

CITY AIRPORT DEVELOPMENT PROGRAMME  
(CADP1) S73 APPLICATION

# EQUALITIES STATEMENT

DECEMBER 2022





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# Equality Statement

London City Airport

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DECEMBER 2022

# Contents

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1	Introduction	3
2	Equality Assessment Context	5
3	Baseline Context	10
4	Equality Considerations	23
5	Summary and Conclusions	37
	Appendix 1: Baseline Summary Tables	41
	Appendix 2: Community Infrastructure	

# 1 Introduction

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**This Equality Statement (EqS) considers the potential equality effects related to the proposed amendments to the planning permission for London City Airport (LCY) in London Borough of Newham (LBN). The aim of this Statement is to provide information to the decision maker to aid in its consideration of the planning application with regard to the Public Sector Equality Duty (PSED).**

1.1 LCY is located in the Royal Docks, Hartmann Road, London, E16 2PX (“the site”) within the administrative area of the LBN. A section 73 planning application will be submitted to the LBN to seek to:

*“Section 73 Application to vary conditions 2 (approved drawings and documents), 8 (aircraft maintenance), 10 (restrictions on development – Plan P4), 12 (aircraft stand location – Plan P4), 17 (aircraft take-off and land times), 23, 25, 26 (Daily limits), 35 (temporary facilities), 42 (terminal opening hours), 43 (passengers) and 50 (ground running) attached to planning permission 13/01228/FUL dated 26 July 2016 (as varied) to allow up to 9 million passengers per annum (currently limited to 6.5 million), arrivals and departures on Saturdays until 18.30 with up to 12 arrivals for a further hour during British Summer Time (currently allowed until 12.30), modifications to daily, weekend and other limits on flights and minor design changes, including to the forecourt and airfield layout.”*

1.2 In summary, the proposed amendments are:

- An increase in the number of passengers able to use the airport each year, from 6.5 million currently permitted to 9 million per year (expected to be achieved by around 2031);
- An extension of operational hours on Saturday to allow flights to take place through the afternoon up to 18.30 hours and a further one-hour extension during British Summer Time (to 19.30) for up to 12 arrivals, but only for use by new generation aircraft;
- An increase in the number of flights permitted between 06:30 and 06:59 (from 6 to 9), but only for use by new generation aircraft;
- Modifications to daily, weekend and other limits on flights; and
- Minor design changes, including to the forecourt and airfield layout.

1.3 In undertaking their consideration of this planning application, LBN as the planning authority are required to consider potential equality impacts under the Equality Act 2010 (“the 2010 Act”). The purpose of this EqS is to provide information to assist the LBN in their role as the planning authority in this regard.

1.4 Section 2 of this report explains the context of the 2010 Act and the LBN’s role in more detail, and the methodology applied within this EqS.

1.5 Section 3 provides baseline information to set the context of the local population and potentially sensitive local uses.

1.6 Section 4 looks at the proposed amendments, and the potential impacts upon equality as defined by the 2010 Act.

## 2 Equality Assessment Context

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### Legislative Context

- 2.1 The 2010 Act forms the basis of anti-discrimination law in Great Britain. Section 4 of the 2010 Act defines various protected characteristics which are covered by the Act:
- Age
  - Disability
  - Gender reassignment
  - Marriage and civil partnership
  - Pregnancy and maternity
  - Race
  - Religion or belief
  - Sex
  - Sexual orientation
- 2.2 Section 149 of the 2010 Act defines the PSED and requires public authorities to have due regard to equality considerations when exercising their functions, including decision making on planning applications. This PSED requires public authorities to have due regard to the need to:
- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
  - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 2.3 The need to advance equality of opportunity includes the need to (as set out in Section 149 (3) of the 2010 Act):
- Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
  - Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it; and
  - Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

## Guidance on PSED and Equality Impact Assessment

- 2.4 The 2010 Act does not specifically require an ‘Equality Impact Assessment’ nor define how it should be carried out. The PSED is to have “due regard” to the requirements of the 2010 Act.
- 2.5 Guidance<sup>1</sup> for local authorities published by the Government Equalities Office clarifies that the 2010 Act does not impose a legal requirement to conduct an Equality Impact Assessment, but it emphasises the importance of consciously considering the aims of the PSED in decision making.
- 2.6 The scope of the assessment set out below has been tailored appropriately for the project. It takes into account Greater London Authority (GLA) guidance (Planning for Equality and Diversity in London SPG) and the relevant Policy (Policy GG1) in the London Plan.
- 2.7 The aim of this EqS is to assist the Local Authority in the information gathering required to inform decisions to which the PSED applies.

## Methodology

### Approach

- 2.8 All developments will have a range of impacts, both positive and negative, through their construction and end use. Everyone affected by a development will have some protected characteristics as defined by the 2010 Act, and there will be varying degrees of intersectionality (such as age, race and sex), and they will not all be equally affected. That does not however, necessarily constitute an equality effect.
- 2.9 To identify which effects are relevant to equality, a growing body of practice in equality assessment has distinguished equality impacts as those that have either a disproportionate or differential effect upon persons who share a relevant protected characteristic compared to persons who do not share it, as explained below:
- **Disproportionate:** there may be a disproportionate equality effect where people with a particular protected characteristic make up a greater proportion of those affected than in the wider population
  - **Differential:** there may be a differential equality effect where people with a protected characteristic are affected differentially to the general population as a result of vulnerabilities or restrictions they face because of that protected characteristic.
- 2.10 The scale and significance of such impacts cannot always be quantified. Therefore, the consideration of equality effects includes a descriptive analysis of the potential impacts and identifying whether such impacts are adverse or beneficial.
- 2.11 Equality impacts are complex, and impacts are difficult to accurately and comprehensively predict. In the context of development, some impacts are inherently more difficult to quantify, or for a planning consent to directly control. For example, some effects may depend on how

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<sup>1</sup> Government Equalities Office (2011) Equality Act 2010: Public Sector Equality Duty What do I need to know? A quick start guide for public sector organisations

people respond to a development in the future (e.g. effects of air noise, employment etc), which can only be modelled and forecast, not directly measured in advance. For this reason, the EqS can only consider effects that can reasonably be foreseen.

- 2.12 Any decision taken by a public body may involve a need to consider and balance a range of both positive and negative effects of different types. There may be reasonable mitigation measures that can eliminate or reduce some disproportionate or differential equality impacts, but some impacts may not always be avoidable.
- 2.13 Consideration can be given to whether there are alternative approaches that could alleviate or mitigate the impact of a decision. The PSED is to give due regard to all equality considerations, in accordance with the 2010 Act, and attribute appropriate weight to such considerations. Equality impacts should be a consideration in the balance when determining the application, alongside the benefits arising from the proposed amendments.

### Scope of Assessment

- 2.14 The planning application as a whole provides a significant amount of information and assessment on the potential impacts of the proposed amendments. This EqS does not seek to repeat the detailed assessment work set out within other planning application documents. The assessment of potential equality effects is focused on several key aspects of the scheme, namely:
- Amenity and health effects
  - Noise
  - Air quality
  - Traffic and Transport
  - Population Health
  - Employment Creation and Training Opportunities
  - User Benefits
- 2.15 To arrive at a list of key considerations which would be informed by the baseline analysis, and carried through to the assessment of potential equality related effects, the EqS considers the following questions:
- How do the proposed amendments affect local residents?
  - How do the proposed amendments affect airport users?
  - How do the proposed amendments affect current and future employees?
  - How do the proposed amendments affect sensitive receptors, with a particular relevance to protected characteristics?
- 2.16 Guided by these questions, the key considerations of the assessment of potential equality effects of the proposed amendments will be:
- Amenity Effects and Health Impacts during operation of the airport following the proposed amendments (on the general population within the Noise Impact Area, which

is based on the 57dB LAeq 16hr noise contour, and users of the community infrastructure<sup>2</sup> identified as potentially affected), including:

- Noise Impacts
- Air Quality Impacts
- Traffic and Transport Impacts
- Population Health Impacts
- Accessible Design at the airport
- Employment Creation and Training Opportunities
- User Benefits

2.17 These various aspects have been considered in relation to their potential impact on protected characteristics. The structure of the assessment has been shaped by the following set of questions / considerations and amended appropriately for this project.

Consideration of impact	<ul style="list-style-type: none"> <li>▪ Does it relate to an area where there are known inequalities?</li> <li>▪ Which groups is the proposal likely to affect?</li> <li>▪ How significant is its impact?</li> <li>▪ Identify opportunities for action to be taken to avoid or minimise any negative impacts (Links to Action Plan below)</li> <li>▪ How did you engage with the affected groups?</li> </ul>
Action Plan	<ul style="list-style-type: none"> <li>▪ What actions can be taken to reduce negative impact?</li> <li>▪ If the action proposed will not fully mitigate the adverse consequences or if no action is intended explain and justify this.</li> <li>▪ Can anything further be done to promote equality of opportunity?</li> <li>▪ Can you undertake further consultation/research if necessary?</li> </ul>

### Baseline Analysis and Review of Impacts

2.18 The EqS has been informed by a range of datasets and sources.

2.19 Baseline analysis has been informed by nationally recognised demographic datasets from the Office of National Statistics (ONS) including:

- Census 2021 (and Census 2011, where Census 2021 was not available)
- Mid-year Population Estimates 2020
- Annual Population Survey 2021
- Live Births 2020
- Index of Multiple Deprivation 2019

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<sup>2</sup> Community infrastructure impacts include: Impacts upon Education Facilities (including schools, nurseries and day-care on non-domestic premises), Residential Care Buildings (including hospitals, hospices, care homes), Outdoor Amenity Areas (including playspace) and Places of Worship.

- 2.20 Local community infrastructure has been identified by a desktop search of the Noise Impact Area.
- 2.21 Baseline analysis and consideration of the impacts have been informed by a review of the planning application with particular reference to the **Planning Statement**, **Environmental Impact Assessment**, and **Statement of Community Involvement**. Where application documents have been referred to these are shown in **bold**.
- 2.22 Various consultation has been undertaken throughout the pre-application process with key stakeholders. Outcomes from this stakeholder engagement are set out where relevant.
- 2.23 Mitigation measures and recommendations set out within this EqS refer to embedded design or mitigation measures set out throughout the application.

## 3 Baseline Context

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- 3.1 This section of the EqS provides relevant baseline information in relation to protected characteristics, to understand if the demographics of the local population have any particular protected characteristics that may be affected by the proposed amendments.
- 3.2 The Site is located within the southern extent of the LBN and within the 2011 statistical ward of Royal Docks.
- 3.3 Impacts are primarily considered within the Noise Impact Area which is based on the 57dB LAeq 16hr noise contour used for the noise assessment in **ES Chapter 8 Noise**. This is shown on Figure 1 and Figure 2 with the red boundary. It is acknowledged that some impacts such as those related to employment may affect population beyond the Noise Impact Area.
- 3.4 The Noise Impact Area is used to identify the community infrastructure impacted by the proposed amendments, by selecting those located within the noise contour.
- 3.5 The demographic profile of residents living in the Royal Docks ward and the Noise Impact Area has been examined and presented in the context of LBN and London averages. For the purposes of collecting and analysing baseline demographic data for the resident population of the Noise Impact Area, best fit ward (2011 Census data) and MSOA (2021 Census data) definitions were identified.
- 3.6 As an approximation, wards were included in the definition if a third of their residential area was within the Noise Impact Area. This is shown in Figure 1. The 2011 best fit ward definition covers a number of wards in different local authorities:
- Blackwall and Cubitt Town, Bow East, Bow West, Bromley-by-Bow, East India and Lansbury, Limehouse, Mile End East, Millwall, St Dunstan's and Stepney Green (London Borough of Tower Hamlets)
  - Thamesmead Moorings (Royal Borough of Greenwich)
  - Thamesmead East (London Borough of Bexley)
  - Beckton, Canning Town North, Canning Town South, Custom House, Royal Docks (London Borough of Newham)
- 3.7 Census 2021 data is not currently available at ward level. A Middle Layer Super Output Area (MSOA) best fit definition for the Noise Impact Area and the Royal Docks ward (Newham 041 and Newham 042) was used as an approximation when collecting data from Census 2021. This is shown in Figure 2.
- 3.8 The Site is occupied by the airport, its runway, terminal and operations buildings. The airport's forecourt area to the south of the passenger terminal building includes vehicle drop off areas, a taxi rank, car hire parking and two bus stops.
- 3.9 Hartmann Road provides the main access to the airport and connects to Connaught Road to the west. The road is used by taxis to queue for the taxi rank at the terminal forecourt. To the

south of Hartmann Road the area is largely residential with a mixture of terraced housing and apartment blocks.

3.10 The airport is served by the Docklands Light Railway (“DLR”) which is to the south of the airport and has a dedicated station that links directly into the terminal. This provides connections to Bank in the City of London, Canary Wharf (via the Jubilee Line) and Stratford International.

3.11 The surrounding area is in urban use with a mix of residential, industrial and commercial uses located on the northern and southern banks of the River Thames.

