

An aerial photograph of Heathrow Airport at dusk. The terminal buildings are illuminated from within, and the sky is a mix of orange, pink, and blue. In the foreground, there are various airport buildings, a tall navigation aid tower, and a large aircraft on the tarmac. The overall scene is a busy airport at the end of the day.

**Local Focus Forum**  
**Tuesday 23<sup>rd</sup> April 2019**

**Heathrow**

Property |  
**Marc Wolman - Head of Property Operations**  
**David Banks - Residential Property Manager**

## *HARDSHIP AND STATUTORY BLIGHT*

1. Provide an update on the Statutory Blight Contract and arrangements
2. Provide an overview of the Hardship Scheme
3. Q & A

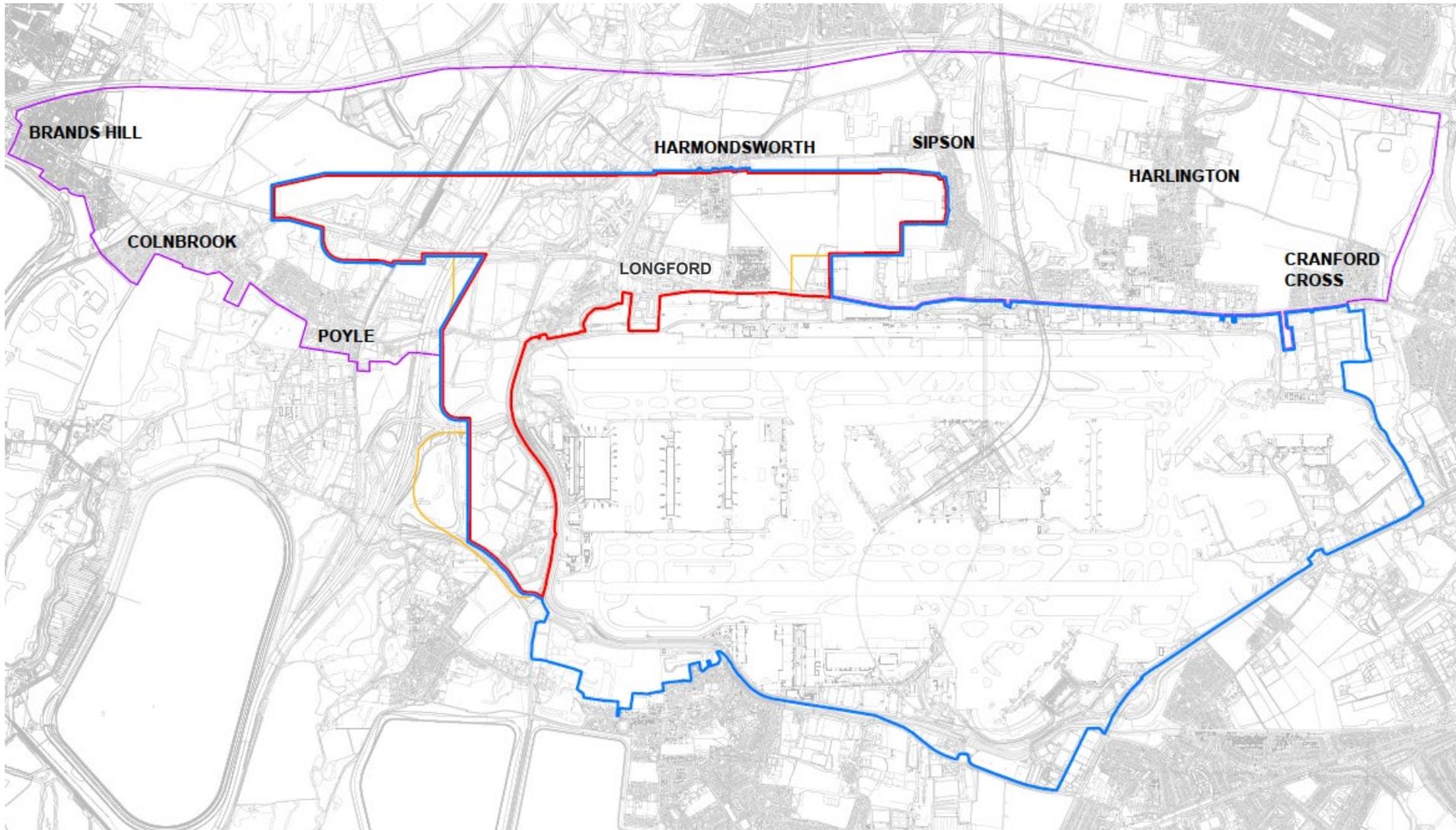
## ***1 - STATUTORY BLIGHT***

- In June 2018 the Airport National Policy Statement (ANPS) was designated.
- It enables people located within a defined boundary to serve a 'blight notice' to the Department of Transport or Heathrow directly.
- A 'blight notice' – a notice served on an authority proposing a development indicating that it has been attempting to sell a property with no success and requires the authority to purchase it because its value has been affected by the project.

### ***ELIGIBILITY***

- To be successful an applicant needs to;
  - Have a qualifying interest – own the property and occupy it for a minimum of 6 months prior to selling it.
  - Market (try to sell) the property for 3 months & receive no offers or receive offers that are substantially below the unblighted value.

