is a long term strategy and action plan that will evolve and contribute towards the Airport achieving the level of growth detailed in the Master Plan. It is a plan required by the Airport's 2009 Section 106 Planning Agreement (Part 1, Sixth Schedule), and developed to encourage passengers and staff to use sustainable transport modes to access the Airport where possible. This includes making the best use of public transport, including minimising the number of trips to and from LCY by single occupancy vehicles. For ease of use, this Travel Plan makes reference and targets for both passengers and staff.

Location and Existing Site

- 1.3 LCY is located in the Royal Docks, six miles east of the City of London, Europe's major financial district, and two miles east of Canary Wharf, London's new business centre located in the Docklands. It is just half a mile from ExCeL London, the Exhibition and International Convention Centre. Existing land uses in the vicinity of the site are varied and of mixed use: there are residential, industrial and commercial areas. Figure 1 (included at the end of this document), a site location plan shows the airport site in relation to the surrounding area and transport system.
- 1.4 The permitted and existing use of the site is as an international airport. There are two elements to the Airport; the main airport building with ancillary services and the Jet Centre that serves non-scheduled corporate aviation.
- 1.5 Traffic at LCY is controlled by a range of both day-specific and annual limits on aircraft movements as set out in condition 8 of the planning permission. London City Airport Travel Plan June 2010 London City Airport Travel Plan 6

The Airport Transport Forum and Airport Surface Access Strategy

- 1.6 In line with Government policy, LCY has established an Airport Transport Forum (ATF). The objectives of the Forum, which is made up of representatives of the Airport, local authorities, regional planning bodies, transport operators, infrastructure providers, local businesses and other interested bodies, are:
- To make access to the airport more sustainable;
 - To draw up short term and long term targets for increasing the use of public transport by passengers and staff;
 - To devise an Airport Surface Access Strategy for meeting these targets to feed into the transport plan for London prepared and revised from time to time by the Mayor of London and into the local implementation plans to be prepared by the London Boroughs;
 - To monitor the implementation of the strategy.
- 1.7 The Travel Plan will work alongside the Airport Surface Access Strategy (available on the LCY website) with the Airport Transport Forum having a vital role in the development, implementation, monitoring and review of the Travel Plan.
- 1.8 The current LCY Surface Access Strategy was finalised in February 2005 and in line with Government Guidance the objectives of the strategy are to:
- Encourage the use of public transport for journeys to and from the airport (for staff and passengers);
 - Offer a choice of efficient public transport;
 - Ensure access for the disabled;
 - Ensure access for employment;
 - Contribute to regeneration.
- 1.9 These objectives are compatible with the objectives of this Travel Plan. The current Airport Surface Access Strategy now requires review and modification following the extension of the Docklands Light Railway (DLR) to the Airport which opened in December 2005. This together with a further extension of the DLR south of the river to Woolwich in 2009 has encouraged a significant shift in travel patterns to and from LCY.

Travel Plan Scope

- 1.10 A travel plan is a package of site-specific initiatives aimed at improving the availability and choice of travel modes to and from a development. It may also promote practices or policies that reduce the need for travel. Travel plans are becoming an increasingly important tool in the delivery of sustainable outcomes. They provide, together with transport assessments, a mechanism for assessing and managing access to sites. In addition, the initiatives contained within travel plans can help improve accessibility, both to and from the site, and to local amenities and services.
- 1.11 The Travel Plan considers journeys made by staff employed at the Airport and passengers and how they can be encouraged to travel to and from the site efficiently and using sustainable modes of transport. 1.12 This Travel Plan sets out a strategy for managing single occupancy car use for journeys to and from the Airport. This is in line with LCY's Section 106 Planning Agreement with the London Borough of Newham (LBN), which states '(the airport) shall use reasonable endeavors to agree with the council targets for managing any impacts of the airport's staff and passengers on the local road network'.
- 1.13 In addition to £50,000 paid by LCY towards a road capacity study of the local road network and impact the Airport has upon it, LCY has a commitment through its Section 106 Planning Agreement to a "Road Capacity Contribution". This contribution (of up to £190,000 index-linked) will be used by the relevant highway authority towards the cost of any mitigation works recommended by the study mentioned above. This contribution acts in line with "managing any impacts of the airport's staff and passengers on the local road network."
- 1.14 For clarity, this plan has been structured to include the following sections;
- Section 2 - will outline the accessibility of the site and outlines the current situation.
- Section 3 - indicates objectives and targets for the site.
- Section 4 - outlines the Travel Plan strategy including how it is managed, with marketing and consultation strategies.
- Section 5 - sets out the measures that have been implemented to help achieve the objectives and targets of the Travel Plan.
- Section 6 - outlines the monitoring methodology.
- Section 7 - provides a brief summary

1.15 Sections Two to Four have been sub-divided into points relating to 'Staff Travel' and 'Passenger Travel' to highlight the different measures and targets for each audience and address the requirements of the Section 106 Planning Agreement to devise a plan for each of these key groups.

2 ACCESSIBILITY AND EXISTING TRAVEL SITUATION

Access and Egress

2.1 LCY is easily accessible by road via a signaled controlled junction on the A112 at its junction with Hartmann Road, which provides direct access to the Terminal Building and beyond to the Short and Long Stay Car Parks. The A112 runs east to west connecting with the A1020 just to the north of the Airport and with the A117 to the east, to the north of the Woolwich Ferry. LCY is approximately fifteen miles from the M25 to the north, access to which is via the A13 and A406/M11 and 16 miles from the M25 to the south, access via the A102/A2. There are no road access constraints.

Pedestrians and Cyclists

2.2 LCY is located close to a number of residential areas and there is an opportunity for staff living in these areas to walk or cycle work. Cycle parking is available in the Short Term Car Park (12 spaces), at the Terminal Forecourt (30 spaces and c20 spaces for motorcycles), and the Western Staff Car Park (8 spaces). All of the streets in the area have footways and there are pedestrian crossings at the major junctions in the area, controlled by traffic signals.

2.3 When assessing the accessibility of a site to local facilities, including access to public transport, an average walking speed of approximately 1.4m/s can be assumed, which equates to approximately 400 metres in 5 minutes or 3 miles per hour (mph). (Source: The Institution of Highways and Transportation publication 'Guidelines for Providing for Journeys on Foot (2000)').

2.4 The Institution of Highways and Transportation publication 'Guidelines for Providing for Journeys on Foot (2000)' contains guidance on the distances it is considered acceptable and desirable to expect people to walk for journeys of differing type. The table is recreated below as Table 2.1.

Table 2.1 -Extract from IHT 'Guidelines for Providing for Journeys on Foot'			
	Town Centres (m)	Commuting/School (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Maximum	800	2000	1200

2.5 Using the acceptable walking speed stated above and assuming an average cycling speed of approximately 9mph (three times faster than the walking speed), walking and cycling travel distances from the Airport Terminal Building are shown in Figure 2 (found at the end of this document).