Figure 1 – Site and Surrounding Context (2011 ward boundaries)

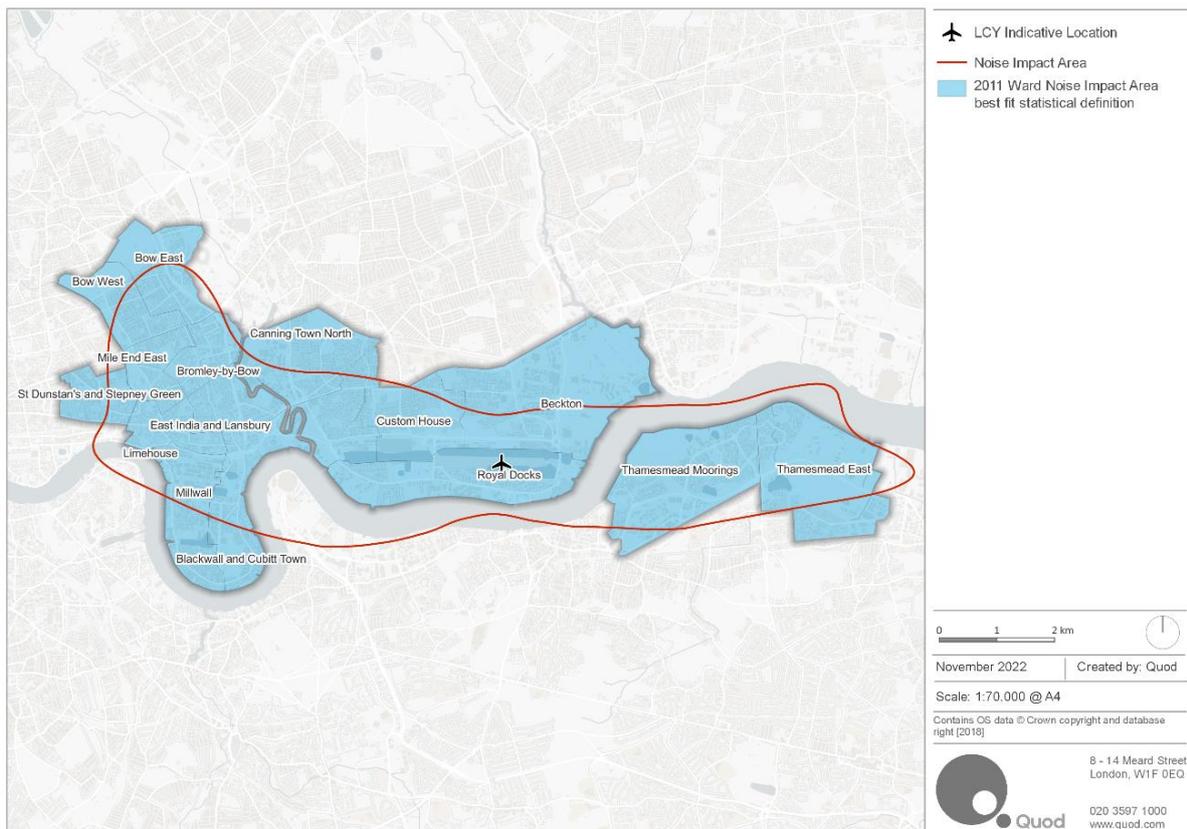
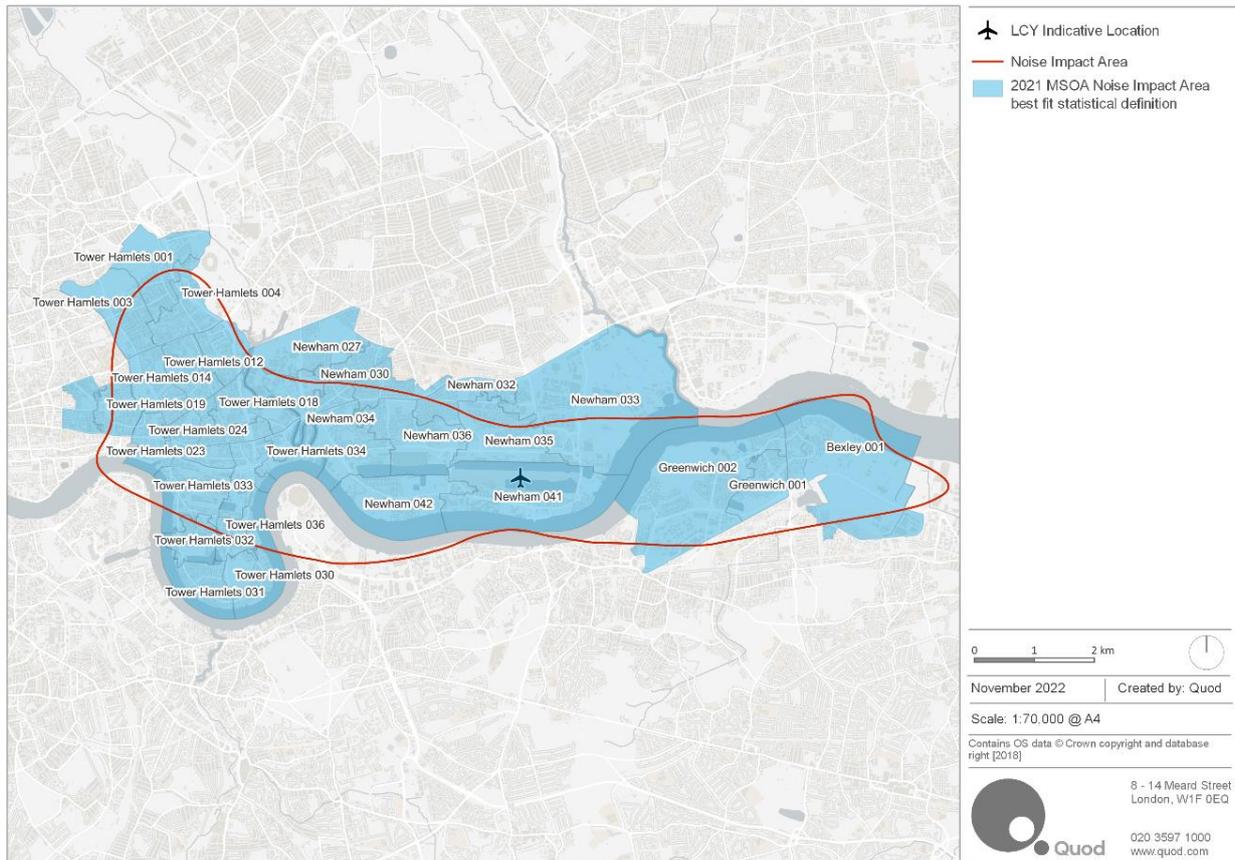


Figure 2 – Site and Surrounding Context (2021 MSOA boundaries)



## Population

- 3.12 At the time of the 2011 Census<sup>3</sup>, there were 10,679 residents living in Royal Docks ward, 247,043 residents in the Noise Impact Area (as defined on Figures 1 and 2) and 307,984 residents living within the LBN.
- 3.13 According to Census 2021<sup>4</sup> data, 18,330 people lived within the Royal Docks ward, which indicates a 72% growth rate since Census 2011. The population of the Noise Impact Area was 326,700 which is a 32% increase on the 2011 population numbers. This is much higher than the population increase for London as a whole (8%).

## Protected Characteristics

- 3.14 The following section provides baseline data on the demographics of the local resident population with respect to the protected characteristics as defined by the 2010 Act where available data exists.

<sup>3</sup> Office for National Statistics, 2011. Census.

<sup>4</sup> Office for National Statistics, 2021. Census

## Age

- 3.15 Census 2021 data indicates that the Royal Docks ward and the Noise Impact Area have similar proportions of children aged 0-15 when compared to LBN and London as a whole.
- 3.16 The working age population (16-64) dominates, at 78% in the Royal Docks ward and 74% in the Noise Impact Area. This is higher than London average (69%).
- 3.17 Proportionally, there are fewer older people aged 65+ in the Royal Docks ward (3%) and the Noise Impact Area (6%), than in LBN (7%) and across London as a whole (12%).

## Sex

- 3.18 The 2021 Census data shows that the sex split in the Royal Docks ward is marginally more weighted towards the female sex, with 51% female residents and 49% male residents.
- 3.19 In the Noise Impact Area and LBN the sex split is even, at 50% for each sex, while for London as a whole the split is more weighted towards the male sex at 51%.

## Gender Reassignment

- 3.20 A person has the protected characteristic of gender reassignment if the person is proposing to undergo, is undergoing, or has undergone a process (or part of a process) for the purpose of reassigning the person's sex by changing physiological or other attributes of sex (2010 Act, Section 7). To be protected from gender reassignment discrimination, a person does not need to have undergone any specific treatment or surgery to change from their birth sex to preferred gender. This is because changing physiological or other gender attributes is a personal process rather than a medical one. A person can be at any stage in the transition process – from proposing to reassign their gender, to undergoing a process to reassigning their gender, or having completed it (as per the Equality and Human Rights Commission<sup>5</sup>).
- 3.21 Comprehensive data on gender reassignment is not available. Census 2021 included a question relating to this, although the results are not yet available. It was a voluntary question, with a freeform answer, and this is the first time it has been included, so the response rate and type of response it produces is not yet known.
- 3.22 In 2009, the ONS appraised the capability of collecting reliable gender reassignment statistics. It concluded that further work was needed to develop robust statistics in this area<sup>6</sup>.

## Sexual Orientation

- 3.23 A person's sexual orientation includes their sexual behaviour, sexual attraction and sexual identity. Sexual orientation is a protected characteristic to allow individuals to choose how to express their sexual orientation without discrimination. This includes discrimination in the provision of goods, facilities and services on grounds of sexual orientation.
- 3.24 Discrimination towards sexual orientation is possible in various forms including: discrimination arising from one's self-perceived sexual identity; one's perceived sexual orientation

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<sup>5</sup> As per the Equality and Human Rights Commission Guidance and The Equality Act 2010.

<sup>6</sup> Trans Data Position Paper. ONS, May 2009.

(discrimination by perception); or one's links to other individuals and their sexual orientation (discrimination by association)<sup>7</sup>.

- 3.25 Comprehensive data on sexual orientation is not available. Census 2021 included a question relating to this, although the results are not yet available. It was a voluntary question, with a freeform answer, and this is the first time it has been included, so the response rate and type of response it produces is not yet known.
- 3.26 In 2009 the ONS appraised the capability of collecting robust sexual identity statistics<sup>8</sup>. It advised that in order to gather data on sexual orientation a suite of questions would be required, where sexual identity was identified as one component of sexual orientation for which data may be collected.
- 3.27 There is experimental data on sexual identity available from the ONS. This data is based on social survey data from the Annual Population Survey which collects information on self-perceived sexual identity from the household population (aged 16 and over). This is currently only available at regional level.
- 3.28 The latest data from 2018 indicates 2.8% of residents in London identify as gay, lesbian or bisexual, compared to 2.3% across the UK<sup>9</sup>.

### Marriage and Civil Partnership

- 3.29 According to the 2021 Census the proportion of single residents in the Royal Docks ward was 54%, and 55% in the Noise Impact Area. This is higher than LBN and London averages of 47% and 46% respectively. Around 35% of residents in the Royal Docks ward and 33% of residents in the Noise Impact Area were married. This was lower compared to LBN and London averages of 41% and 40% respectively.
- 3.30 In 2021, the proportion of residents in a civil partnership in Royal Docks and the Noise Impact Area was 0.4%. This was slightly higher than in LBN and across London (0.3%).
- 3.31 In 2021, the proportion of separated, divorced or widowed residents was 10% in Royal Docks, 11% in the Noise Impact Area and to 12% in LBN. This was lower than for London as a whole (14%).

### Pregnancy and Maternity

- 3.32 The ONS does not provide statistics on the number of people who are pregnant. Therefore, this baseline analysis considered live birth data as a proxy. This data is only available at the LBN and London level, and is not available at the ward level. Latest available data from 2020 indicates the general fertility rate<sup>10</sup> in LBN is higher (67.9) than the average for London (56.4).

### Race

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<sup>7</sup> As per the Equality and Human Rights Commission Guidance.

<sup>8</sup> Measuring Sexual Identity: A Guide for Researchers. ONS, April 2009.

<sup>9</sup> Office for National Statistics, 2020. Sexual Orientation – 2018.

<sup>10</sup> General Fertility Rate is the number of live birthday per 1,000 female population aged 15 to 44

3.33 A person's race can include a number of personal characteristics. As defined in the 2010 Act race includes colour, nationality and ethnic or national origins. Therefore, this baseline assessment has considered a range of data sources including ethnicity, country of birth and language spoken to provide a baseline analysis of the local area with respect to race.

### *Ethnicity*

3.34 According to 2021 Census data, 38.4% of the resident population of the Royal Docks ward and 40.5% of the resident population of the Noise Impact Area identify as White. This is higher than the LBN average of 30.8% but lower than London average of 53.8%.

3.35 Among the White population, besides White British population (19%), the second largest group in the Royal Docks ward was Romanians at 2.9% (higher than London average of 1.3%). In the Noise Impact Area, the most predominant groups are White British (23%), European Mixed (2.8%) and Romanians (1.5%).

3.36 In the Royal Docks ward, a significant proportion of residents (22.9%) identifies as Black/Black British/of African background, which is significantly higher than London average (7.8%). Among the group, the biggest sub-groups were the Nigerian population (4.5%) and the Ghanaian population, for which the proportions were higher than the London averages (1.5% and 0.7% respectively).

3.37 There is also a significant proportion of the population of Asian/Asian British ethnicity (19.7% - slightly lower than London average), including 8.6% Bangladeshi/British Bangladeshi residents (higher than London average) and 4.6% Indian/British Indian (lower than London average).

3.38 In the Noise Impact Area, 33.6% of the resident population identifies as Asian/Asian British with the largest sub-group being Bangladeshi/British Bangladeshi at 21.5%, which is significantly higher than the London averages of 20.7% and 3.7%.

3.39 Around 11.6% of the population of the Noise Impact Area identifies as Black/Black British/of African background, which is higher than the London average of 7.8%. The largest sub-group are Nigerian residents (2.7%), which is also higher than the London average (1.5%).

### *Country of Birth*

3.40 According to Census 2021 data, the proportion of UK-born residents decreased across all assessed geographical scales when compared to Census 2011. In the Royal Docks ward and LBN the proportion of UK-born residents was 46% which was lower than in the Noise Impact Area (52%) and the London average (59%).

3.41 The proportion of European residents has significantly increased since Census 2011, from 16% to 22% in the Royal Docks ward, from 12% to 18% in the Noise Impact Area, from 12% to 19% in LBN and from 12% to 16% across London.

3.42 The proportion of residents born in Africa has decreased since Census 2011 across all of the assessed geographical scales, while the proportion of population born in the Middle East and East Asia has increased across all assessed areas, apart from LBN where the proportion decreased.

### Language

- 3.43 The 2011 Census defines an individual's 'main language' as 'a person's first or preferred language'.
- 3.44 According to 2011 Census data, 71% of residents of the Royal Docks ward spoke English as their main language, which is similar to the Noise Impact Area average of 69%, significantly higher than the LBN average (59%) and lower than the average for London (78%).
- 3.45 Besides English, the most commonly spoken languages in the Royal Docks, were Lithuanian at 4% and French, Portuguese, Polish and Bengali, at 2% each.
- 3.46 In the Noise Impact Area, the most commonly spoken languages besides English were South Asian languages (13%) – particularly Bengali (11%).
- 3.47 The 2021 Census data on 'main language' has now been published but is only available at local authority and regional levels. In LBN, besides English, the most commonly spoken languages included Bengali (6%), Romanian (5%) and Urdu (2%) – which is higher than the London averages for each of these languages.