- Live within Airport National Policy Statement Annex A boundary (BLUE)



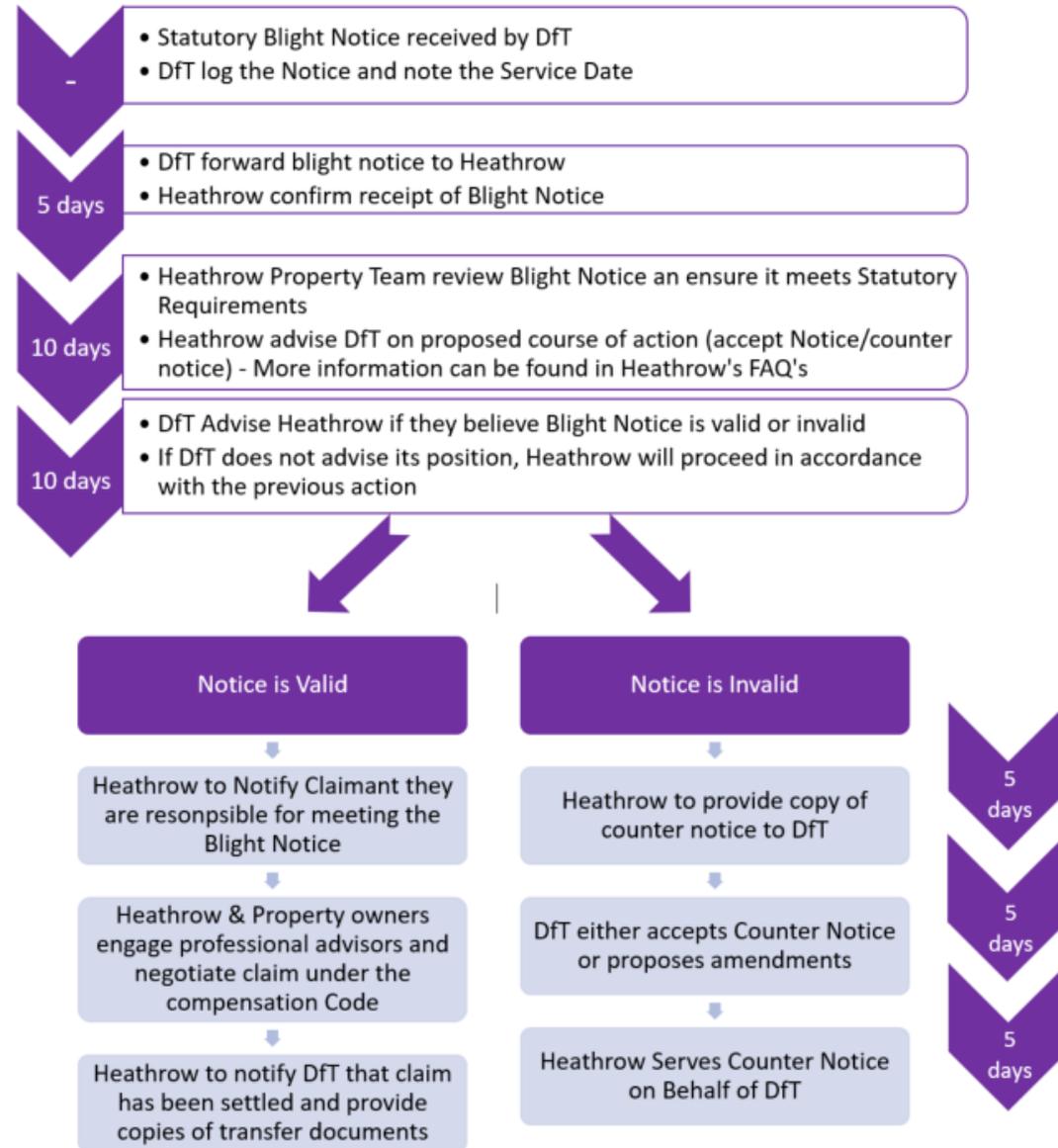
## *BLIGHT COMPENSATION*

- Those that qualify will be able to sell their property to Heathrow under the Statutory Compensation Code terms;
  - The unaffected market value (later slide); plus
  - 10% home-loss payment
  - Surveyors and legal fees to prepare the claim

## *BLIGHT APPLICATION STATUS*

- The DFT / Heathrow has received 3 applications.
  - One successful
  - Two unsuccessful
    - One received an offer within 15% of value & one provided no supporting information