Public Transport

- 2.6 London City Airport is easily accessible via public transport. The Airport Terminal is directly linked to the Docklands Light Railway London City Airport Station. This link connects the Airport quickly and easily with London's extensive public transport network, tube, train and bus. Docklands Light Railway (DLR)
- 2.7 LCY was connected in December 2005 to London's public transport rail network via the Docklands Light Railway (DLR), which links directly into the Airport Terminal Building. The DLR was one of the first light rail systems in Britain, opening in 1987 to serve the first brownfield developments in Docklands. Since then, a number of extensions have taken place, extending the DLR to Bank, Beckton, Lewisham and in 2009 to Woolwich Arsenal via London City Airport. The DLR is now a significant railway which carries almost 70 million passengers per year¹.
- 2.8 There are a large number of potential public transport routes to LCY from across the London area, provided by various modes of transport. With the exception of the limited number of people who access the Airport by bus, the last stage of any public transport journey to LCY will necessarily use the DLR. The service frequency and first and last train times for the DLR at LCY are shown in Table 2.2.

Table 2.2 - Docklands Light Railway: Service Frequency and Hours of Operation – (Source: Transport for London as at 18 November 2009)

Departure Times from London City Airport to Woolwich Arsenal (Platform 1)			
	First Train	Last Train	Frequency (Off Peak/On Peak)
Mondays to Fridays	05:26	01:01	Every 10 minutes/4.5 Minutes
Saturday	05:30	01:01	Every 10 minutes
Sunday	07:00	00:01	Every 10 minutes
Departure Times from London City Airport to Bank or Canning Town (Platform 2)			
	First Train	Last Train	Frequency
Mondays to Fridays	05:34	00:17	Every 10 minutes/4.5 minutes
Saturday	05:28	00:17	Every 10 minutes
Sunday	06:58	23:17	Every 10 minutes

2.9 The LCY website includes a link to the Transport for London DLR website and also an up to date DLR route map. There are a number of options for transport to central London locations from LCY using the DLR.

London City Airport to Central London

Option 1 – via Bank

Take the Docklands Light Railway from London City Airport direct to Bank. The journey time is approximately 22 minutes and the trains run at 4.5 minute intervals (10 minute intervals off peak). The Circle, District, Northern, Central and Waterloo and City lines, as well as London Overground are also available from Bank.

Option 2 – Liverpool Street via Stratford

Take the Docklands Light Railway from London City Airport direct to Canning Town and connect with the Jubilee line to Stratford. Take an overground train from Stratford direct to Liverpool Street. The journey time from Stratford to Liverpool Street is approximately 10 minutes and trains run at 15 minutes from Stratford.

Option 3 - West End (Bond Street) via Canning Town

Take the Docklands Light Railway from London City Airport to Canning Town to connect with the Jubilee Line. The journey time to Canning Town is approximately 7 minutes and the trains run at 4.5 minute intervals (10 minute intervals off peak). The journey time from Canning Town to Bond Street is approximately 23 minutes.

London City Airport to Canary Wharf

Option 1 – Via Canning Town

Take the Docklands Light Railway from London City Airport to Canning Town to connect with the Jubilee Line to Canary Wharf. The total journey time is approximately 14 minutes and DLR trains run at 4.5 minute intervals (10 minute intervals off peak).

Option 2 – Via Poplar

Take the Docklands Light Railway to Poplar to connect with a Docklands Light Railway service to Canary Wharf. The total journey time takes approximately 18 minutes and the trains run at 4.5 minute intervals (10 minute intervals off peak).

Overview of Connections

London Underground

2.10 The DLR connects to the London Underground at a number of stations, which provides good connections to London's public transport network for travel to central and outer London.

2.11 The DLR connects with the London Underground (tube network) at:

Canning Town (Jubilee Line) 3 stops from LCY

West Ham (District Line, Hammersmith & City Line, Jubilee Line) 4 stops from LCY on DLR and Jubilee Line

Stratford (Central Line) 5 stops from LCY via Jubilee Line

Shadwell (East London Line²) 9 stops from LCY

Bow Church/Bow Road (District Line; Hammersmith & City Line) 10 stops from LC

Bank (Central Line; Northern Line; District Line; Circle Line; Waterloo & City Line) 10 stops from LCY

Tower Gateway/Tower Hill (District Line; Circle Line;) 10 stops from LCY

Train

2.12 The DLR also connects to London's extensive London Overground railway network at a number of stations;

Woolwich Arsenal (South Eastern Line) 2 stops from LCY on the DLR

Stratford (One Railway and London Overground) 5 stops from LCY on DLR and Jubilee Line

Limehouse (c2c Line) 8 stops from LCY on the DLR

Tower Gateway/Fenchurch Street (c2c Line) 10 stops from LCY on the DLR

Greenwich (South Eastern Line) 15 stops from LCY on the DLR, or 12 stops on the DLR and Jubilee Line.

Lewisham (South Eastern Line) 18 stops from LCY on the DLR, or 15 stops on the DLR and Jubilee Line.

2.13 The London Overground provides easy connections from destinations such as Richmond, Highbury & Islington, Camden Road or West Hamstead to Stratford, with connections on the Jubilee Line and Docklands Light Railway to London City Airport.

2.14 The c2c Line runs east from Fenchurch Street Station along the north bank of the Thames serving destinations in Essex such as Barking, Tilbury, Basildon and terminating at Shoeburyness. These services can be easily accessed by interchange at Limehouse (8 stops from LCY on the DLR) and West Ham (4 stops on DLR and Jubilee Line).

2 The East London Line is closed for major line extension work to become part of the London Overground network (18/11/09).

- 2.15 The One Railway Line provides services from Liverpool Street Station, including the Stansted Express, with services to destinations such as Ilford, Romford, Brentwood Braintree, Colchester, Stratford, Southend and Harwich.
- 2.16 The South Eastern Metro and MainLine is accessible via Woolwich Arsenal, Lewisham or Greenwich DLR stations and runs from Charing Cross, Blackfriars, Victoria and Cannon Street Stations. The South Eastern Lines serve stations in south London and further, including:
- Dartford
 - Gillingham
 - Hayes
 - Sevenoaks
 - Ashford International
 - Tunbridge Wells and the Kent Coast (including Dover and Folkestone).