### Religion or Belief

- 3.48 According to the 2021 Census, 76% of the Royal Docks ward residents identify themselves as belonging to a religion, which is higher than the Noise Impact Area average (69%) and London (66%), but lower than the average for LBN (79%).
- 3.49 In the Royal Docks ward, 50% of residents are Christian, which is significantly higher than in the Noise Impact Area (34%), LBN (35%) and across London (41%).
- 3.50 Both in the Royal Docks ward and the Noise Impact Area, significant proportions of the population are Muslim (21% and 29% respectively), which is significantly higher than the London average of 15%.
- 3.51 A smaller proportion (3%) of both the Royal Docks ward and the Noise Impact Area indicated Hindu as their religion. This is smaller than the LBN and London averages at 6% and 5% respectively.

### Disability

- 3.52 The 2011 Census asked residents to carry out a self-assessment of their general state of health. Residents were asked whether their health was 'very good', 'good', 'fair', 'bad', or 'very bad' – 88% of residents in the Royal Docks ward reported 'very good or 'good' health which is higher than for the Noise Impact Area and LBN averages (84% and 83% respectively).
- 3.53 The 2011 Census also asked residents whether a long-term health problem or disability limited their day-to-day activities. In the Royal Docks ward, 9% of residents reported that their day-to-day activities were limited a little or a lot, which is lower than the Noise Impact Area, LBN and London averages (each at 14%).

## Deprivation

- 3.54 While deprivation or unemployment is not classified as a protected characteristic under the 2010 Act, levels of deprivation have been considered as part of this baseline analysis because there can be strong correlations between deprivation and protected characteristics. The Equality Act aims to advance equality of opportunity and deprivation is one indicator of disadvantage against which this can be measured.
- 3.55 The Government's Indices of Multiple Deprivation (2019) measure deprivation by combining indicators including a range of social, economic and housing factors to give a single deprivation score for each small area across England (defined as Lower Layer Super Output Areas (LSOAs)). These factors are divided among seven domains of deprivation as outlined below:
- Income deprivation;
  - Employment deprivation;
  - Education, skills and training deprivation;
  - Health deprivation and disability;
  - Crime;
  - Barriers to housing and services; and
  - Living environment deprivation.
- 3.56 Areas are ranked according to their level of deprivation. Figure 3 shows the relative levels of deprivation for the Royal Docks and the surrounding wards in the Noise Impact Area – areas shown in red are within the 10% most deprived in England, those in orange are within the 20% most deprived and those in yellow within the 30% most deprived.
- 3.57 The Site, and a significant proportion of the Royal Docks ward is within the top 20% most deprived areas within England.
- 3.58 To the north of the Site, Custom House ward is particularly deprived with parts of it in the 10% most deprived areas in England. Beckton, Canning Town South and East India and Lansbury wards also contain areas of high deprivation in the 30% most deprived in the country.
- 3.59 There are areas of high deprivation relating to the Income domain in the Noise Impact Area; parts of Custom House, Beckton, Canning Town South and East India and Lansbury wards are within 10% most deprived in England. This is shown on Figure 4.
- 3.60 Figure 5 shows that to the north-west of the Site, there are areas of high deprivation relating to Income Deprivation affecting children and older people.

Figure 3 - Index of Multiple Deprivation (2019)

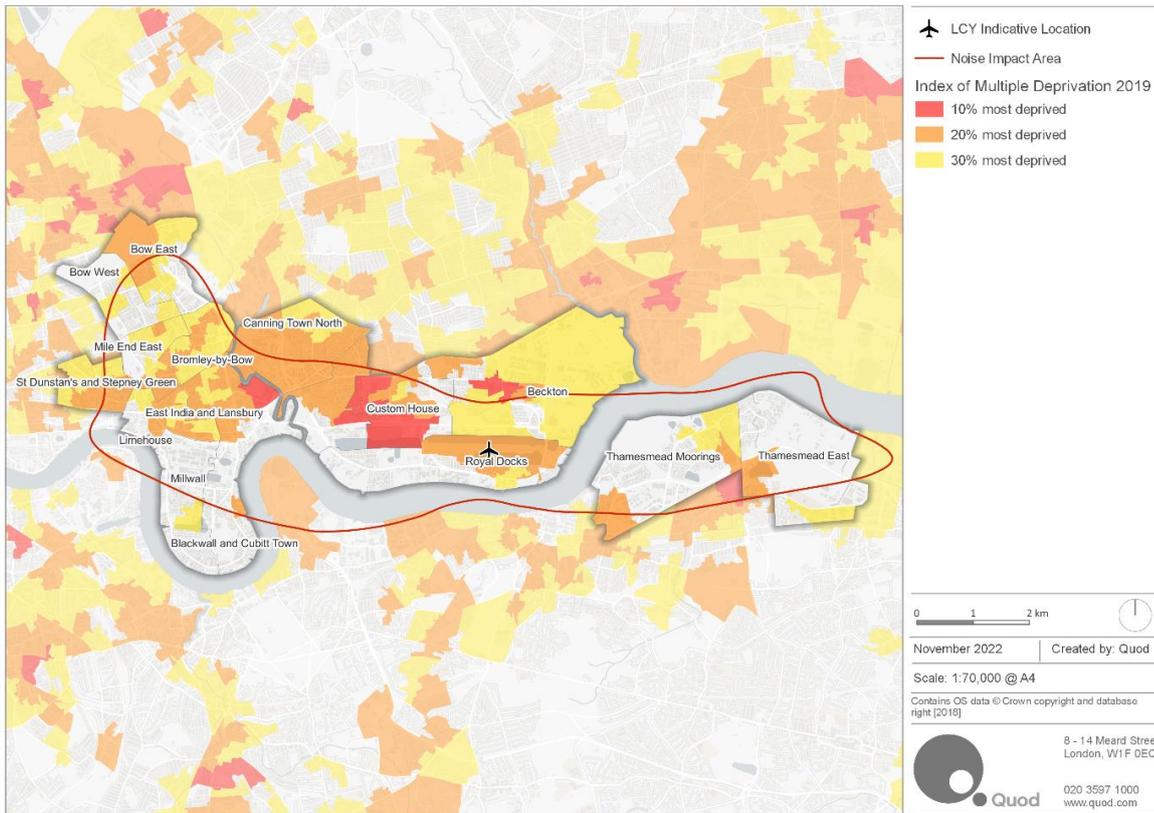


Figure 4 – Index of Multiple Deprivation (2019) Income Domain

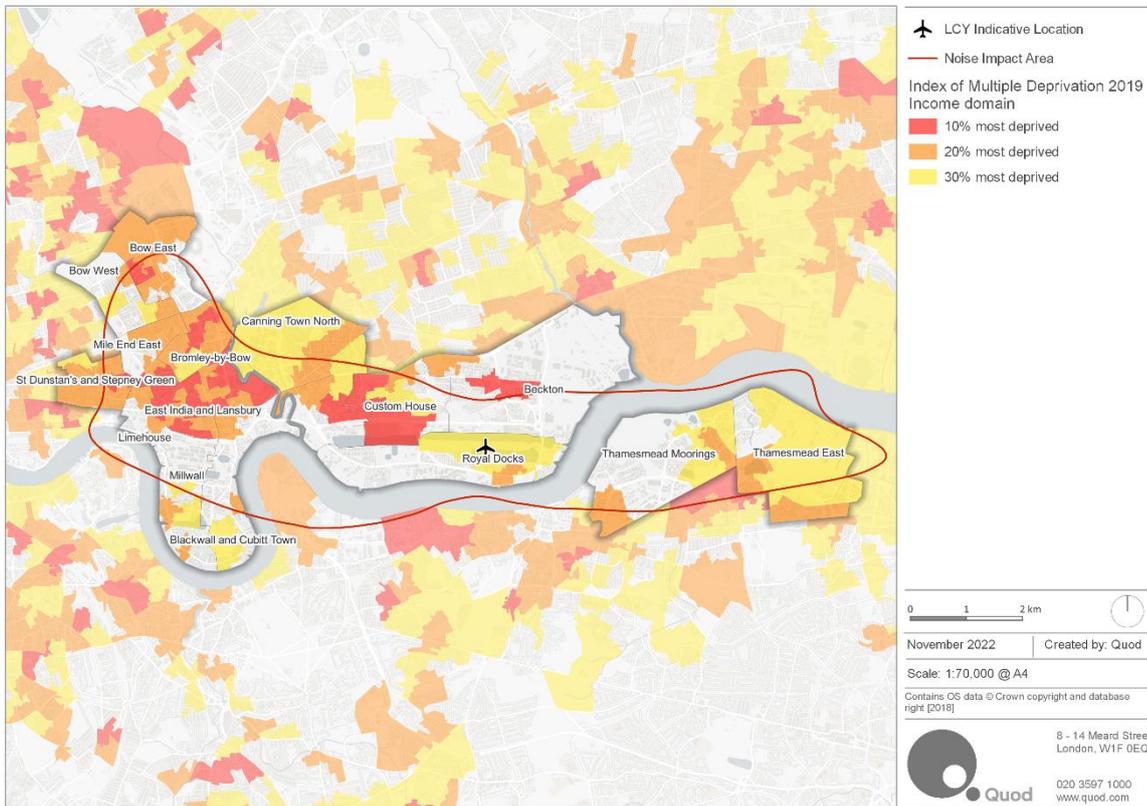
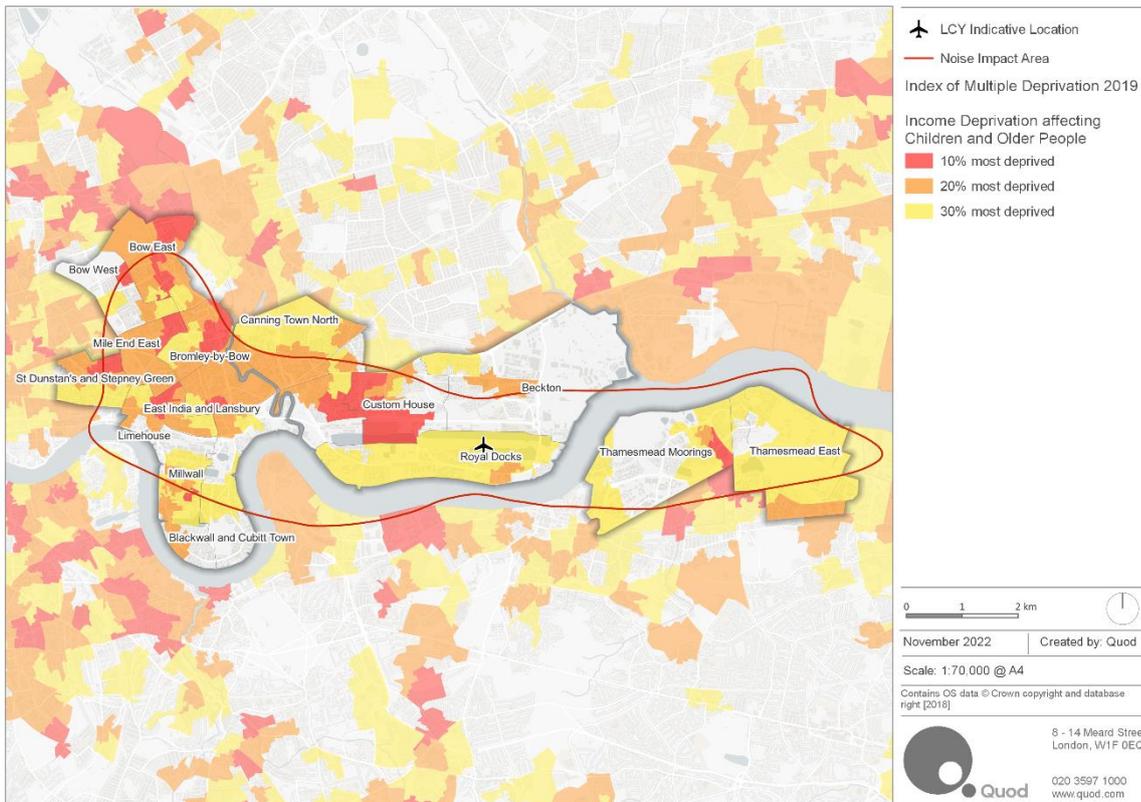