# BLIGHT PROCESS AND TIMESCALES



## *2 - HARDSHIP SCHEME*

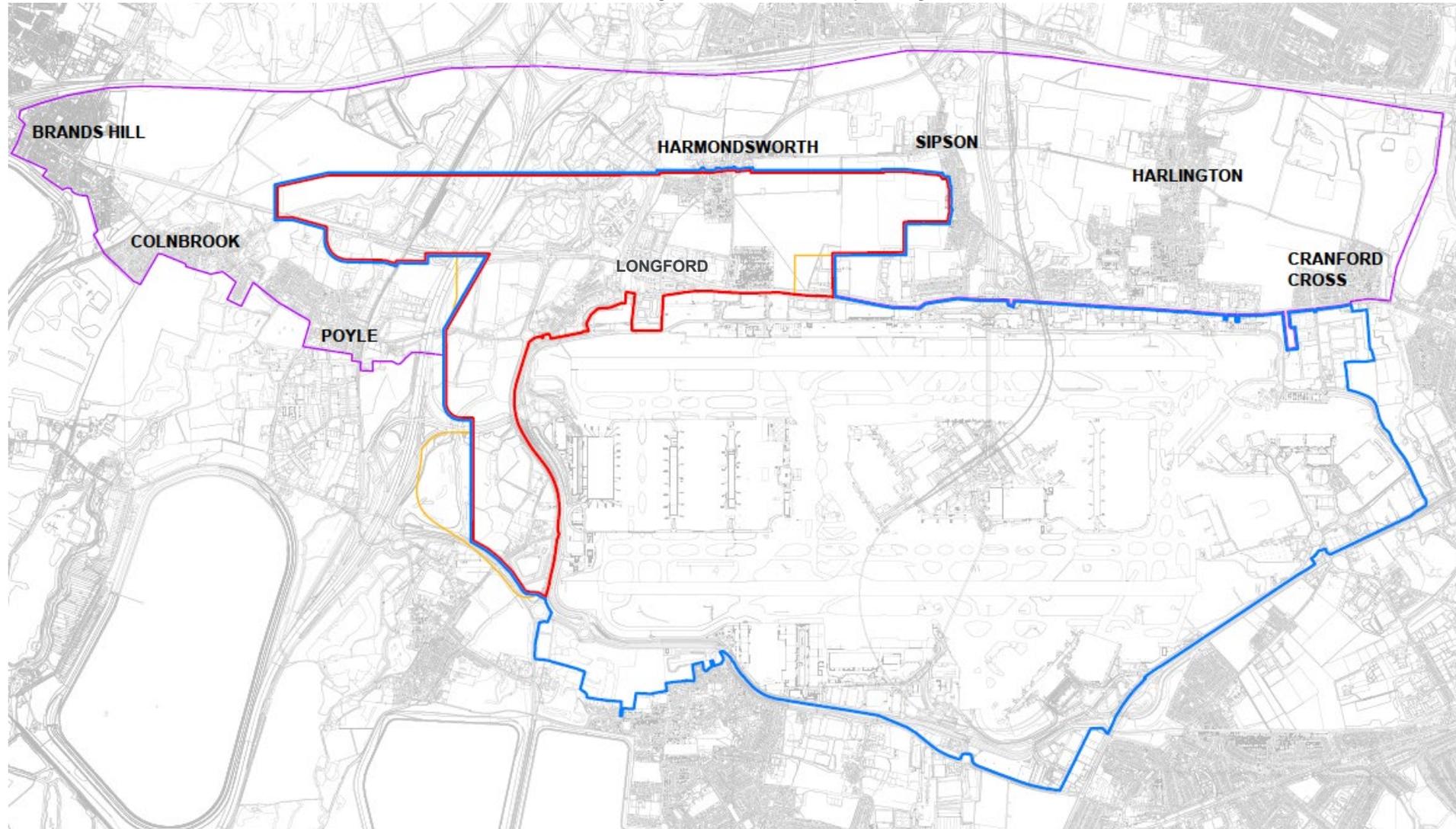
- Designed to help those most in need before other measures are available.
- Scheme has been in operation since Feb 2017 and was updated in June 2018 after Airport National Policy Statement (ANPS) was designated.
- Applies to residential, small business, agricultural uses.

### *ELIGIBILITY*

- To be successful an applicant needs to fulfil the 5 criteria;
  1. **A qualifying interest** – own the property and occupy it for a minimum of 6 months before application.
  2. **No prior knowledge date** – property acquired before 17 December 2013

### 3. Proximity to the third runway

Properties within the Airport National Policy Statement (Blue) and Wider Property Offer Zone (WPOZ) (purple) are automatically deemed to qualify.



4. **Efforts to sell** – market for a minimum of 3 months and did not receive an offer within 15% of the unaffected value.
5. **Hardship** – compelling need to sell and they would incur hardship if they were unable to. It is not prescriptive but examples could be;  
Medical; employment; family; financial pressure (divorce)

### ***HARDSHIP COMPENSATION***

If located within the Airport National Policy boundary they will be able to sell their property to Heathrow now under the Enhanced Compensation Offer;

- The unaffected market value; plus
- 25% home-loss payment; plus
- Stamp Duty; legal fees, removal and disturbance cost for sale and purchase

## *HARDSHIP DECISION MAKING*

- Decision on applications is made by a Panel which sits monthly.
- Panel is formed of three independent representatives, one Airline representative and one Heathrow representative.
- Since its formation the Panel has received 31 applications. Nine of which were successful.