Bus

- 2.17 There are two London Transport bus services available for local journeys to and from LCY.
- 2.18 The 473 bus serves North Woolwich, Silvertown, London City Airport, Prince Regent, Plaistow and Stratford. The service departs every 9 to 13 minutes from the terminal forecourt. Buses operate from Stratford from 05:04 (06:11 Sunday) with the last bus at 01:14 (Monday to Sunday). First bus from North Woolwich is at 04:30 (05:39 Sunday) with the last bus at 00:16 (00:18 Sunday).
- 2.19 The 474 bus serves Canning Town, North Woolwich, East Beckton, East Ham and Manor Park via Silvertown. The service operates 24 hours a day with a typical peak period frequency of 10 – 13 minutes.
- 2.20 A further 11 bus services call at Canning Town DLR station, 3 stops on the DLR from the Airport. Buses on these routes call at a wide range of destinations including Romford (No. 5), Stoke Newington (No. 276), Bethnal Green (No. 309), Stratford (No. 241), Ilford (No. 147) and Walthamstow (No. 69), Aldgate (No. 115), East ham (No. 300), Mile End (No. 232) and Manor Park for the Woolwich Ferry (No. 474).

Taxis and Private Hire

- 2.21 There is a taxi rank (for black cabs licensed by the Public Carriage Office) directly outside the Terminal Building.
- 2.22 Private mini cabs are based off-site and passengers and staff are able to prebook this service.
- 2.23 A chauffeur service is based off-site that is available to collect at the Airport.
- 2.24 Car rental companies are based onsite, outside the terminal, for passengers wishing to hire a car.

London City Airport Staff Travel Patterns

- 2.25 There are currently just over 2000 employees working on-site at LCY. There are a number of modes of travel available to these employees and the Airport provides facilities to support these methods.
- 2.26 The last comprehensive staff travel survey was conducted in 2005, before the inception of the Docklands Light Railway at the Airport. The DLR extension to LCY has provided a major improvement in public transport access to the Airport and while this previous survey does provide a wealth of valuable information it will not properly reflect the existing staff travel patterns in 2009, post DLR. The 2005 survey has been used to inform a new survey, and aid in identifying and analysing changing patterns of travel behavior as a result of the DLR extension.
- 2.27 The first task in the development of the Travel Plan is to complete a comprehensive Staff Travel Survey, with efforts being made to improve the low sample rate (17.5%) for site staff not employed by London City Airport.
- 2.28 Separately from the survey, staff identification pass application forms require each staff member to record their last mode of travel to work. This data is analysed each year to give a more regular picture of staff travel patterns.
- 2.29 Last mode share data collected by this method and analysed in August 2009 has been compared with data collected in 2007, and is shown in Table 2.3.

Table 2.3 – Staff Mode Share: 2009 compared with 2007 (Source: Staff Identification Pass Application Form Data)			
	2009	2009 ³	2007
	Number of Employee Respondents	%	%
Bike	15	0.8	0.6
Bus	179	9.9	10.2
Car	1182	65.7	67.3
DLR	347	19.2	18.1
Dropped off	6	0.3	0.8
Taxi	8	0.4	0.4
Walk	27	1.5	2.1
Plane	29	1.6	-
Motorbike	6	0.3	-
Other	0	0	0.5
TOTAL	1799	99.7 ⁴	100

- 2.30 At December 2009, LCY Ltd itself directly employed 403 people of the c.2000 working on-site at LCY.
- 2.31 Approximately two thirds of employees working on the Airport site work shifts, which generally fall between the hours of 05:00 and 22:45. Shift workers employed by LCY Ltd work in the departments of Customer Services, Airfield Operations, Aviation Security, Ramp Services, Airport Fire Service and the Jet Centre.
- 2.32 Most staff are unable to access LCY for early shifts by public transport due to the commencement of their shifts generally being before public transport begins operating.

Staff Travel by Car

- 2.33 According to the August 2009 staff identification pass application data, 65.7% of staff drive to work by private car.
- 2.34 LCY Ltd provides an annual car parking pass to its employees within the staff remuneration package. There are currently 281 parking spaces available to staff in the main car parks adjacent to City Aviation House, 10 in the terminal staff parking area (commonly known as “the triangle”) and 52 in the western

³ To August 2009 only

⁴ 99.7% due to rounding

end car park. These spaces are available to the employees of all companies operating onsite at London City Airport. LCY Ltd makes a charge to other companies on site for car park passes, who then supply to their staff at the cost to their company.

- 2.35 There is currently no car share programme at LCY, although some staff do share lifts to work. Indication of the level of demand for this type of activity will be derived from the results of the 2009 Staff Travel Survey.

Staff Travel by Public Transport

- 2.36 The numerous options for staff to travel to LCY via public transport are outlined in section two.

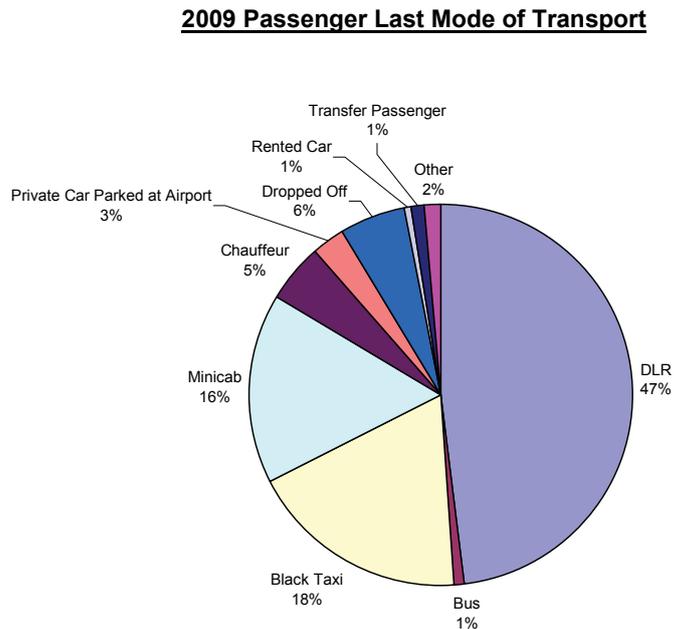
Staff Travel by Walking and Cycling

- 2.37 Bicycle racks are available for staff use at the terminal forecourt under the DLR (30 spaces) and also in the short stay (12 spaces) and Western End (8 spaces) car parks. Showers are available in City Aviation House, Ramp Services Department (Ledger Building), Airport Fire Station and Jet Centre for use by LCY Ltd employees who cycle to work.
- 2.38 LCY is easily accessible by foot via Hartmann Road (from Albert Road) or via the access gate to the terminal forecourt from Newland Street in Silvertown. The location of the public access gate is shown in **Figure 3** at the end of this document.

London City Airport Passenger Travel Patterns

- 2.39 LCY undertakes regular passenger satisfaction research. As part of this research, passengers are asked to provide their last mode of transport to the Airport. The results of the 2009 survey are summarised in **Chart 2.1**.