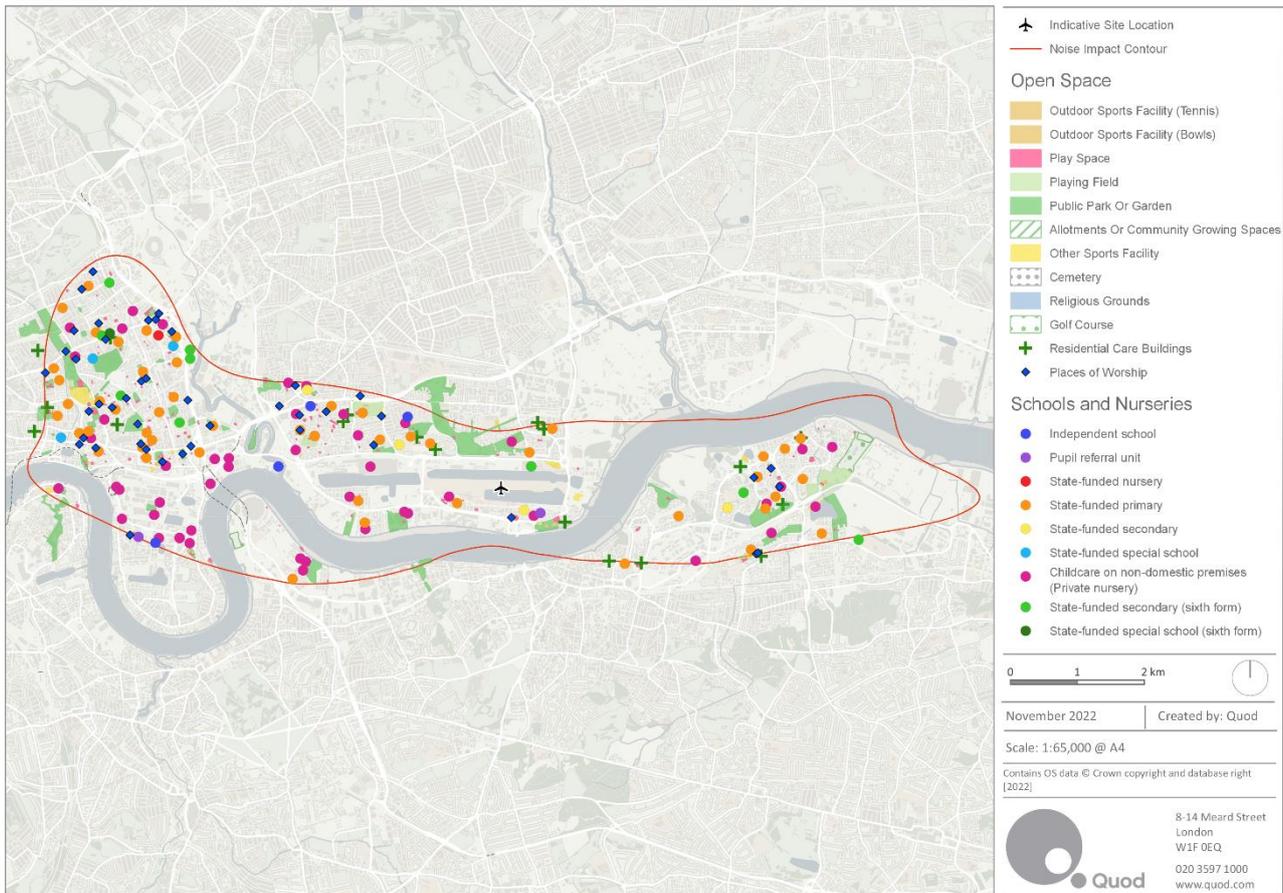
Figure 5 – Index of Multiple Deprivation (2019) Income Deprivation affecting Children and Older People



## Community Infrastructure

- 3.61 Baseline analysis has considered community assets within the Noise Impact Area that could have particular relevance to equality impacts, due to the likelihood of their users sharing a particular protected characteristic. These include: outdoor amenity areas (including parks, playspace and other local green space), residential care buildings (including hospitals, hospices and care homes), education facilities (including schools, nurseries and day-care facilities in non-domestic setting) and places of worship.
- 3.62 Figure 6 sets out community infrastructure located within the Noise Impact Area, which could be disproportionately affected by the impacts of the proposed amendments.
- 3.63 Detailed maps and tables setting out the different types of local community infrastructure affected by the impacts of the proposed amendments are set out in Appendix 2 of this EqS.

Figure 6 – Community Infrastructure within the Noise Impact Area<sup>11</sup>



## Summary

3.64 In the Royal Docks ward, there is a high proportion of working age residents and proportionately fewer children and older people. Across the Noise Impact Area, the working-age population also dominates the age structure, when compared to the London average. Therefore, as there is a dominant age group, Age is identified as a relevant protected characteristic to be considered for disproportionate equality effects.

3.65 The 2021 data shows that the sex split is more weighted towards the female sex in the Royal Docks ward (51% female and 49% male residents). In the Noise Impact Area the proportion is even between the two genders. Sex as a protected characteristic will not be considered in the assessment of disproportionate effects, as the difference in proportions of male and female sex are not significant enough at the assessed geographical levels.

3.66 Gender reassignment, sexual orientation and marriage and civil partnership are not considered to be materially affected by the proposed amendments or determination of this planning application. Therefore, these protected characteristics will not be considered further within this EqS. Pregnancy and Maternity as a protected characteristic is not considered to be materially

<sup>11</sup> Based on the noise impact contour from the Noise Assessment

affected by the proposed amendments or the determination of this application. However, disruption caused by reduced accessibility may negatively impact persons with limited mobility. This could relate to pregnant women or parents with children and will be considered within this EqS.

- 3.67 In the Royal Docks ward, a significant proportion of residents (22.9%) identifies as Black/Black British/of African background, which is significantly higher than London average (7.8%). Among the group, the biggest sub-groups were the Nigerian population (4.5%) and the Ghanaian population, for which the proportions were higher than the London averages (1.5% and 0.7% respectively).
- 3.68 In the Noise Impact Area, 33.6% of the resident population identifies as Asian/Asian British, with the largest sub-group being Bangladeshi/British Bangladeshi at 21.5%, which is significantly higher than the London averages of 20.7% and 3.7%. Around 11.6% of the population of the Noise Impact Area identifies as Black/Black British/of African background, which is higher than the London average of 7.8%. The largest sub-group are Nigerian residents (2.7%), which is also higher than the London average (1.5%).
- 3.69 UK-born residents in Royal Docks ward and the Noise Impact Area predominate, however the proportion is lower than LBN and London average. The proportion of European residents is higher than across London as a whole, and there are significant proportions of residents born in the Middle East and East Asia.
- 3.70 The majority of residents in the Royal Docks ward and the Noise Impact Area in 2011 spoke English as their 'main language'. In the Noise Impact Area, a significant proportion of residents spoke Bengali (11%).
- 3.71 Race will be one of the protected characteristics considered for disproportionate equality effects in this EqS, particularly due to the higher proportion (relative to London averages) of the following groups:
- Asian/Asian British population and within that group the Bangladeshi/Bangladeshi British population
  - Black/Black British population and within that group the Nigerian population and the Ghanaian population (specifically in the Royal Docks ward)
  - Residents who speak Bengali
- 3.72 The two main religions in Royal Docks ward and the Noise Impact Area are Christianity (50% and 34% respectively) and Islam (21% and 29% respectively). The proportion of Muslim residents within the Noise Impact Area is significantly higher than the London average, while in the Royal Docks ward the proportion of residents who are Christian is particularly high. Religion as a protected characteristic will be considered in this EqS for disproportionate equality effects.
- 3.73 The assessment of deprivation levels has found significant pockets of high deprivation around the Site and in the wider Noise Impact Area, particularly relating to Income Deprivation and Income Deprivation Affecting Children and Older People.

3.74 The assessment of community infrastructure within the Noise Impact Area identifies the facilities affected by the proposed amendments. Impacts on parks (including playspace), residential care buildings, education facilities, and places of worship will be considered in relation to the proposed amendments.

## 4 Equality Considerations

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- 4.1 The main objective of an EqS is to provide the local authority with information, particularly with regard to the impact on the protected characteristics identified in the 2010 Act, to guide their decision making.
- 4.2 There are ways in which a development could potentially impact individuals or groups with particular protected characteristics. The consideration of the equality impacts set out in this section is framed by a series of questions – where an impact is identified it will be grouped based on the relevant protected characteristic.

**Table 1: Assessment framework**

Consideration of impacts	<ul style="list-style-type: none"> <li>▪ Do the proposed amendments relate to an area where there are known inequalities?</li> <li>▪ Which groups are the proposed amendments likely to affect?</li> <li>▪ How significant is the impact of the proposed amendments?</li> <li>▪ Identify opportunities for action to be taken to avoid or minimise any negative impacts (Links to Action Plan below)</li> <li>▪ How did you engage with the affected groups?</li> </ul>
Action Plan	<ul style="list-style-type: none"> <li>▪ What actions can be taken to reduce negative impact?</li> <li>▪ If the action proposed will not fully mitigate the adverse consequences or if no action is intended explain and justify this.</li> <li>▪ Can anything further be done to promote equality of opportunity?</li> <li>▪ Can you undertake further consultation/research if necessary?</li> </ul> <p>These questions have been considered collectively to set out the suggested action plan.</p>

- 4.3 To consider the impact of the proposed amendments on equality, a range of information sources have been used including application documentation, baseline analysis (as set out in the previous section), and discussions with the Applicant and the project team.
- 4.4 The demographic baseline analysis identified the protected characteristics to be considered for disproportionate effects. Based on the analysis of planning application documents and established practice in assessing equality effects, the EqS sets out the particular protected characteristics which will be considered for differential equality effects. These are set out in the next section – “Consideration of Impacts”.
- 4.5 It is not considered that the proposed amendments could have a material impact upon Gender Reassignment, Marriage and Civil Partnership, Pregnancy and Maternity (with the exception of the consideration of restricted mobility which will be included), Sex or Sexual Orientation. These protected characteristics may be affected through the airport’s long term employment

strategy. Employment discrimination is covered by the 2010 Act, however, does not relate to the consideration of the planning application.

- 4.6 Access to employment, and how this may affect various protected characteristics will be considered in the assessment in connection with the proposed amendments.
- 4.7 Table 2 at the end of the next section sets out the summary of considerations of potential equality effects on the relevant protected characteristics, distinguishing between disproportionate and differential effects. It also identifies the community infrastructure receptors potentially affected by the proposed amendments.
- 4.8 As set out above, there could be differential or disproportionate effects on residents with particular protected characteristics, in the absence of appropriate mitigation.
- 4.9 In general, mitigation measures for such effects are not specific to the protected characteristics of those affected, but are instead specific to the effect itself. This means those who might be differentially or disproportionately affected by noise or air quality effects, for example, will also differentially or disproportionately benefit from any mitigation to minimise those effects.
- 4.10 Where impacts on protected characteristics are identified, these will be addressed by mitigation measures as set in the Action Plan.

## Consideration of Impacts

- 4.11 The consideration of impacts is framed around the series of questions set out in Table 1 above.

### Does it relate to an area where there are known equalities considerations?

- 4.12 LBN's 2011-2014 Equality and Cohesion Plan<sup>12</sup> identified several equalities considerations relating to protected characteristics. the Plan stressed the need to address issues related to above average child poverty and long-term disability levels.
- 4.13 The baseline analysis has identified areas to the north and north-west of the site which have high levels of deprivation and hence experience higher levels of inequality.

### Which groups is the proposal likely to affect?

- 4.14 Taking account of the baseline context, the following protected characteristics are identified as potentially being **disproportionately** affected, due to their greater prevalence in the Royal Docks ward and in the Noise Impact Area as compared to the wider area:
- Age: Working-age population (16-64)
  - Race: Residents identifying as being of Asian/Asian British (Bangladeshi/ Bangladeshi British) and Black/Black British ethnicity (Nigerian population and Ghanaian population), and speakers of Bengali

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<sup>12</sup> London Borough of Newham (2011). Equality and Cohesion Plan.  
<https://www.newham.gov.uk/downloads/file/534/equalityandcohesionplan>

- Religion or Belief: Muslim and Christian residents

4.15 The **Planning Statement** sets out the details of the changes proposed as part of the planning application. The proposed amendments will significantly increase the number of passengers using LCY, allow an extension of operational hours on Saturday until 18.30 (and arrivals for 12 aircraft for an additional hour in the summer season) and modifications to daily, weekend and other limits on flights. There will also be minor design changes, including to the forecourt (re-alignment of kerb lines and paint-marking and additional bays for taxi pick-up and drop-off) and airfield layout.

4.16 As a result of introduction of the proposed amendments, the potential impacts may include noise, air quality and traffic, and population health impacts, as well as amenity disruption in the Noise Impact Area. The proposed amendments will also create new employment opportunities.

4.17 Based on the review of the planning application, identification of the potential impacts of the proposed amendments and the demographic baseline, the following groups are identified for consideration of **differential effects**:

- People with restricted mobility, who may therefore be more sensitive to some changes related to amenity disruption (this may include a range of protected characteristics, such as Disability, Age, and Pregnancy and Maternity).
- People whose lifestyle means they are present at home in the area for more time during the day, and may therefore be more exposed to any effects (this may correlate with protected characteristics such as Age, Sex and Disability)
- Users of community infrastructure – such as outdoor amenity areas (including playspace), schools and nurseries, places of worship, residential care buildings – including people with particular protected characteristics, such as Age, Disability, Pregnancy and Maternity, Race and Religion or Belief. Based on the details of the planning application, the potentially affected community infrastructure includes:
  - Due to the change in the operating hours of the airport (“arrivals and departures on Saturdays until 18.30 with up to 12 arrivals for a further hour during British Summer Time (currently allowed until 12.30”)), increased number of flights on Saturdays could differentially affect users of outdoor amenity areas (such as parks and playspace, which are usually frequented during daytime hours, including weekends), users of residential care buildings (due to users living within their premises or using them for extended periods of time during the day) and users of places of worship (also mainly used during daytime) in relation to noise, air quality and traffic and transport impacts.
  - The “modifications to daily, weekend and other limits on flights” could differentially impact on children in schools and nurseries (however, only changes to weekday schedules would be likely to be relevant), users of outdoor amenity areas, residential care buildings and places of worship in relation to noise, air quality and traffic and transport impacts.

Table 2 Summary of consideration of impacts on protected characteristics

Protected characteristic	Potential disproportionate effects to consider	Potential differential effects to consider	Sensitive Receptors to consider
Age	Amenity Disruption and Health Impacts (including population health impacts, noise, air quality and traffic and transport impacts); Accessible Design; Employment Creation and Training Opportunities; User Benefits	Amenity Disruption and Health Impacts (including population health impacts, noise, air quality and traffic and transport impacts); Accessible Design; Employment Creation and Training Opportunities	Education Facilities (Schools and Nurseries); Outdoor Amenity Areas (Playspace); Residential Care Buildings
Pregnancy and Maternity	N/A	Amenity Disruption and Health Impacts (including population health impacts, noise, air quality and traffic and transport impacts); Accessible Design; Employment Creation and Training Opportunities	Education Facilities (Schools and Nurseries); Outdoor Amenity Areas (Playspace)
Sex	N/A	Employment Creation and Training Opportunities	N/A
Race	Amenity Disruption and Health Impacts (including population health impacts, noise, air quality and traffic and transport impacts); Accessible Design; Employment Creation and Training Opportunities; User Benefits	Employment Creation and Training Opportunities	N/A
Religion or Belief	Amenity Disruption and Health Impacts (including population health impacts, noise, air quality and traffic and transport impacts); Accessible Design; Employment Creation and Training Opportunities; User Benefits	N/A	Places of Worship
Disability	N/A	Amenity Disruption and Health Impacts (including population health impacts, noise, air quality and traffic and transport impacts); Accessible Design; Employment Creation and Training Opportunities	Residential Care Buildings

## How significant is the impact?

### Amenity Effects and Health Impacts

- 4.18 Amenity disruption could potentially occur during construction or upon operation of the airport further to the proposed amendments. This EqS will only consider the potential impacts on amenity disruption during operation. As explained in the Planning Statement, it is now anticipated that the remaining CADP1 works (including the new terminal buildings) will be built out over a more prolonged period but, as explained in the Environmental Statement, there are no changes to the construction activities or proposed methods as a result of this S73 application or the passage of time.
- 4.19 This section assesses the potential amenity effects on the resident population of the Noise Impact Area and the users of relevant Community Infrastructure. These potential effects include an assessment of noise, air quality, traffic and transport and population health impacts on the relevant protected characteristics.