### 3 - QUESTIONS & ANSWERS

Q – How is the unaffected or unblighted value calculated

- A – All valuers are professionals registered with the Royal Institute of Chartered Surveyors (RICS). The applicant selects one and Heathrow the other.
- Valuations are completed in accordance with the Royal Institution of Chartered Surveyors “Red Book”, (RICS Valuation Global Standards 2017) which details the mandatory standards, rules, best practice guidance and commentary for all members who undertake property valuations.
- *“the estimated amount for which the property should exchange on the date of valuation between a willing buyer and a willing seller in an arm's length transaction after proper marketing wherein the parties had each acted knowledgeably, prudently, without compulsion and **explicitly excluding any impacts which arise as a direct result of Heathrow’s plans for a new North West Runway**”.*
- To ensure the valuation accords with this definition market evidence is provided within the immediate vicinity BUT also recent sales outside the proposed acquisition zone are also considered. Detailed report received with full details & evidence.

## *QUESTIONS & ANSWERS*

Q – Of the hardship applications, what was the reason for refusal?

A – Most applicants passed; 1) the qualifying interest, 2) no prior knowledge and 3) proximity tests.

However, did not provide evidence of; 4) the efforts to sell criteria or 5) evidence of hardship.

*ANY OTHER QUESTIONS?*

# Health & Night Flights



# *ASSESSING HUMAN HEALTH*

1. **Introductions:** Ben Cave and Dr Charlotte Clark
2. **Background:** Environmental Impact Assessment and the process of applying for Development Consent
3. **Focussing on health:** How have we defined 'health'? What is the assessment looking at?
4. Noise and health
5. Questions and comments

## **Introductions**

Dr Charlotte Clark, Noise and Health Assessment, Arup  
Ben Cave – Director, BCA

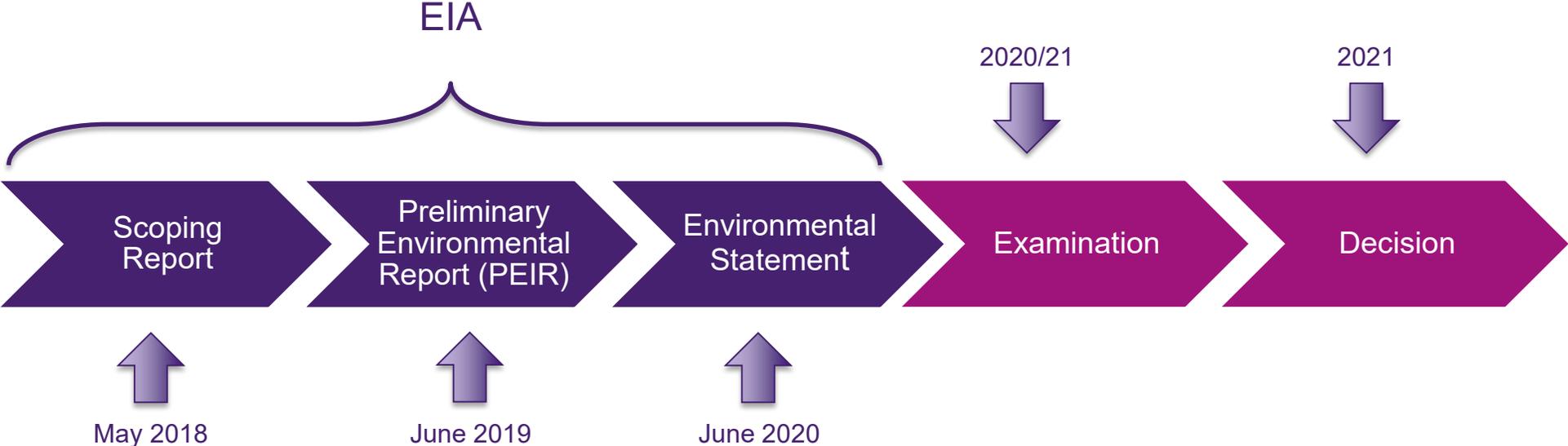
## **Background**

The process of applying for Development Consent and the role of Environmental Impact Assessment

## ENVIRONMENTAL IMPACT ASSESSMENT

- Heathrow is applying for a Development Consent Order (DCO) to remodel and expand the Airport.
- This is known as the DCO Project.
- The Environmental Impact Assessment (EIA) is part of Heathrow's application.
- The EIA informs many aspects of the design of the DCO Project.
- The EIA identifies *likely significant* effects and ways to manage them.
- It involves analysis, dialogue and consultation with external stakeholders.
- The final, report of the EIA is known as the Environmental Statement (ES).

# THE FORMAL REPORTING POINTS IN THE EIA PROCESS



All reports are, and will be, available at <https://infrastructure.planninginspectorate.gov.uk/projects/london/expansion-of-heathrow-airport-third-runway/?ipcsection=docs>

## WHAT TECHNICAL TOPICS DOES THE *EIA* CONSIDER?

Technical topics in the EIA	
Air quality	Health
Biodiversity	Landscape and visual amenity
Carbon and other greenhouse gas emissions	Land quality
Climate change	Major accidents and disasters
Community	Noise and vibration
Economics and employment	Water environment
Historic environment	

## **Focusing on health**

What does this mean? What is being assessed?

## *THE ASSESSMENT OF HUMAN HEALTH ...*

... is a combination of procedures, methods and tools

... that systematically judges the potential, and sometimes unintended, effects of the DCO Project

... on both the health of a population and the distribution of those effects within the population.