Chart 2.1: Passengers' Last Mode of Transport (%), 2009



- 2.40 The results of this survey shows that 66% of passengers currently travel to the Airport by public transport (including licenced black taxis), and that only 3% travel by private car parked at the Airport. The DLR is the most commonly used mode of transport for passengers, with 47%, followed by 18% of passengers using black taxis.
- 2.41 Licenced black taxis perform an important role as a public transport provider by reducing the passenger's reliance on the private car. They are particularly useful for passengers using the Airport from Central London and Canary Wharf because they are not restricted to a timetable or constrained by fixed routes. There are no direct DLR services between LCY and Canary Wharf at the time of publication of this document.
- 2.42 Further data regarding the use of taxis to and from the Airport was recorded during surveys undertaken at the drop off/pick up zone outside of the Airport in May 2007. These surveys recorded that the average occupancy rate for taxis arriving at, and departing from the Airport is 1.33 passengers (excluding driver). LCY intends to repeat this survey in 2010.

3 OBJECTIVES AND TARGETS

Objectives

3.1 This Travel Plan is primarily aimed at reducing the dependence of London City Airport employees on travel to and from work by single occupancy car, managing any impacts of LCY staff and passengers on the local road network (S.106 Sixth Schedule, Part One 3 (c)) and to continuing to promote the use of sustainable modes of transport to LCY passengers.

3.2 Therefore the main objectives of this Travel Plan are:

- To increase employee and passenger awareness of and access to sustainable modes of travel;
- To facilitate access to appropriate travel information for employees and passengers;
- To reduce the impact of the site on the local highway network;
- To reduce unnecessary or unsustainable use of the car for the journey to and from the site.

Targets

3.3 The existing travel patterns for staff and passengers are significantly different and therefore, the Travel Plan targets are different for each group. This section has been divided into targets relating to staff travel and targets aimed at passenger travel.

Staff Travel Targets

3.4 As detailed in Section 2 of this document, there are currently about 2,000 employees working at the Airport. At present, approximately 1182 staff travel by private car alone.

3.5 The target for staff travel is to restrict the number of staff driving to the site by single occupancy car to existing car borne levels of 1182. Therefore, as the number of staff working at the Airport increases, the percentage that drives to the site should reduce. On the assumption that the number of staff will grow uniformly, the target mode share for staff driving to LCY each year by single occupancy car is shown in **Table 3.1**.

Year	Modal Share
2009	Base
2010	-10%
2011	- 17%
2012	- 23%

Passenger Travel Targets

- 3.6 The proportion of passengers that drive and park at LCY is very low (3%), as shown in Chart 2.1. Therefore, whilst the Airport will continue to promote the use of non car modes of travel to and from the site, it will be difficult to achieve significant changes to the level of passengers that currently travel by this mode. However, London City Airport will continue to monitor car park charges on-site at the Airport to endeavour to encourage Airport passengers to use public transport wherever possible. LCY will report changes to its car park charges with the London Borough of Newham and the Airport Transport Forum when reporting on the performance of the Travel Plan. Airport car park charges will also be considered against the backdrop of local parking arrangements to ensure that local residents are not negatively impacted by increased passenger parking charges on-site.
- 3.7 LCY is committed to increasing the proportion of passengers arriving by public transport, including the DLR. It is anticipated that the DLR capacity and service enhancements which are planned will encourage a further increase in the proportion travelling by DLR. A corresponding reduction in car and taxi use is therefore expected. A £2,500,000 contribution towards the DLR improvements from LCY as set out in the Section 106 Planning Agreement and the encouragement of airlines to promote the DLR onboard flights are the first steps to supporting a further increase in DLR by Airport passengers.
- 3.8 LCY will closely monitor the passenger mode share and this will form an integral part of the Travel Plan monitoring process. This will report the proportions of passengers travelling by each mode, enabling the anticipated increase in public transport and reduction in private transport modes to be recorded.
- 3.9 There are several reasons why some passengers cannot use public transport for their journey to and from the Airport. These include the amount of luggage they may have, no available public transport options from their origin/to their

destination and passenger disabilities. London City Airport will continue to provide parking subsidies for passengers with disabilities.

- 3.10 After the DLR, the second most popular mode of passenger travel to and from the Airport is taxi. The typical occupancy of taxis travelling to and from the Airport is 1.33 passengers. The increase in passengers as a result of the 2009 planning approval may increase demand for this mode of travel in the coming years, particularly in the absence of a direct DLR service between LCY and Canary Wharf.
- 3.11 The Travel Plan target for passengers aims to increase the efficiency of this mode of transport by increasing the occupancy of taxis travelling to and from the Airport at peak times. A minor but useful improvement can be achieved if LCY were to gain permission from the Public Carriage Office to run a taxi share scheme.
- 3.12 While LCY is not currently convinced that a taxi share scheme is in the interests of passenger comfort, safety or security, it will continue to monitor this situation and the level of demand. Research into demand for this service could be gauged through special questions included in the Airport's regular passenger satisfaction research. Feedback from these special questions is expected in July 2010 and will be discussed with the London Borough of Newham and Airport Transport Forum, to which the Public Carriage Office is invited.
- 3.13 Taxi occupancy rates will be monitored by LCY.
- 3.14 The measures that will be implemented to achieve these targets are detailed in Section 5.

4 TRAVEL PLAN STRATEGY

Management

- 4.1 LCY Ltd as the owner and operator of the Airport is responsible for the existing and on-going management of the site and as such will be responsible for the production and implementation of the Travel Plan.

Travel Plan Coordinator

- 4.2 The main element of the proposed management structure for the Travel Plan is the appointment of a Travel Plan Coordinator to oversee all elements of the Travel Plan.
- 4.3 The Travel Plan Coordinator is an existing staff member employed by LCY Ltd who has taken on the role as part of their job. The Coordinator has the full support of senior management with regards to the implementation of the Travel Plan. The staff member has skills and knowledge relevant to this responsibility, participating in regular Transport for London Travel Planning Conferences. This level of skill and training will enable the Coordinator to produce, implement, monitor and update a high quality Travel Plan.

Staff Travel Strategy

- 4.4 LCY Ltd is directly responsible for the c400 people they employ at the Airport which is approximately 20% of the total workforce currently employed on-site. Every person employed at the Airport is subject to the Travel Plan. The Travel Plan Coordinator is responsible for providing information regarding the Travel Plan to other companies on site.
- 4.5 Each individual employer (55 in total) with staff at the Airport will be encouraged to take part in the Travel Plan process and where practical would appoint a member of staff at the Airport to be the point of contact with the site wide Travel Plan Coordinator. This staff member will be designated as a Travel Plan Champion within each organisation. Any new or renewed lease arrangements will include a clause requiring that tenants liaise with the Travel Plan Coordinator, adhere to the Travel Plan and agree to participate in, and promote, travel surveys.
- 4.6 The responsibilities of the Travel Plan Coordinator include providing the interface between all parties on the site, reporting to the local authority, and

monitoring the progress being made towards site-wide transport objectives and the provision of sustainability measures.