### Noise Impacts

- 4.20 Increased noise can be an equality effect (affecting the population both disproportionately and differentially) as the experience and impact of noise is subjective and depends on individual perception. **Chapter 8 Noise of the ES** acknowledges that some people may be 'more annoyed' by noise than others.
- 4.21 The Chapter gives consideration to absolute and relative levels of:
- Air Noise
  - Ground Noise
  - Road Traffic Noise
- 4.22 **Chapter 8 Noise of the ES** concludes that all changes in daytime and weekend air noise levels are rated as negligible and would therefore result in a negligible overall effect. However, the proposed amendments would mean an increase in the number of people adversely affected by night-time noise, and the night-time impacts are rated as negligible to minor adverse.
- 4.23 The assessment finds that the number of people significantly affected by daytime air noise is expected to reduce by 2031 compared to 2019 due to the introduction of quieter aircraft over time. The change due to the proposed amendments is not considered significant.
- 4.24 The extended operational hours and increased cap on flights will lead to the proposed amendments resulting in increases in ground and traffic noise, however most of the receptors would be exposed to daytime, night-time and weekend ground noise below LOAEL (Lowest Observed Adverse Effects) levels. The ground and traffic noise effects will be negligible.
- 4.25 The identified noise effects could have a disproportionate impact on Age, Race, Religion or Belief due to high proportion of some groups in the Noise Impact Area, including working-age population, residents identifying as being of Asian/Asian British (Bangladeshi/ Bangladeshi British) and Black/Black British ethnicity (Nigerian population and Ghanaian population), speakers of Bengali, and Muslim and Christian residents.

- 4.26 These effects are not likely to have disproportionate impact upon any other protected characteristics, however they could have a differential impact upon on children and older people (Age) who may be 'more annoyed' by noise and on people who spend more time than average at home as a result of a protected characteristic, and therefore are more exposed to noise effects (Age, Pregnancy and Maternity, Disability).
- 4.27 Noise may affect certain Community Infrastructure facilities, such as education facilities, residential care buildings, outdoor amenity areas and places of worship differentially, due to particular protected characteristics of the users. The older and disabled populations may be differentially affected as users of residential care buildings (Age, Disability), children (and their carers) as users of education facilities and playspace (Age, Pregnancy and Maternity) and religious residents as users of places of worship (Religion or Belief).
- 4.28 Where any adverse noise effects are predicted, these are identified and if these cannot be avoided, mitigation measures are recommended to ensure no significant residual effects on health and quality of life arise. This approach is considered consistent with the principal aims of the NPSE (Noise Policy Statement for England) and the mitigation measures are set out in the Action Plan section of this EqS.

#### *Air Quality Impacts*

- 4.29 Air quality is considered to be an equality effect as air pollution can affect the population both disproportionately and differentially.
- 4.30 **ES Chapter 9 Air Quality** assesses the likely significant effects of the proposed amendments with respect to local air quality.
- 4.31 The predicted annual mean concentrations in 2025, 2027, 2029 and 2031, with or without the proposed amendments, are lower than in 2019 at all receptor locations. This is principally due to existing and agreed measures at the regional, national and international levels to reduce pollutant emissions across a wide range of sources. The impacts are described as negligible at all receptors.
- 4.32 The GLA target for PM2.5 (which the Mayor has an ambition to meet by 2030) is marginally exceeded at all receptors in 2031, with or without the proposed amendments. The predicted impacts at all receptors are negligible, other than at two receptors R1 (Hartmann Road) and R2 (Parker Street) for which moderate adverse impacts are predicted. The identified community infrastructure near these receptor locations include 'Drew Road Primary School', 'New Birth Day Nursery Silver Town Royal Docks' and 'North Woolwich Playground' and while the overall effects will be not significant, the users of these facilities could potentially be differentially affected due to their particular protected characteristics.
- 4.33 **Chapter 9 Air Quality of the ES** concludes that there are no significant effects with regard to the annual mean concentration limit values associated with the proposed amendments and the overall air quality effects of the proposed amendments will be 'not significant'. Therefore, there will be no disproportionate effects upon protected characteristics in relation to air quality. However, people with particular protected characteristics of Age (children and older people using outdoor amenity areas, users of residential care buildings) and Disability (users of residential care buildings) could still experience differential impacts due to the airport's operations and associated air quality effects.

4.34 An Air Quality Action Plan (2020-2022) has been submitted to, and approved by LBN. This sets out a series of measures that are designed to minimise the air quality impacts of airport operations.

#### *Traffic and Transport Impacts*

4.35 The assessment of the traffic and transport impacts (**Chapter 10 Surface Access of the ES**) associated with the proposed amendments concludes that there would be localised increases in traffic on the highway network (slight to moderate negative impacts, not significant) and localised passenger flow increases on public transport, including rail, DLR, buses and riverboat services (neutral to slight negative impacts, not significant).

4.36 The assessment does not identify significant effects on pedestrian and cycle delay and pedestrian amenity (neutral to slight negative impacts). It is concluded that all the minor negative impacts associated with the proposed amendments can be accommodated without further mitigation with all remaining effects being of negligible significance.

4.37 No disproportionate or differential impacts upon any protected characteristics have been identified.

#### *Population Health Impacts*

4.38 **ES Chapter 12 Public Health and Wellbeing** assesses the population health effects of the proposed amendments on the local resident population linked to (amongst others) changes in:

- Healthy lifestyles: Use of open space – physical activity and leisure;
- Safe and cohesive communities: Community Identity;
- Socio Economic Effects: Good quality employment; and Training Opportunities
- Health and Social Care Services: NHS Routine Service Planning.

4.39 The significance of the population health effect on 'Healthy lifestyles: Use of open space' is assessed as minor adverse (not significant). The conclusion reflects the fact that, whilst the use of public open spaces is important for public health, as confirmed by the scientific literature, local health priorities and health policy, the changes due to the proposed amendments are very small in all assessment years. At most, the changes may have a slight influence on the population health baseline, with the level of perceptible noise change not expected to widen inequalities.

4.40 The assessment of 'Safe and cohesive communities' takes into account potential health effects which may be associated with mental health conditions (e.g. stress, anxiety, depression). It is noted that reduced environmental amenity may affect social networking, social gatherings and social cohesion. The sensitivity of these effects in the general population is low, however it is high for the vulnerable sub-population (old age, low income, social disadvantage, geographical vulnerability). This is linked to a proportion of people who have expectations that their community or way of life would be changed to a large degree (positively or negatively) by the proposed amendments.

4.41 The proposed amendments would have limited influence on changing Community Identity to an extent that could affect population health. The effects are classified as minor beneficial (not

significant), up to minor adverse (not significant) for some residents as the changes are likely to have marginal influence on inequalities through affecting sense of place and community cohesion.

- 4.42 **Chapter 12 Public Health and Wellbeing of the ES** finds moderate beneficial (significant) Socio Economic effects due to better quality of life due to good quality, local employment. Tailoring of the employment and training opportunities to vulnerable groups would further extend the potential beneficial equality effects for the groups with particular protected characteristics to share in the benefits of aviation related employment and targeted training initiatives.
- 4.43 In terms of 'Health and Social Care Services: NHS Routine Service Planning', the sensitivity of the general population is low, and high for the vulnerable sub-population. This is due to presence of people who require regular health care, e.g. children or older population with multiple long-term conditions.
- 4.44 **ES Chapter 12 Public Health and Wellbeing** concludes that the significance of the population effect is up to a minor adverse (not significant) due to a slight increase in demand for ambulance callouts and A&E attendance by people outside of their usual NHS catchment area. There is an expectation that, with appropriate service planning, local NHS services would be in position to accommodate an increase in unplanned attendances by people not registered with a local GP, ambulance or A&E departments.
- 4.45 The local population would experience effects during operation from: healthy lifestyles – use of open space (minor adverse); community identity (minor beneficial and minor adverse); transport (minor beneficial and minor adverse); good quality employment (moderate beneficial); training opportunities (moderate beneficial); and NHS routine service planning (minor adverse). These effects are not expected to produce a greater population level effect in combination.
- 4.46 These population health impacts could disproportionately affect protected characteristics of Age, Race, Religion or Belief due to high proportion of some groups in the Noise Impact Area, including working-age population, Residents identifying as being of Asian/Asian British (Bangladeshi/ Bangladeshi British) and Black/Black British ethnicity (Nigerian population and Ghanaian population ), speakers of Bengali, and Muslim and Christian residents.
- 4.47 The following impacts could potentially affect particular protected characteristics differentially:
- Healthy lifestyles: Use of open space – physical activity and leisure – the identified impacts could have a differential negative effect on users of outdoor amenity areas (which could include people with the protected characteristics of Age, Pregnancy and Maternity and Disability);
  - Safe and cohesive communities: Community Identity – the identified impacts could differentially affect residents affected by long-term illness or disability (Age, Disability);
  - Socio Economic Effects: Good quality employment; and Training Opportunities – the identified impacts could have a differential positive effect on the protected characteristics of Age, Sex and Disability provided that the employment and training offer would be targeted at specific population groups; and

- Health and Social Care Services: NHS Routine Service Planning – the identified impacts could have a differential effect on children, old-age and disabled residents due to their more frequent use of healthcare services (Age and Disability), and users of residential care buildings.

#### Accessible Design at the airport

- 4.48 The proposed amendments will not involve any additional construction. The proposals will not alter the accessibility provisions already in place at the airport.
- 4.49 **Chapter 10 Surface Access of the ES** assesses surface access provisions and recalls the S106 Agreement planning obligations made under CADP1 application include provisions for Parking for Disabled People (Condition 72) and state that *“the car parking accommodation of the approved Development shall include at least 3% of passengers and 5% of staff spaces suitable for use by a disabled person”*.
- 4.50 **Chapter 10 Surface Access of the ES** does not identify any significant effects on accessibility to and from the airport and on local pedestrian amenities due to the proposed amendments.
- 4.51 Therefore, there will be neither disproportionate nor differential equality impacts in relation to accessible design.

#### Employment Creation and Training Opportunities

- 4.52 Employment is an equality effect related to the protected characteristics of Age, Sex, Race, Disability and Religion and Belief. It is important that employment and training opportunities are accessible to all, with no discrimination. Employment is also an important determinant of health and wellbeing both directly and indirectly.
- 4.53 The proposed amendments will likely not affect the current employees at LCY but will create additional future employment opportunities. **Chapter 7 Socio Economics of the ES** sets out that, in the Development Case scenario, the proposed amendments will continue to increase the number of onsite jobs at the airport and could support up to 1,230 additional jobs by 2031 (equivalent to 1,070 additional FTE jobs). Of these additional jobs, approximately 300 are likely to be management, professional and technical, 220 are likely to be administrative, trade and services jobs, while 710 are expected to be sales, process and elementary roles.
- 4.54 Employment creation has beneficial effects in socio-economic terms but can have a differential beneficial effect on people with particular protected characteristics. It is important to reiterate that recruitment for these jobs falls under the 2010 Act, and that discrimination is not permitted (this applies to UK employees only).
- 4.55 New employment and opportunities for skills development and training can help to address issues of inequality and deprivation. Some people with particular protected characteristics may experience disproportionate barriers to accessing work, skills and qualifications. These barriers can result from issues relating to: language; cultural factors; family requirements and the need for flexible and/or part-time work. Young people, older people, family carers, pregnant women and ethnic minorities tend to have disproportionate challenges in accessing employment because of these factors. **Chapter 7 Socio Economics of the ES** highlights potential opportunities to promote initiatives such as mentoring and work experience for young people with future tenants. This is likely to have a positive equality impact.

- 4.56 The airport is committed to ensuring that the potential benefits to LBN residents are maximised and not just through direct employment. The CADP1 S106 included obligations securing extensive contributions for education (£770,000) and employment initiatives (over £5 million) within LBN. The contributions which are paid to LBN are directly focussed to support skills, training and recruitment activity and create employment opportunities for LBN residents at the airport as part of the CADP1 development.
- 4.57 The proposed amendments will further increase employment at the airport and across LBN. It is therefore proposed to build on the ongoing investment in skills and training, with a further commitment of up to £1.9m additional funding to LBN to support ongoing education, training and assistance in getting more local people into work at the airport.
- 4.58 A significant enhancement to the airport's Community Fund is proposed. This will see a total fund of £3.85 million administered over 10 years. The enhanced fund could be used to fund a variety of community interventions that improve amenity in areas local to the airport and along its flight paths, particularly given that proposed change to operating hours on a Saturday afternoon.
- 4.59 It is important to note that it is not possible to predict the distribution of employment in relation to protected characteristics, but additional employment in general can benefit those previously excluded from work, who can disproportionately include those with some protected characteristics.
- 4.60 The potential beneficial impacts associated with employment creation and training opportunities could disproportionately affect protected characteristics of Age, Race, Religion or Belief due to high proportion of some groups in the Noise Impact Area, including working-age population, Residents identifying as being of Asian/Asian British (Bangladeshi/Bangladeshi British) and Black/Black British ethnicity (Nigerian population and Ghanaian population), speakers of Bengali, and Muslim and Christian residents.
- 4.61 Positive impacts associated with employment creation and training opportunities could differentially benefit people with the protected characteristics of Age (young people), Sex and Disability, provided the employment and training offer would be targeted at specific population groups.