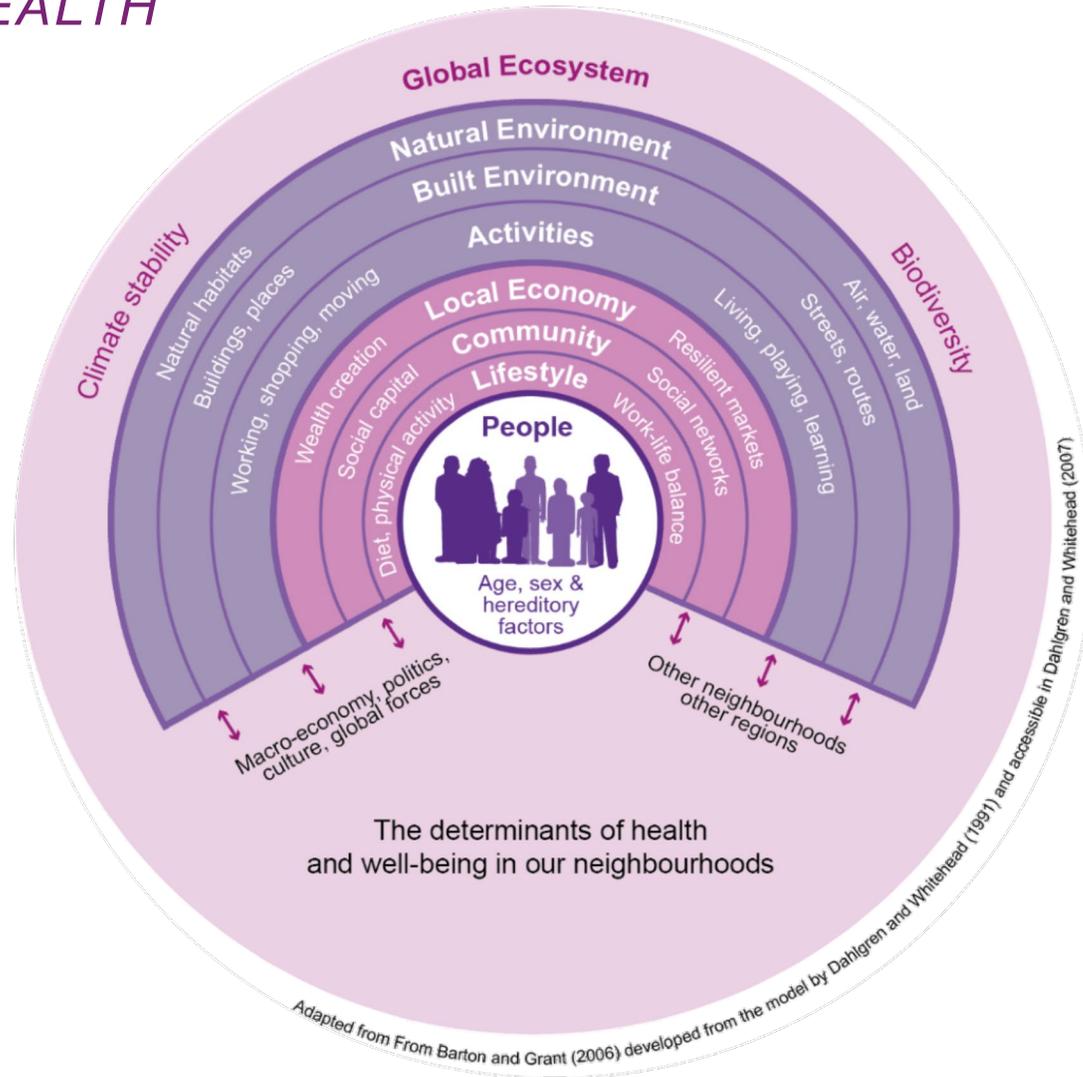
... The assessment of human health identifies appropriate actions to manage those effects.

Adapted from *Health Impact Assessment: International Best Practice Principles*.