4.7 The first task in the development of this Travel Plan is to undertake a comprehensive and robust Staff Travel Survey.

4.8 The Travel Plan Coordinator is responsible for all aspects of the site-wide Travel Plan and their primary functions include:

- Promotion of sustainable transport measures to employees;
- Liaison and cooperation with the local planning, highway authorities and with local public transport operators;
- Liaison and cooperation with other Travel Plan Coordinators located in the area in order to coordinate efforts, measures and initiatives. There is potential for synergy with regards to area wide Travel Plan networks;
- Overseeing the Travel Plan Champions of other companies onsite at the Airport;
- Promotion of the objectives and benefits of the Travel Plan;
- Organisation and undertaking of the required travel surveys;
- Maintenance of all necessary systems, data and paperwork; including a car share scheme (if found to be an appropriate measure);
- Acting as the point of contact for information and exchange of ideas;
- Establishing a Working Group from members of the Airport Transport Forum, which includes staff representatives from each of the 55 employers at the Airport, the local planning and highway authorities and local public transport operators. This group would aid in the development, implementation, monitoring and review of the Travel Plan.
- Monitoring the achievements and performance of the Travel Plan and reporting back to the senior management of LCY Ltd; the Working Group; and Airport Transport Forum.

Marketing Strategy

- 4.9 Different methods of marketing the Travel Plan are employed to maximise the impact of the different measures to be implemented, including providing appropriate sustainable transport information.
- 4.10 Methods used and planned for disseminating information include:
- Payslips;
 - Staff briefings;
 - Staff notice boards and information points;
 - Induction packs/seminars;
 - Staff Training;
 - "The Chronicle" - the Airport staff newspaper;
 - London City Airport Website and Intranet;
 - Staff Association;
 - LCY Employers' Forum;
 - Airline Operators Committee;
 - Provision of information on ID pass forms.

5 SUSTAINABLE TRAVEL MEASURES

- 5.1 To help facilitate and promote the use of sustainable modes of transport for journeys to and from the Airport and manage the impacts of the LCY's staff and passengers on the local road network, a variety of measures will be implemented. The measures outlined below are proposals only and will evolve through discussions between LCY Ltd and the relevant Local Authorities.
- 5.2 Changes, where reasonable and achievable, will also be made in response to results of the 2009 Staff Travel Survey and future Staff Travel Surveys.
- 5.3 The list is by no means exhaustive. The actual measures implemented by employers may vary between employers because of the varying nature of their businesses, type and number of employees, and financial ability to implement certain measures.
- 5.4 The regeneration agenda in Newham also encompasses job creation and initiatives designed to encourage people to live and work locally as part of the Sustainable Communities Agenda.
- 5.5 For the purpose of this plan, suggested measures have been focused on staff travel, with passengers benefiting from the improvements made to public transport and site enhancements.

On and Off-site Enhancement

Walking and Cycling

- 5.6 As part of the Travel Plan the environmental and health benefits of walking and cycling to work will be emphasised to staff, e.g. promotion of the '10,000 steps a day campaign'.
- 5.7 The formation of walking and/or cycling clubs will be considered, which will encourage staff to walk and/or cycle together for commuting as well as leisure purposes either during the working day (journey to work, lunchtimes) or out of work hours.
- 5.8 The Travel Plan Coordinator will investigate possible discounts for employees with local cycle shops and the potential for holding cycle maintenance workshops with local cycle shops.

- 5.9 The Travel Plan Coordinator will encourage employers to offer their employees an interest free loan for the purchase of a cycle and relevant safety equipment. LCY currently operates a 'Cycle to Work' scheme in partnership with Halfords Cycle shop.
- 5.10 The Travel Plan Coordinator will encourage employers to make arrangements for their own staff welfare in regard to the availability of showering and changing facilities. Staff feedback on awareness of the current cycling facilities, including parking and showering, will be available in 2010 from questions posed in the 2009 Staff Travel Survey.
- 5.11 Cycle routes and other cycling information will be provided on notice boards and in induction packs.
- 5.12 Surface access improvements to the Airport for pedestrians and cyclists in the surrounding transport network will be considered and discussed with the relevant local authorities. Such improvement could enhance the role of walking and cycling as important modes of travel for airport employees who live in the surrounding area.

Public Transport

- 5.13 LCY is easily accessible to London's integrated public transport system.
- 5.14 Contact numbers and web details for the various transport providers and services (e.g. DLR, London Underground, TfL, National Rail Enquiries) as well as light rail, tube, rail and bus timetables and route maps and local taxi company details will be prominently displayed on notice boards. This information is also available at the terminal information desk.
- 5.15 LCY Ltd introduced the provision of season ticket loans to its employees from summer 2007. The Travel Plan Coordinator will encourage all employers at the Airport to offer their employees the provision of season ticket loans where possible.
- 5.16 The London City Airport Master Plan states that public transport should operate earlier to enable shift workers to arrive at the Airport in time for a 05.00hrs start. The Travel Plan Coordinator will investigate the possibility of this with public transport operators.

Docklands Light Railway

- 5.17 The extension of the DLR in 2005 to LCY has resulted in this mode of transport becoming the second most used mode of access to the Airport for staff after private car, and the most popular mode for passengers travelling to the Airport. The further DLR extension in 2009 to Woolwich Arsenal has given staff and passengers south of the river access to the Airport.
- 5.18 Upcoming developments to the DLR network include the introduction of a three-car service for all major routes, due to be completed in 2010. An extension to Stratford International is also being introduced in 2010, providing a direct link between London City Airport and Stratford International Station.
- 5.19 Through the Airport's Section 106 Planning Agreement, it is required to contribute the sum of £2,500,000 to the Council towards the cost of providing DLR service enhancements.

Bus

- 5.20 Bus route 474 is a 24 hour service, which provides a link to the 24-hour bus network. The network has a fairly significant coverage of the areas of East London where some airport shift-workers are likely to live.
- 5.21 As part of LCY's Section 106 Agreement with the London Borough of Newham, the Airport in 2009 paid £20,000 towards the improvement of local bus services to serve the Airport. LCY welcomes information on the precise nature of service enhancements and improvements to infrastructure that are forthcoming.

Taxi Share

- 5.22 LCY will continue to monitor the demand for a taxi-share scheme. The Airport is not currently convinced that a taxi-share scheme is in the best interests of its staff and passengers in regards to safety and security.

Car Share

- 5.23 A car share scheme is an effective way to reduce single-occupancy car trips made to the workplace.
- 5.24 The Travel Plan Coordinator will set up an informal car share database for all employees of LCY. This could be opened up to include the employees of surrounding developments.