### User Benefits

- 4.62 The proposed amendments will provide East London passengers (including from the Noise Impact Area) with more choice. Longer operating hours on Saturdays would create more opportunities for local residents to use their local airport for leisure as well as business purposes, with a greater range of holiday destinations available at weekends.
- 4.63 By 2031, around 2.7 million passengers at the airport are expected to be travelling to or from East London, up from around 1.5 million passengers in 2019. The increased number of Saturday flights resulting from the proposed amendments could potentially benefit the residents of the Noise Impact Area with the protected characteristics of Age, Race and Religion or Belief disproportionately, including the working-age population, residents identifying as being of Asian/Asian British (Bangladeshi/Bangladeshi British) and Black/Black British ethnicity (Nigerian population and Ghanaian population), speakers of Bengali, and Muslim and Christian residents. No differential effects are identified.

## Engagement

- 4.64 When considering equality impacts related to a development, local community and user engagement and consultation is of particular importance. The PSED requires public bodies to have due regard to encouraging people with protected characteristics to participate in public life.
- 4.65 The Applicant has undertaken various rounds of consultation with the local community and users of the airport. Full details of the consultation approach are set out in the **Statement of Community Involvement** that was submitted with the planning application.
- 4.66 As part of the preparation for the public consultation, LCY commissioned YouGov to undertake a campaign of community polling. Around 1,250 people from the Local Area were surveyed for their views and understanding of the airport's operations. The findings were clear that there was limited public awareness on the current operation – with a majority of residents unaware of the current weekend restrictions.
- 4.67 The process was designed to engage as wide a group as possible. It was agreed that a campaign only via 'traditional' public exhibition events would likely restrict the audience to the cohort of residents who were already aware of and engaged with the airport's operations and plans, while effectively ignoring the needs of other groups.
- 4.68 The public consultation sought to involve the full cross-section of the community. The launch and the schedule of formal exhibition events was communicated through full-page display advertising in a range of east & south London newspapers, including the Newham Recorder. This was supplemented with social media advertising to widen the campaign's reach beyond the demographics who read the local press.
- 4.69 Over the course of ten weeks, LCY hosted seven 'destination' public exhibition events and nine 'pop-up' exhibitions in public spaces in local boroughs. All consultation venues were fully accessible by anyone with mobility issues. The majority were on the ground floor in venues that were wheelchair-accessible, while a small number were held upstairs in venues which were also accessible to attendees with mobility issues.
- 4.70 The pop-up events were held at public venues including shopping centres, public markets and community festivals around the Local Area. This was an opportunity for the client, consultation and technical teams to meet with local residents 'where they are' – as public spaces are used by a representative cross-section of the community. The 'pop-ups' events proved to be very well attended and allowed for engagement with people who may otherwise not have taken part in the process.
- 4.71 The consultation was also easily accessible online<sup>13</sup>, with a 'virtual exhibition room' set up on a dedicated consultation website which allowed members of the public to access the same level of detailed information as was available at the exhibition events. The 'pop-up' events featured physical materials (postcards) to direct attendees towards the formal exhibitions and the consultation website.

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<sup>13</sup> <https://consultation.londoncityairport.com/>

4.72 All respondents to the public consultation were offered the chance to complete a feedback form containing a series of questions regarding the proposals and the related issues. In total, 4,854 feedback forms were completed.

4.73 Five responses were received from community and campaign groups. Three of these were located south of the airport in Lewisham, Forest Hill and Dulwich and one to the east in Moorings (Thamesmead). These included a response from HACAN East – a campaign group that represents residents from East and Southeast London concerned about the impact of LCY.

## Action Plan

4.74 The various assessments submitted with the planning application include a number of management plans and mitigation measures designed to reduce or remove the potentially negative impacts that the proposed amendments may have on sensitive receptors, including those with particular protected characteristics. It is also important to note that not all mitigation measures will be targeted at people with particular protected characteristics but will mitigate the impacts for the general population.

4.75 Table 3 summarises the identified potential equality impacts of the Proposed Amendments and related mitigation measures.

Table 3 Summary of considerations and proposed mitigation

Consideration	Proposed Mitigation
Amenity Effects and Health Impacts	Construction Environmental Management Plan (CADP1)
<ul style="list-style-type: none"> <li>▪ Noise Impacts</li> </ul>	<p>The comprehensive set of established mitigation measures already in place (CADP1):</p> <ul style="list-style-type: none"> <li>▪ Noise Management and Mitigation Scheme;</li> <li>▪ Incentives and Penalties Scheme;</li> <li>▪ Control of Ground Noise;</li> <li>▪ Sound Insulation Schemes;</li> <li>▪ Aircraft Noise Categorisation Scheme;</li> <li>▪ Permanent Eastern Apron Extension Noise Barrier.</li> </ul> <p>Additional mitigation due to proposed amendments:</p> <ul style="list-style-type: none"> <li>▪ Ensuring that only quieter next generation aircraft are operating during the new Saturday afternoon hours and the additional morning slots between 6.30 to 7.00;</li> <li>▪ Enhanced Noise Insulation Scheme – Significantly enhance the scope and effectiveness of the airport’s noise insulation scheme;</li> <li>▪ Community Fund contribution – Fund with an overall value of £3.85 million separate from noise insulation scheme to</li> </ul>

	compensate for the reduction in the respite period particularly on Saturday afternoon.
<ul style="list-style-type: none"> <li>▪ Air Quality Impacts</li> </ul>	<p>Air Quality Construction Management and Mitigation Strategy (CADP1)</p> <p>Additional mitigation due to proposed amendments:</p> <ul style="list-style-type: none"> <li>▪ Continuing to work with partners to deliver greater scalability in the medium term on the short and medium-haul flights of relatively smaller aircraft that London City Airport specialises in;</li> <li>▪ Ensuring uptake of Sustainable Aviation Fuels;</li> <li>▪ Replacing airside vehicles, wherever possible, by zero carbon versions, with the aim of a zero carbon fleet by 2030;</li> <li>▪ Ultra Fine Particle (UFP) Monitoring: Work with LBN to develop a monitoring and reporting regime for UFPs, potentially linked to the airport's AQMS (Air Quality Management Strategy).</li> </ul>
<ul style="list-style-type: none"> <li>▪ Traffic and Transport Impacts</li> </ul>	<p>CADP1 Section 106 Agreement:</p> <ul style="list-style-type: none"> <li>▪ Contributions of over £5m towards additional DLR rolling stock and £300,000 towards DLR station staffing costs as well as funds towards local improvements to walking and cycling infrastructure.</li> </ul> <p>Sustainable Travel Fund:</p> <ul style="list-style-type: none"> <li>▪ A target has been set to achieve 80% of staff and passenger and staff journeys by sustainable modes (as defined in the NPPF) by 2030 funded by a Sustainable Transport Fund;</li> <li>▪ Additional uptake of public transport will be encouraged.</li> </ul>
<ul style="list-style-type: none"> <li>▪ Population Health Impacts</li> </ul>	Health Action Plan (CADP1) measures (with key measures outlined in <b>ES Chapter 12 Public Health and Wellbeing</b> )
Accessible Design	N/A
Employment Creation and Training Opportunities	<p>Funding local education, training and skills initiatives:</p> <ul style="list-style-type: none"> <li>▪ The CADP1 S106 already secures extensive contributions for education (£770,000) and employment initiatives (over £5 million) within Newham;</li> <li>▪ The proposed amendments will further increase employment at the airport and across Newham. It is therefore proposed to build on the ongoing investment in skills and training, with a further commitment of up to £1.9m additional funding to LBN to support ongoing education, training and assistance in getting more local people into work at the airport.</li> </ul> <p>Enhanced Community Fund:</p>

	<ul style="list-style-type: none"> <li>▪ A significant enhancement to the airport's Community Fund is proposed. This will see a total fund of £3.85 million administered over 10 years. The enhanced fund could be used to fund a variety of community interventions that improve amenity in areas local to the airport and along its flight paths, particularly given the proposed change to operating hours on a Saturday afternoon.</li> </ul>
User Benefits	N/A

## 5 Summary and Conclusions

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- 5.1 Equality effects are not limited to consideration of specific groups – everyone has protected characteristics. Development will always affect people differently, so there will always be different effects with respect to protected characteristics, and not all of these can be known or predicted in advance. Equality effects cannot be entirely eliminated, but they must be properly considered, and addressed where possible.
- 5.2 The purpose of this report is to help inform the LBN in considering what can be known about these equality effects, so that the PSED can be properly fulfilled. The most likely potential equality effects identified as a result of the analysis in this report are:
- Impacts relating to amenity effects during operation, including Noise, Air Quality and Public Health Impacts
  - Positive impacts relating to employment and training opportunities and user benefits
- 5.3 Table 4 summarises where the proposed amendments may affect various protected characteristics.
- 5.4 When considering the proposed amendments, the LBN is required to consider how their determination of the application will affect people who are protected under the 2010 Act, including having due regard to the effects of the proposed amendments and any potential disadvantages suffered by people because of their particular protected characteristics. This duty operates independently of the LBN's planning duties under the Planning Acts.
- 5.5 In meeting this duty, the LBN should give due regard to equality considerations and attribute appropriate weight to such considerations. Equalities impacts should also be a consideration in the balance when determining the application, alongside the benefits arising from the proposed amendments (such as employment and training opportunities).
- 5.6 The LBN should also consider appropriate mitigation to minimise the potential adverse effects of the proposed amendments on those with particular protected characteristics.

Table 4: Summary of potential equality impacts

Potential Impact	Description of Impact	Relevant Protected Characteristic	Positive / negative / neutral (+/- / 0)	Mitigation / Enhancement Measure	
Amenity Effects and Health Impacts	Noise	<p>The identified noise effects could have a disproportionate effect on Age, Race, Religion or Belief due to high proportion of some groups in the Noise Impact Area.</p> <p>Potential differential effects are identified upon children and older people (Age) and on people who spend more time than average at home as a result of a protected characteristic (Age, Pregnancy and Maternity, Disability).</p> <p>Community Infrastructure users with particular protected characteristics of Age, Disability, Pregnancy and Maternity, and Religion and Belief may also be differentially affected.</p>	<p>Age, Race, Religion or Belief (disproportionate effects)</p> <p>Age, Pregnancy and Maternity, Disability, Religion or Belief (differential effects)</p>	0	<p>Additional mitigation due to proposed amendments:</p> <ul style="list-style-type: none"> <li>▪ Ensuring that only quieter next generation aircraft are operating during the new Saturday afternoon hours and the additional morning slots between 6.30 to 7.00;</li> <li>▪ Enhanced Noise Insulation Scheme - Significantly enhance the scope and effectiveness of the airport's noise insulation scheme;</li> <li>▪ Community Fund contribution - Fund with an overall value of £3.85 million separate from noise insulation scheme</li> </ul>
	Air Quality	<p>No disproportionate effects upon protected characteristics in relation to air quality.</p> <p>People with particular protected characteristics of Age (children and older people using outdoor amenity areas, users of residential care buildings) and Disability (users of residential care buildings) could still experience differential effects.</p>	Age, Disability (differential effects)	0	<p>Additional mitigation due to proposed amendments:</p> <ul style="list-style-type: none"> <li>▪ Continuing to work with partners to deliver greater scalability in the medium term on the short and medium-haul flights of relatively smaller aircraft that London City Airport specialises in;</li> <li>▪ Ensuring uptake of Sustainable Aviation Fuels;</li> </ul>

					<ul style="list-style-type: none"> <li>Replacing airside vehicles, wherever possible, by zero carbon versions, with the aim of a zero carbon fleet by 2030;</li> </ul> <p>Ultra Fine Particle (UFP) Monitoring: Work with LBN to develop a monitoring and reporting regime for UFPs, potentially linked to the airport's AQMS (Air Quality Management Strategy).</p>
	Traffic and Transport	No disproportionate or differential impacts upon any protected characteristics have been identified	N/A	0	<p>Sustainable Travel Fund:</p> <ul style="list-style-type: none"> <li>A target has been set to achieve 80% of staff and passenger and staff journeys by sustainable modes (as defined in the NPPF) by 2030 funded by a Sustainable Transport Fund;</li> <li>Additional uptake of public transport will be encouraged.</li> </ul>
	Population Health	<p>The population health impacts could disproportionately affect protected characteristics of Age, Race, Religion or Belief due to high proportion of some groups in the Noise Impact Area.</p> <p>Potential positive and negative differential effects are identified with regards to protected characteristics of Age, Pregnancy or Maternity, Disability and Sex.</p>	<p>Age, Race, Religion or Belief (disproportionate effects)</p> <p>of Age, Pregnancy or Maternity, Disability, Sex (differential effects)</p>	0	Health Action Plan measures (CADP1)
Accessible Design		There will be neither disproportionate nor differential equality impacts in relation to accessible design	N/A	0	N/A

<p>Employment Creation and Training Opportunities</p>	<p>The additional employment and training opportunities resulting from the proposed amendments could potentially benefit the population of the Noise Impact Area (disproportionate effects on Age, Race, Religion or Belief).</p> <p>Positive impacts associated with employment creation and training opportunities could differentially benefit people with the protected characteristics of Age (young people), Sex and Disability, provided the employment and training offer would be targeted at specific population groups.</p>	<p>Age, Race, Religion or Belief (disproportionate effects)</p> <p>Age, Sex, Disability (differential effects)</p>	<p>+</p>	<p>Funding local education, training and skills initiatives:</p> <ul style="list-style-type: none"> <li>▪ The CADP1 S106 included obligations securing extensive contributions for education (£770,000) and employment initiatives (over £5 million) within Newham;</li> <li>▪ A further commitment of up to £1.9m additional funding to LBN to support ongoing education, training and assistance in getting more local people into work at the airport.</li> </ul> <p>Enhanced Community Fund:</p> <ul style="list-style-type: none"> <li>▪ A significant enhancement to the airport's Community Fund is proposed. This will see a total fund of £3.85 million administered over 10 years.</li> </ul>
<p>User Benefits</p>	<p>The increased number of Saturday flights resulting from the proposed amendments could potentially benefit the population of the Noise Impact Area (disproportionate effects on Age, Race, Religion or Belief).</p> <p>No differential effects are identified.</p>	<p>Age, Race, Religion or Belief (disproportionate effects)</p>	<p>+</p>	<p>N/A</p>