International Association for Impact Assessment, 2006

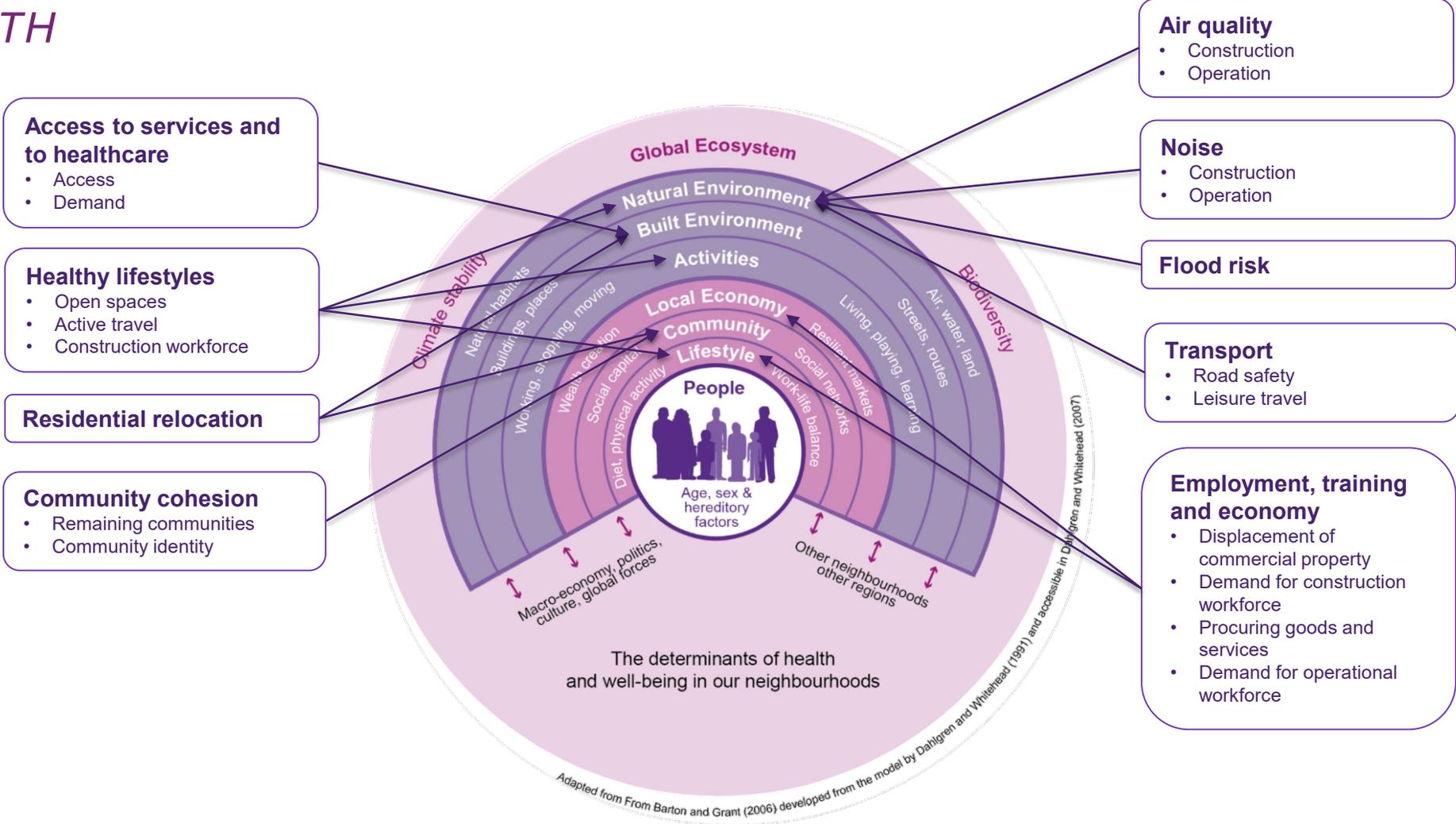
<http://bit.ly/X2iOxM>

# DEFINING HEALTH



In 1946 the constitution of the WHO was signed. It defines health as *... a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity.*

# THE SCOPE OF THE ASSESSMENT OF HEALTH



## OTHER TOPICS

Some topics are covered in the health chapter but are not considered *likely* to have a significant effect.

- Communicable disease
- Pests
- Aviation fuel storage
- Electromagnetic fields (EMF)

The assessment of human health links with many other topics across the EIA.

## THE ASSESSMENT HAS FIVE STEPS

### Health pathways

- [how could the effect happen?]

### Receptors

- [who will be affected?]

### Assessment

- [what will the effect be? what can be done?]

### Evaluating significance

- [is this an *'important'* effect?]

### Reporting

- [presenting the results]

## EVIDENCE TO INFORM THE ASSESSMENT

- The assessment will examine the changes that may result from expanding the airport.
- It will use a range of evidence sources.