- 5.25 An effective car share scheme necessarily includes the provision of a Guaranteed Ride Home Scheme (GRHS) in the event that a ride falls through and alternative modes of transport are not available, or an employee needs to return home quickly in the event of an emergency. This may simply involve the provision of subsidised (free or partial) taxi or public transport for the stranded employee.

Induction Packs/Seminars and Other Information Provision

- 5.26 Induction packs are provided on commencement of employment to new employees. They contain information on public transport services close to the employee's home and other measures for encouraging use of non-car modes of travel, in line with LCY's Section 106 Planning Agreement commitment.
- 5.27 The provision of information of alternatives to the car is an important aspect of travel plans and can be easy to deliver to employees via a number of media e.g. email, circulation with payslips, intranet etc. All employers and employees will receive the packs which will contain the following information:
- A summarised version of the Travel Plan document, that sets out the purpose and benefits etc;
 - Timetables and route maps for public transport if available from TfL;
 - Contact numbers and website details for transport providers and services (e.g. DLR, London Underground, TfL, National Rail Enquiries);
 - Local taxi company details;
 - Cycling and walking maps for the local area if available from TfL; and
 - Web details for any community travel sites and Community Forum sites.
- 5.28 Public transport and other travel related information will also be displayed prominently within the Airport and will be added to displays in communal staff areas by the Travel Plan Coordinator.

MONITORING AND REVIEW

Monitoring

- .1 The LCY Travel Plan Coordinator will monitor the travel behaviour of employees and passengers on a regular basis. The exact form that this monitoring will take will be discussed with the London Borough of Newham although it is proposed that passenger travel will continue to be monitored as a part of the Airport's regular passenger survey programme.
- .2 The Travel Plan will be monitored annually on the anniversary of the initial employee baseline travel survey. This baseline survey represents the start of the travel plan for monitoring purposes and is known as Year 0.
- .3 The standard employee questionnaire requests the following information:
 - origin and destination postcodes (full if known);
 - main mode to work – form of travel used for the greatest amount of time,
 - final mode into work – the last form of travel used before arriving at the site,
 - first mode out – the first form of travel used when leaving work;
 - main mode out - form of travel used for the greatest amount of time;
 - car parking location (if applicable);
 - if the employee has a disability affecting their travel to work; and
 - the reasons staff who travel to work by car choose this mode of travel
 - measures that would encourage the use of non car modes of transport and car sharing.
- .4 Additional monitoring of the following is also useful to judge whether the implementation or proportion of certain measures needs to be modified. These factors should be monitored on a constant basis:
 - the level of usage of cycle stands;
 - the level of usage of motorcycle parking;
 - demand for additional cycle and motorcycle parking facilities;
 - the take up of the car sharing scheme;
 - taxi occupancy levels
 - comments received from employees relating to the operation and implications of the Travel Plan.

- 6.5 The results of any monitoring will be reported back annually and discussed with Officers of the London Borough of Newham. Where necessary the Travel Plan targets will be reviewed and measures amended to help achieve the targets.

Review

- 6.6 Reviewing the Travel Plan will occur at two levels. The first is a basic review of targets and measures, which will occur in 2010 and 2011. These monitoring surveys will show whether targets are being met and whether the measures implemented are having the desired effect on employee and passenger travel.
- 6.7 The second level involves the Travel Plan Coordinator undertaking a full and comprehensive review of the Travel Plan in 2012. This review may involve updating the Travel Plan document to account for future growth at the Airport proposed in the Airport's Master Plan. The review will consider changes to transport availability, staffing changes, changes in travel patterns, and revisions to targets and measures.