# Appendix 1: Baseline Summary Tables

Measure	Royal Docks ward	Noise Impact Area	LBN	London
<b>Population</b>				
Population 2011 Census	10,679	247,043	307,984	8,173,941
Population Mid-2020 Estimates	N/A	N/A	355,266	9,002,488
Population 2021 Census	18,330	326,700	351,100	8,799,800
Population Growth (2011-2020)	N/A	N/A	15%	10%
Population Growth (2011-2021)	72%	32%	14%	8%
<b>Age Structure</b>				
<i>2011 Census</i>				
	0-15	21%	22%	23%
	16-64	75%	72%	71%
	65+	4%	6%	7%
<i>2021 Census</i>				
	0-15	19%	20%	21%
	16-64	78%	74%	72%
	65+	3%	6%	7%
<b>Sex</b>				
Male / Female – 2011 Census	52% / 48%	51% / 49%	52% / 48%	49% / 51%
Male / Female – 2021 Census	51% / 49%	50% / 50%	50% / 50%	51% / 49%
<b>Marriage and Civil Partnership</b>				
<i>2011 Census</i>				
Single	52%	50%	45%	44%
Married / Civil Partnership	34%	35%	41%	40%
Divorced / Separated / Widowed	13%	15%	14%	40%
<i>2021 Census</i>				
Single	54%	55%	47%	46%
Married / Civil Partnership	36%	34%	41%	40%
Divorced / Separated / Widowed	10%	11%	12%	14%
<b>Sexual Orientation</b>				
Gay, Lesbian or Bisexual	N/A	N/A	N/A	2.8%
<b>Ethnicity</b>				
<i>2011 Census</i>				
White	46%	45%	29%	60%
Mixed / Multiple	6%	5%	5%	5%
Asian / Asian British	20%	30%	43%	18%
Black / Black British	24%	18%	20%	13%
Other ethnic group	3%	2%	3%	3%

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*Annual Population Survey (2020)*

White	N/A	N/A	47%	61%
Ethnic Minority	N/A	N/A	53%	39%

*2021 Census*

White	38%	41%	31%	54%
Mixed / Multiple	6%	6%	5%	6%
Asian / Asian British	20%	34%	42%	21%
Black / Black British / African	23%	12%	11%	8%
Other ethnic group	5%	4%	5%	6%

**Country of Birth**

*2011 Census*

UK	52%	56%	46%	63%
Europe (other than UK)	16%	12%	12%	12%
Africa	14%	10%	11%	8%
Middle East and Asia	14%	10%	11%	8%
Americas and Caribbean	3%	3%	3%	4%
Antarctica and Oceania	1%	1%	0%	1%

*2021 Census*

UK	46%	52%	46%	59%
Europe (other than UK)	22%	18%	19%	16%
Africa	11%	8%	8%	7%
Middle East and Asia	15%	18%	23%	13%
Americas and Caribbean	4%	3%	3%	4%
Antarctica and Oceania	1%	1%	0%	1%

**Main Language – 2011 Census**

English	71%	69%	59%	78%
EU L	10%	7%	9%	5%
South Asian L	5%	13%	22%	7%
East Asian L	2%	3%	2%	2%
African L	3%	2%	3%	2%
West/Central Asian L	1%	0%	1%	1%
Portuguese	2%	1%	1%	1%
French	2%	1%	1%	15

**Religion and Belief – 2011 Census**

Christian	54%	42%	40%	48%
Buddhist	1%	1%	1%	1%
Hindu	5%	2%	9%	5%
Jewish	0%	0%	0%	2%
Muslim (Islam)	13%	25%	32%	12%
Sikh	1%	0%	2%	2%
Other religion: Total	0%	0%	0%	1%

None / Not Stated	25%	29%	16%	29%
<b>Religion and Belief – 2021 Census</b>				
Christian	50%	34%	35%	41%
Buddhist	1%	1%	1%	1%
Hindu	3%	3%	6%	5%
Jewish	0%	0%	0%	2%
Muslim (Islam)	21%	29%	35%	15%
Sikh	1%	0%	2%	2%
Other religion: Total	0%	1%	1%	1%
<b>Health and Disability</b>				
Self-Assessed health – 2011 Census				
Very good health	54%	51%	48%	50%
Good health	34%	33%	35%	33%
Fair health	8%	11%	11%	11%
Bad health	3%	4%	4%	4%
Very bad health	1%	1%	1%	1%
Long Term Health Problem or Disability – 2011 Census				
Day-to-day activities limited a lot	4%	7%	7%	7%
Day-to-day activities limited a little	5%	7%	7%	7%
Day-to-day activities not limited	91%	87%	86%	86%

# Appendix 2: Community Infrastructure

Figure 7 – Education Facilities Map

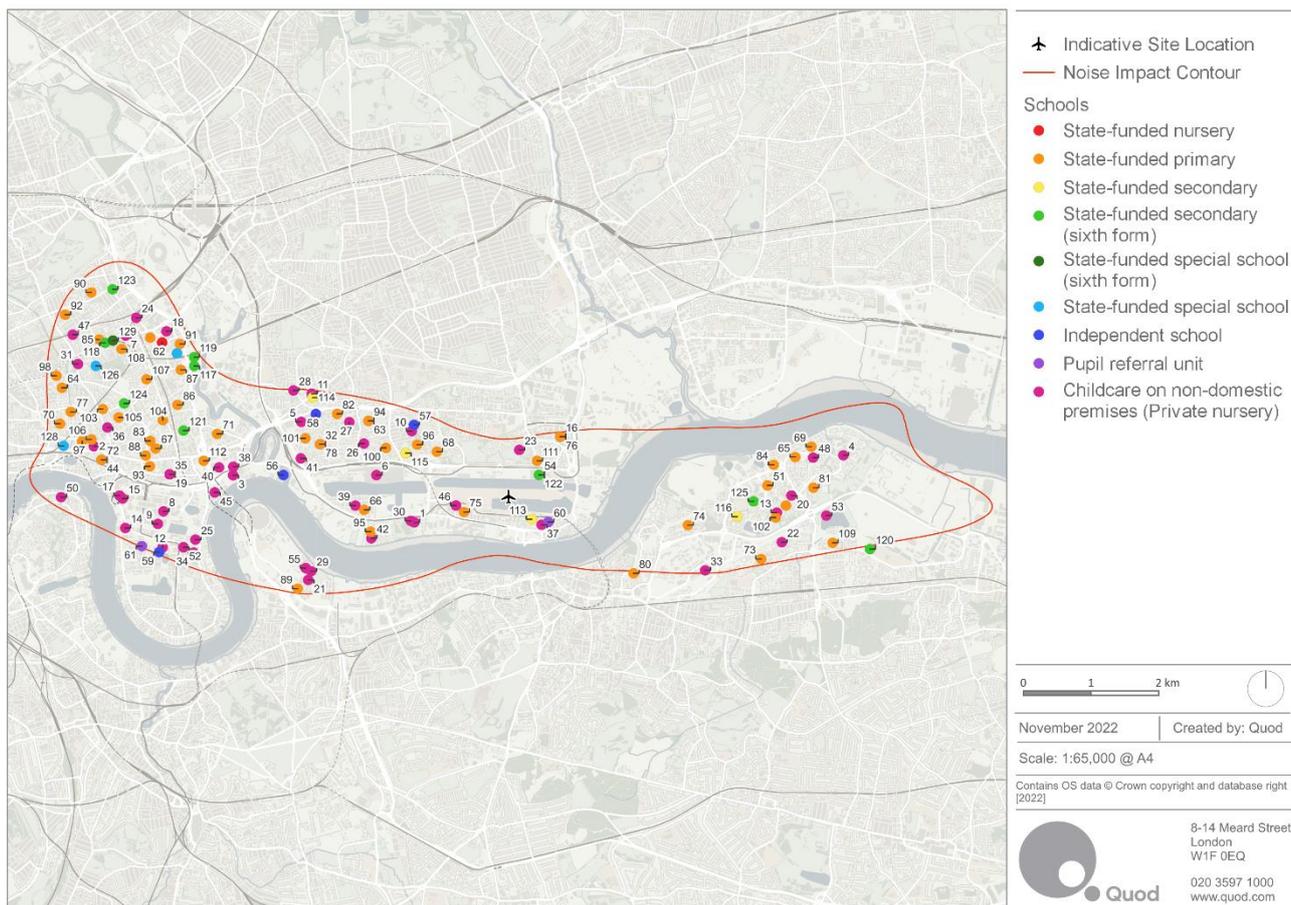


Table 5 – Education Facilities Key

1	The Alphabet House Nursery School Baby Unit	66	Britannia Village Primary School
2	Little Limehouse	67	Bygrove Primary School
3	Bright Horizons East India Dock Day Nursery	68	Calverton Primary School
4	Rising Stars Day Care	69	Castilion Primary School
5	Abrahams Care Kids Club	70	Cayley Primary School
6	Busy Bees Day Nursery at London Excel	71	Culloden Primary - A Paradigm Academy
7	Pillar Box Montessori	72	Cyril Jackson Primary School
8	Bright Horizons Canada Square Day Nursery and Preschool	73	De Lucy Primary School

9	Bright Horizons Bank Street Day Nursery And Preschool	74	Discovery Primary School
10	Rising Stars Daycare	75	Drew Primary School
11	Magic Years Nursery	76	Gallions Primary School
12	Lanterns Arts & Educational Nursery	77	Halley Primary School
13	Waterways Nursery and After School Club	78	Hallsville Primary School
14	Bright Horizons Heron Quays Day Nursery & Preschool	79	Hawksmoor School
15	Bright Horizons Columbus Courtyard Day Nursery and Preschool	80	Heronsgate Primary School
16	Tamba Beckton	81	Jubilee Primary School
17	Bright Horizons, Westferry Back Up Care Nursery And Preschool	82	Keir Hardie Primary School
18	Bow Nursery	83	Lansbury Lawrence Primary School
19	Little St Matthias Pre School	84	Linton Mead Primary School
20	Fabulous Tots Nursery	85	Malmesbury Primary School
21	Millennium Minis Lakeside	86	Manorfield Primary School
22	Uncle Peter's Daddy Day Care	87	Marner Primary School
23	The Alphabet House Nursery Schools	88	Mayflower Primary School
24	Pillar Box Gardens Nursery	89	Millennium Primary School
25	Magic Roundabout Nurseries Ltd	90	Old Ford Primary - A Paradigm Academy
26	Clever Cloggs Day Nursery	91	Old Palace Primary School
27	Cribs Day Nursery	92	Olga Primary School
28	The Hub Nursery	93	Our Lady and St Joseph Catholic Primary School
29	Millennium Minis Riverside	94	Rosetta Primary School
30	The Alphabet House Nursery Schools	95	Royal Wharf Primary School
31	Global Kids Day Care - Mile End Branch	96	Scott Wilkie Primary School
32	Mokslukas	97	Sir William Burrough Primary School
33	Triangle Day Nursery	98	Solebay Primary - A Paradigm Academy
34	HeadStart Nursery	99	St Agnes RC Primary School
35	Poplar Play Centre Ltd	100	St Joachim's Catholic Primary School
36	Matchbox Day Nursery	101	St Luke's Primary School
37	NurtureVille Nursery	102	St Margaret Clitherow Catholic Primary School
38	East India Dock Pre School	103	St Paul with St Luke CofE Primary School
39	Tiny Town Daycare Ltd	104	St Saviour's Church of England Primary School
40	Little Me Day Nursery	105	Stebon Primary School
41	Goldensparks Nursery	106	Stepney Greencoat Church of England Primary School
42	Nest Royal Wharf	107	The Clara Grant Primary School

43	Rise N Shine Nursery	108	Wellington Primary School
44	Puddle Jumpers Nursery	109	Willow Bank Primary School
45	Docklands Village Nursery	110	Windrush Primary School
46	New Birth Day Nursery	111	Winsor Primary School
47	NRSRY LIMITED	112	Woolmore Primary School
48	Little Jems	113	Oasis Academy Silvertown
49	KidsLab Day Nursery and Preschool	114	Rokeby School
50	Hatching Dragons Canada Water	115	Royal Docks Academy
51	Nurture House Montessori	116	Woolwich Polytechnic school for Girls
52	Acola Kids	117	Bow School
53	Ymca Thames Gateway Thamesmead Nursery	118	Central Foundation Girls' School
54	Garden Nursery and Preschool	119	East London Arts & Music
55	Little Elms @ Peninsula	120	Harris Garrard Academy
56	Faraday School	121	Langdon Park Community School
57	Jasper City School	122	London Design and Engineering UTC
58	Learningsure College	123	Mulberry UTC
59	River House Montessori School	124	St Paul's Way Trust School
60	New Directions	125	Woolwich Polytechnic School
61	South Quay College	126	Beatrice Tate School
62	Childrens House Nursery School	127	Ian Mikardo School
63	Edith Kerrison Nursery School	128	Stephen Hawking School
64	Ben Jonson Primary School	129	Phoenix School
65	Bishop John Robinson Church of England Primary School		