### Evidence sources

Scientific literature

Baseline conditions

Health priorities

Consultation responses

Standards and controls

Policy context

# Noise and Health



## NOISE & HEALTH



**Annoyance**

**Cardiovascular  
health**

**Quality of life**

**Children's learning**

**Mental health**

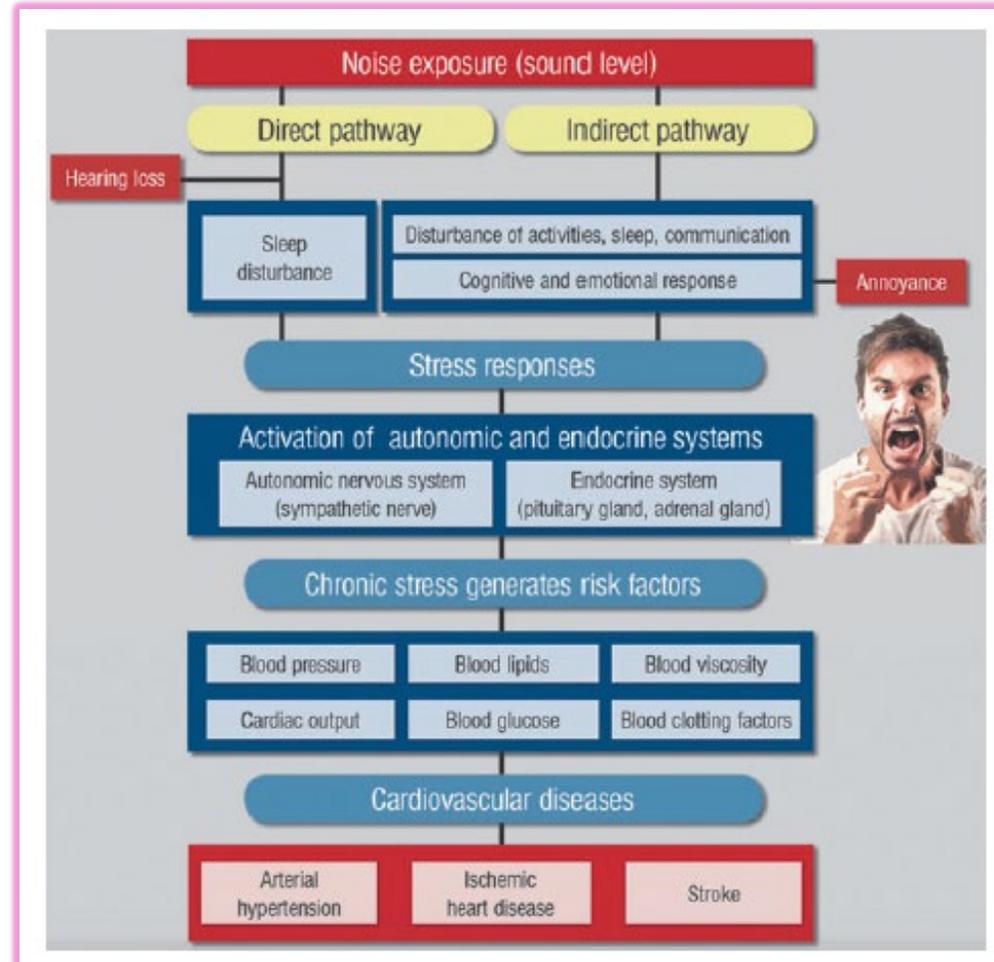
**Sleep**

## *SLEEP DISTURBANCE*

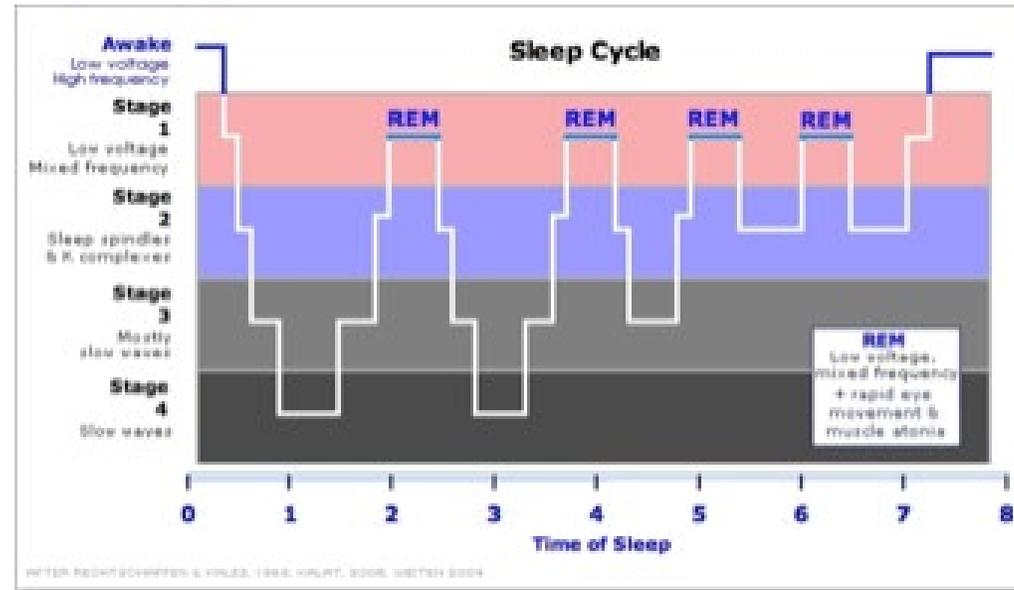
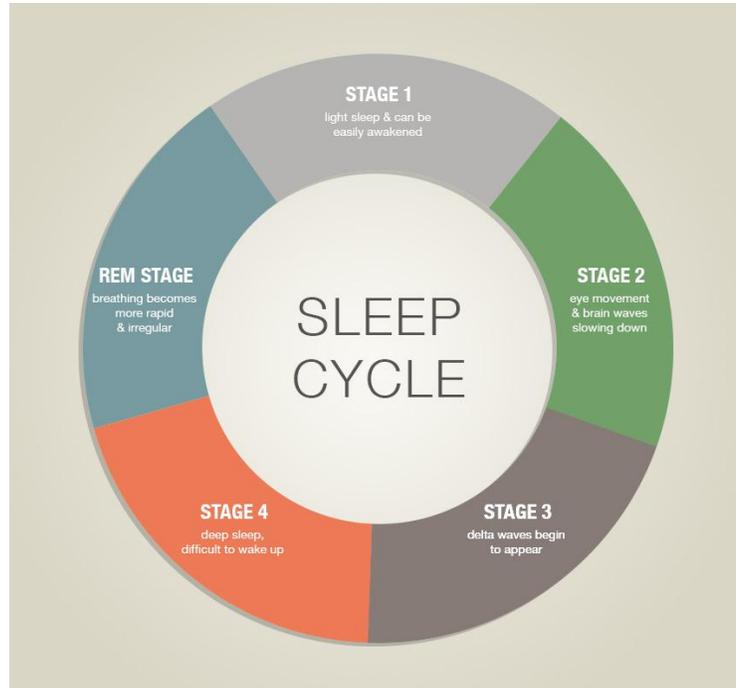
- Sleep is essential for optimal health and healthy sleep requires adequate duration, good quality, appropriate timing and regularity, and the absence of sleep disturbances or disorders (Watson et al., 2015).
- The American Academy of Sleep Medicine and the Sleep Research Society recommend that to promote optimal health, adults should obtain at least seven hours sleep each night on a regular basis (Watson et al., 2015).
- The World Health Organization considers that a fixed interval of eight hours is a minimal choice for night protection (WHO 2009).