FIGURES

Figure 1: Location of London City Airport

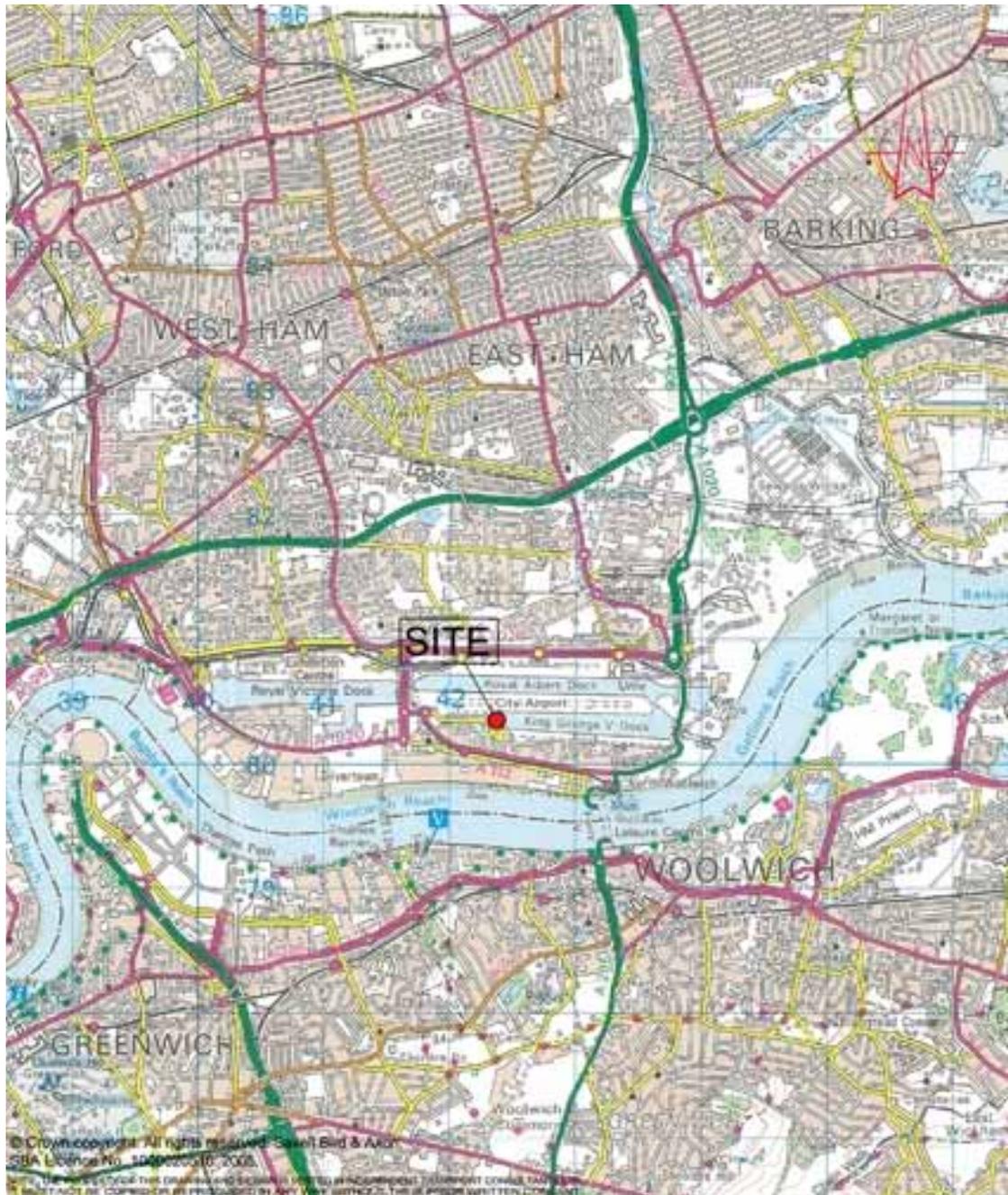
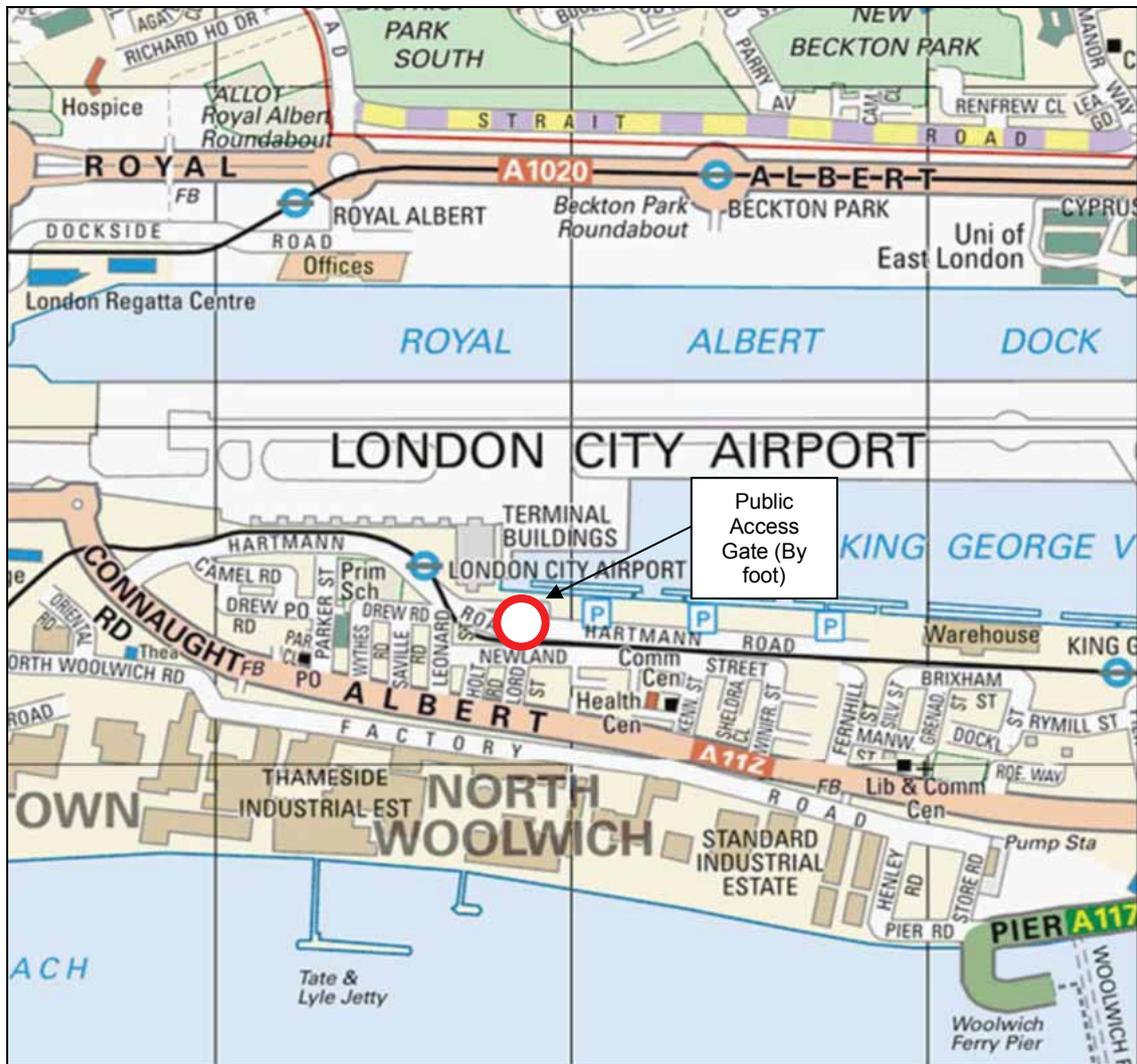


Figure 3: Location of Public Access Gate Map



APPENDIX A

London City Airport Staff Transport Survey 2009 Questionnaire
Distribution and Response

The Staff Travel Survey 2009 was distributed to both London City Airport Ltd employees and employees of external companies by the Helen Lancaster Research Company. Surveys were interviewer administered throughout a two week period in November 2009, with results expected in 2010. A copy of the survey is shown below:



London City Airport Staff Travel Survey

London City Airport is committed to improving access to our site by all modes of transport, including DLR, bus, walking, cycling and car. In order to plan and improve services and facilities for both staff and visitors, we would be grateful if you could help us by answering the following questions. All questionnaires are anonymous and answers will not be linked to individuals.



SECTION A: ABOUT YOUR JOURNEY TO WORK (interviewer administered)

A1 How long does it normally take you to get to work? *(Please tick)*

0 - 15 minutes	<input type="checkbox"/>
16 - 30 minutes	<input type="checkbox"/>
31 - 60 minutes	<input type="checkbox"/>
1 - 1.5 hours	<input type="checkbox"/>
Over 1.5 hours	<input type="checkbox"/>

A2 What postcode do you travel to work from?
(Write in full postcode)

.....

A3 How do you usually travel to work? In general, how long is your journey in/on.....*(Write time in minutes in relevant box)*

	1st	2nd	3rd	4th
Drive own car alone				
Get lift in someone else's car, either a relative or friend				
Car share with a colleague				
Underground/tube				
DLR (Docklands Light Railway)				
London bus <i>(write in bus number)</i>				
Motorbike/moped				
Bicycle				
Minicab				
Black cab				
Plane				
Walk				
Train				

A4 Why do you travel to work by... *(Mode of transport spent most time on)? (Please tick up to three)*

Dropping off/collecting partner/children	<input type="checkbox"/>
Health Reasons	<input type="checkbox"/>
Satisfy work needs/commitments	<input type="checkbox"/>
Environmental reasons	<input type="checkbox"/>
Time savings	<input type="checkbox"/>
Lack of alternative from where I live	<input type="checkbox"/>
Cheaper than alternative	<input type="checkbox"/>
Too early for public transport	<input type="checkbox"/>
Too late for public transport	<input type="checkbox"/>
Weather	<input type="checkbox"/>
Reliability	<input type="checkbox"/>
Comfort	<input type="checkbox"/>
Personal safety	<input type="checkbox"/>
Quicker than alternatives	<input type="checkbox"/>
Other <i>(please specify)</i>	<input type="checkbox"/>