Figure 8 – Places of Worship Map

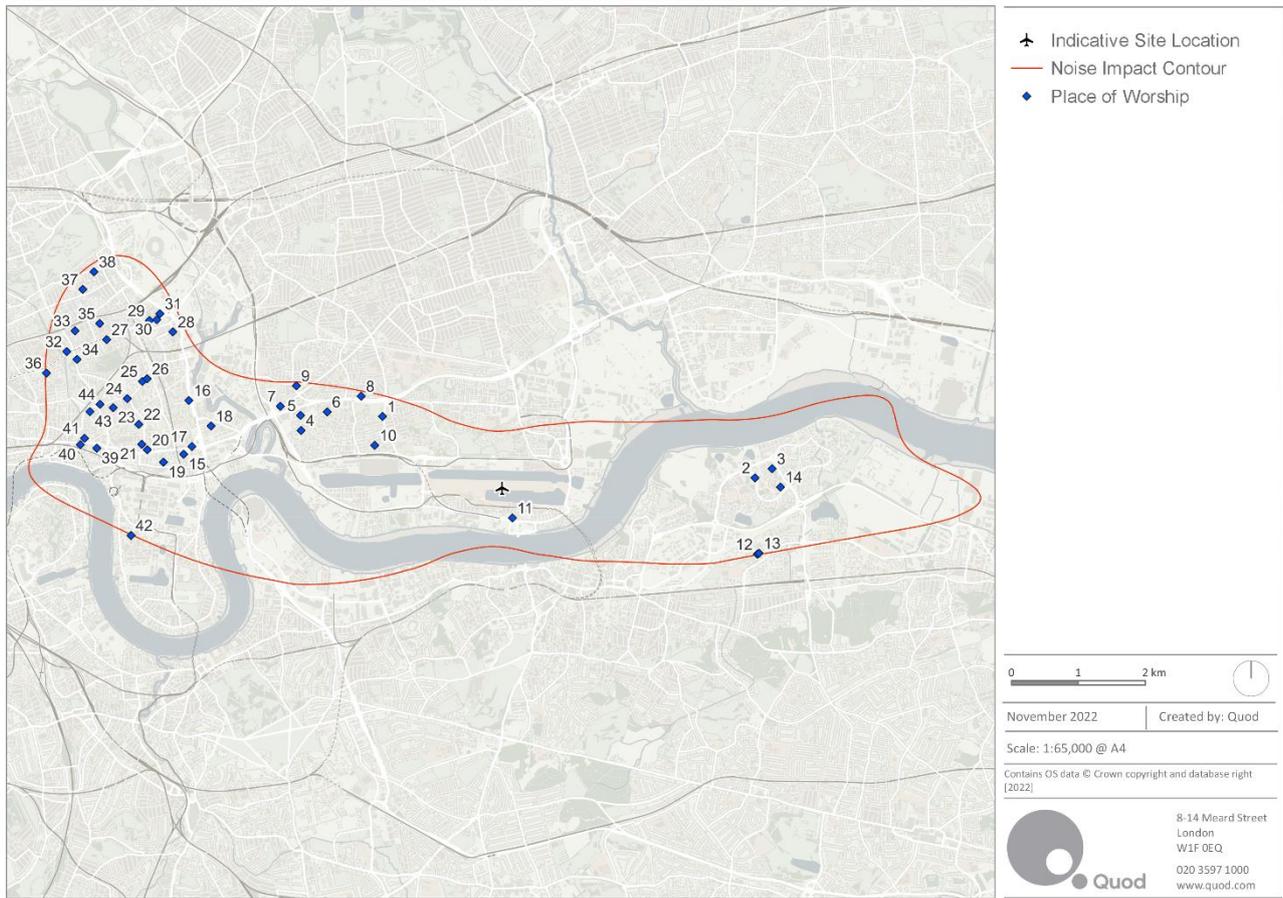


Table 6 – Places of Worship Key

1	Custom House Baptist Church	23	Burdett Estate Mosque
2	St Paul's Church	24	Vietnamese Church London
3	Titmuss Avenue Baptist Church	25	All Hallows Church
4	St Luke's Church Of England Church	26	The Lighthouse Baptist Church
5	Mayflower Church	27	Bow Road Methodist Church
6	Keir Hardie Methodist Church	28	Bromley by Bow URC Church
7	St Margaret And All Saints Roman Catholic Church	29	Our Lady And St Catherine Of Siena Roman Catholic Church
8	London Ghana Seventh-Day Adventist Church	30	St Mary's Church
9	Canning Town Evangelical Church	31	Bow Church
10	Roman Catholic Church Of St Anne	32	The Guardian Angels' Roman Catholic Church
11	St John's Church	33	Holy Trinity Church
12	St David's Roman Catholic Church	34	East London Tabernacle
13	Kingdom Hall Of Jehovahs Witnesses	35	Gurdwara Sikh Sangat

14	Christian Life Centre	36	Latimer Congregational Church
15	All Saints' With St Frideswide's Poplar Church	37	St Paul With St Stephen's Church
16	Poplar And Berger Baptist Tabernacle	38	Old Ford Methodist Church
17	Poplar Central Mosque	39	Limehouse Parish Church St Anne
18	Saint Nicholas Church	40	Our Lady Immaculate Limehouse Roman Catholic Church
19	Redeemed Christian Church of God	41	Salmon Lane Evangelical Church
20	Trinity Church	42	St Luke's Church
21	St Mary's and St Joseph's Catholic Church	43	Turners and Locksley Community Centre
22	The Celestial Church Of Christ	44	St Paul's Church

Figure 9 – Outdoor Amenity Areas Map

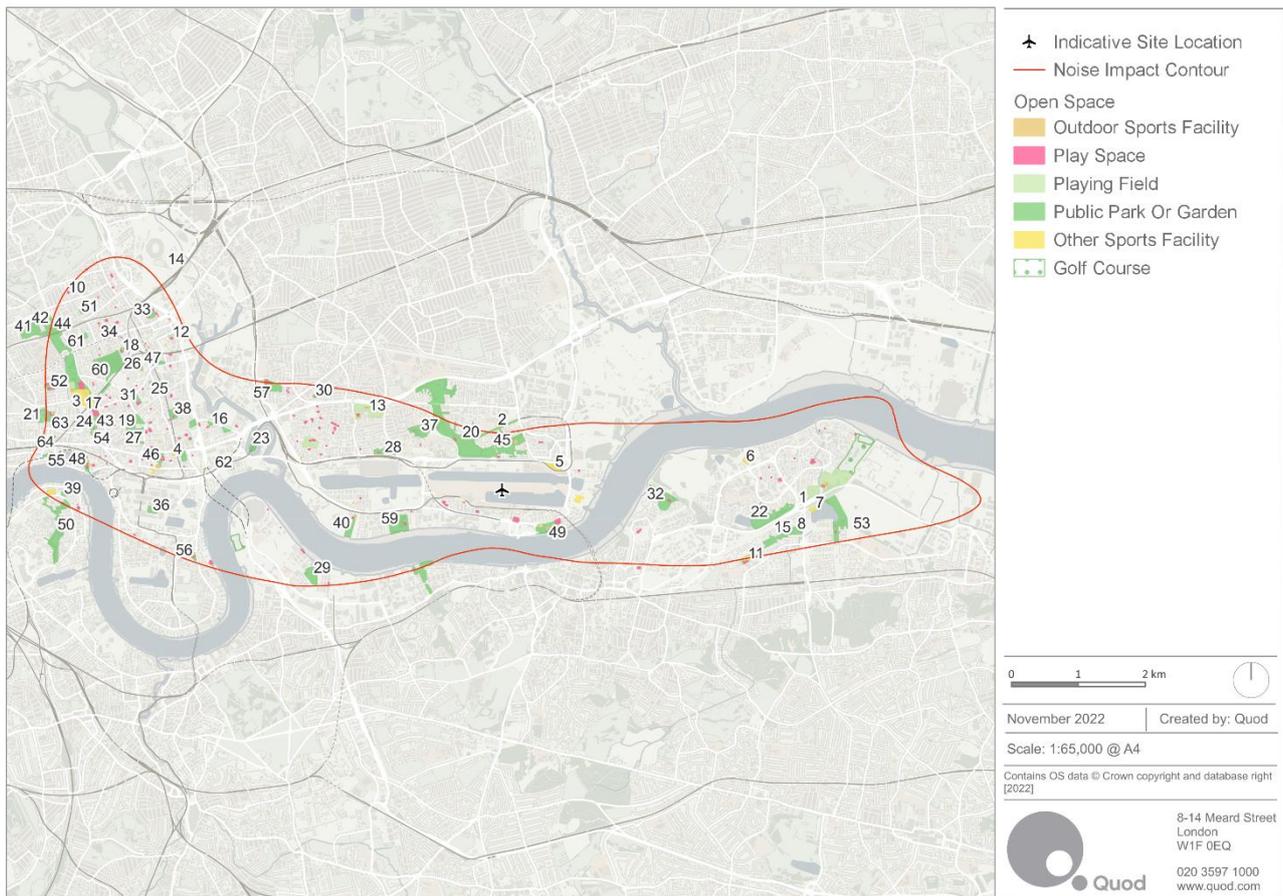


Table 7 – Outdoor Amenity Areas Key

1	Arch 11	33	Grove Hall Park
2	East London Gymnastics Centre	34	Joint Venture Garden
3	Mile End Park Leisure Centre	35	Jolly's Green

4	Poplar Baths Leisure Centre	36	Jubilee Park
5	Sportsdock	37	King George V Park
6	Thamesmead Leisure Centre and Library	38	Langdon Park
7	The Lakeside Complex	39	Lavender Pond Nature Park
8	The Link	40	Lyle Park
9	Childrens Play Park	41	Meath Gardens
10	Roman Road Adventure Playground	42	Mile End Millennium Park
11	Abbey Wood Park	43	Mile End Park
12	Bromley Recreation Ground	44	Mile End Park
13	Canning Town Recreation Ground	45	New Beckton Park
14	Queen Elizabeth Olympic Park	46	Poplar Recreation Ground
15	Abbey Wood Park	47	Prospect Park
16	Aberfeldy Millennium Green	48	Ropemakers Field
17	Ackroyd Drive Green Link	49	Royal Victoria Gardens
18	Archibald Open Space	50	Russia Dock Woodland
19	Bartlett Park	51	Selwyn Green
20	Beckton District Park	52	Shandy Park
21	Belgrave Open Space	53	Southmere Park
22	Birchmere Park	54	Southwater Close
23	Bow Green Ecology Park	55	St James's Gardens
24	Brickfield Gardens	56	St John's Park
25	Brock Place Gardens	57	Star Park
26	Chiltern Green	58	Stepney Church Yard
27	Church Green	59	Thames Barrier Park
28	Cundy Road Open Space	60	Tower Hamlets Cemetery Park
29	Ecology Park	61	Tredegar Square Gardens
30	Fisher Street Open Space	62	Virginia Quay Park
31	Furze Green	63	Whitehorse Open Space
32	Gallions Reach Park	64	York Square Gardens

Figure 10 – Residential Care Buildings Map

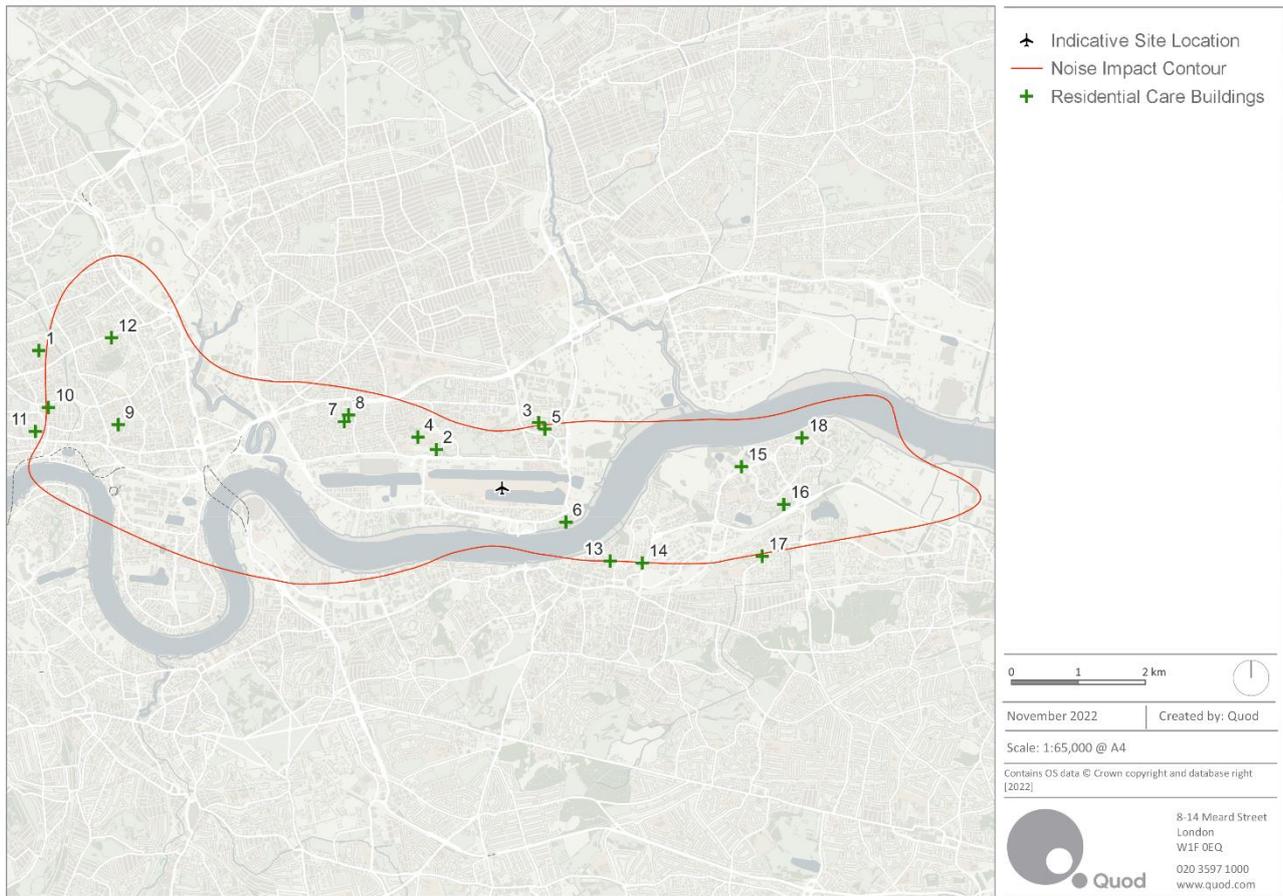


Table 8 – Residential Care Buildings Key

1	Mile End Hospital	10	Toby Lodge – Care Home
2	Richard House Children's Hospice	11	Westport Care Home
3	Cygnets Hospital Beckton – Mental Health Inpatient Unit	12	Coxley House – Care Home
4	Prince Regent House – Care Home	13	Blossom Place – Care Home
5	5 Horse Leaze – Care Home	14	Anchor & Hope Care Services
6	Br3akfree Respite Care – Care Home	15	Brook House Care Centre
7	Summerdale Court Care Home	16	Emmanuel Care Services Limited
8	Nimrod House Registered Care	17	Weybourne – Care Home
9	Aspen Court Nursing Home	18	Marlborough Court – Care Home