A5 What other forms of transport do you ever use to get to work? *(Tick all that apply)*

Drive own car alone	<input type="checkbox"/>
Get lift in someone else's car, either a relative or friend	<input type="checkbox"/>
Car share with a colleague	<input type="checkbox"/>
Train	<input type="checkbox"/>
Underground/tube	<input type="checkbox"/>
DLR (Docklands Light Railway)	<input type="checkbox"/>
London bus <i>(write in bus number)</i>	<input type="checkbox"/>
Motorbike/moped	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>
Minicab	<input type="checkbox"/>
Black cab	<input type="checkbox"/>
Plane	<input type="checkbox"/>
Walk	<input type="checkbox"/>
None of these	<input type="checkbox"/>

A6 *(Please answer if you ever use the DLR to get to work)*
Has the opening of the DLR Woolwich Arsenal extension prompted you to start using the DLR to get to London City Airport or did you use it previously?

Yes, Woolwich Arsenal extension prompted me to use DLR	<input type="checkbox"/>
Used DLR before Woolwich Arsenal extension was open	<input type="checkbox"/>

SECTION B: TRAVEL BY CAR



ANSWER SECTION B IF YOU DRIVE YOUR OWN CAR TO WORK OR USE A CAR SHARE WITH A COLLEAGUE

B7. Do you have an airport car park permit?
 Yes
 No

B8. Where do you usually park? (Please tick one)

- Jet Centre
- Western car park
- Triangle (behind DLR)
- Short stay (including eastside of City Aviation House)
- Main stay (staff area E & F)
- Blue shed/KGV House
- Other (please specify)

B9. Which of the following would most encourage you to use an alternative form of transport (i.e. not a car) to get to work? (Tick all that apply)

- If alternative mode of transport quicker
- If alternative mode of transport cheaper
- If alternative mode of transport easier
- Health considerations
- Concern for the environment
- Pressure from peers/colleagues/friends
- Lack of free airport car parking space

B10. If you didn't go to work by car, what alternative form(s) of transport would you most likely use? (Please tick all that apply)

- Underground/tube
- DLR (Docklands Light Railway)
- London bus (write in bus number) _____
- Motorbike/moped
- Bicycle
- Minicab
- Black cab
- Plane
- Walk
- None

B11. Would you be prepared to car share with a colleague?
 Yes
 No
 I already car share

B12. Which of the following would encourage you to car share with a colleague? (Please tick all that apply)

- Help in finding car share partners with similar work hours
- Free taxi home or to work if let down by car share driver
- Preferential parking spaces for car sharers
- Nothing
- Other (please specify)



SECTION C: TRAVEL BY PUBLIC TRANSPORT, CYCLE OR WALKING

SECTION C IS TO BE COMPLETED BY EVERYONE. IF YOU ALREADY USE THE TRANSPORT IN QUESTION PLEASE TICK WHICH IMPROVEMENTS YOU WOULD MOST LIKE TO SEE



C13. Which of the following improvements would most encourage you to use the **PUBLIC TRANSPORT** for your journey to work? (Please tick three. If you already use the public transport please tick the improvements you would like to see)

- Less crowding
- More direct service
- More frequent services
- Earlier operating times
- Later operating times
- More reliable services
- Cleaner/smarter trains/buses and bus stations
- Increased security on trains/ buses & at stations
- Subsidised fares
- Annual season ticket loan
- Easier access to timetable information
- Up to date travel information at work on routes, times and fares
- Having my journey planned for me
- Nothing
- Other (please specify)

C14. Which of the following would encourage you to **WALK** to work? (If you already walk please tick the improvements you would like to see)

- Better quality and safer footpaths
- Improved street lighting
- Improved road crossing facilities
- Availability of walking partner
- Changing facilities, showers & lockers at work
- Provision of a personal alarm/other safety equipment
- Nothing I live too far away
- Other (please specify)

C15. Which of the following would encourage you to **CYCLE** to work? (If you already cycle please tick the improvements you would like to see)

- Improved cycle paths/lanes on journey to work
- Improved and secure cycle parking at the airport
- Changing facilities, showers & lockers at work
- Interest free loan to purchase a bike
- Discounts at local bike shops
- Information on cycle routes and location of facilities
- Onsite bicycle repair service
- Nothing
- Other (please specify)

C16. Are you aware that cycle parking is available at London City Airport?

- Yes
- No

C17. Are you aware of any showers at London City Airport available to staff who walk or cycle to work? If yes: Where are they located?

- Yes, aware of showers
 - at City Aviation House
 - at Fire Station
 - at Jet Centre
 - at other place (write in)
- No, not aware of any showers

C18. Would you consider taking part in ...?

- Walking activities and/or club co-ordinated by the airport
 - Yes
 - No
- Cycling activities and/or club co-ordinated by the airport
 - Yes
 - No





D19. Gender

- Male
- Female

D20. Age

- Under 25
- 25-34
- 35-44
- 45-55
- Over 55

D21. Where do you usually access the site?

- City Aviation House
- Terminal Building
- Vehicle control point (VCP)/Jet Centre
- Blueshed/KGV House
- Car Hire Wash Bays
- Other (please specify)

D22. Do you have a health problem or disability that affects your choice of travel to work?

- Yes - with blue badge
- Yes - no blue badge
- No

D23. Which company/organisation or London City Airport department do you work for?

Name of company/organisation: (write in)

.....

London City Airport department:

- City Aviation House (including Finance)
- Facilities Management
- Fire Service
- Airside Operations and Safety Unit
- Ramp Services/Ramp Control
- Terminal Services
- (customer services & security)
- Jet Centre

D25. What is your role? Are you . . . ? (Please tick)

- Staff (agent, operative, officer, cabin crew)
- Supervisory (team leader, duty officer)
- Management (manager, director, pilot)

D26. Do you normally work full time or part time?

- Full time
- Part time

D27. Do you work shifts or fixed office hours (e.g. 0900-1730)?

- Shifts
- Fixed hours

D28. Please indicate if you work weekends only or evenings only.

- Weekends only
- Evenings only
- Neither

D29. What is your earliest start time? Write in using 24 hour clock

.....

What is your latest finish time? Write in using 24 hour clock

.....

D30. Please write any other questions, comments or suggestions related to travel to work below.

.....

.....

Office only
Interviewer number:
Monday <input type="checkbox"/> Tuesday <input type="checkbox"/> Wednesday <input type="checkbox"/> Thursday <input type="checkbox"/>
Friday <input type="checkbox"/> Saturday <input type="checkbox"/> Sunday <input type="checkbox"/>
Time (24 hour clock):