## SLEEP DISTURBANCE

- Sleep disturbance can impact mood and cognitive performance the next day.
- Sleep disturbance can influence risk factors for cardiovascular disease, obesity, diabetes.



# SLEEP STAGES



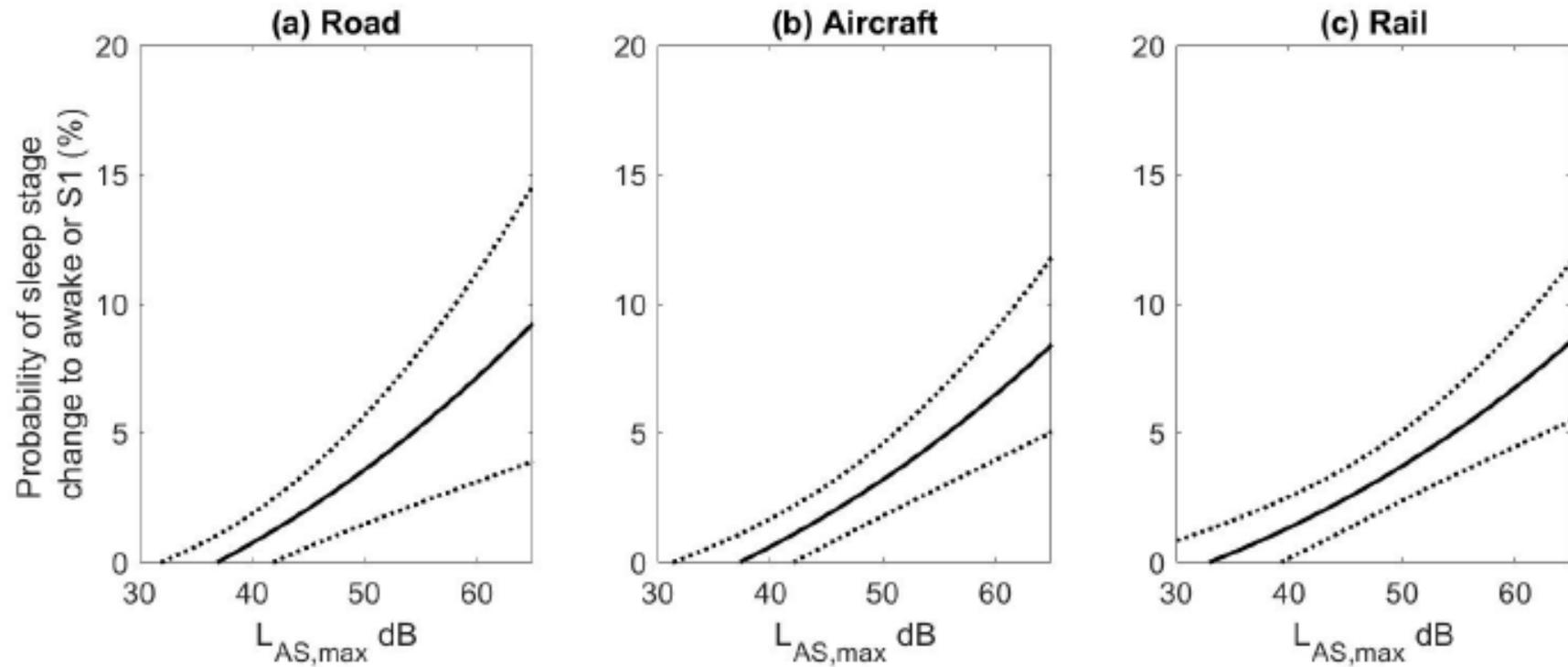
## *SELF REPORTED SLEEP DISTURBANCE*

- Report taking longer to fall asleep
- Sleeping for a shorter length of time
- Being woken up
- Poorer perceived quality of sleep
- Suggested that aircraft noise is associated with more self-reported sleep disturbance, than road traffic

## *OBJECTIVE SLEEP DISTURBANCE*

- Increased number and length of awakenings
- Reduced slow-wave sleep & Rapid Eye Movement Sleep
- Increased heart rate and blood pressure
- Night-time noise exposure appears to cause direct biological responses at around 40dBA
- Noise may also lead to poorer cognitive performance the next morning – e.g. slower reaction times

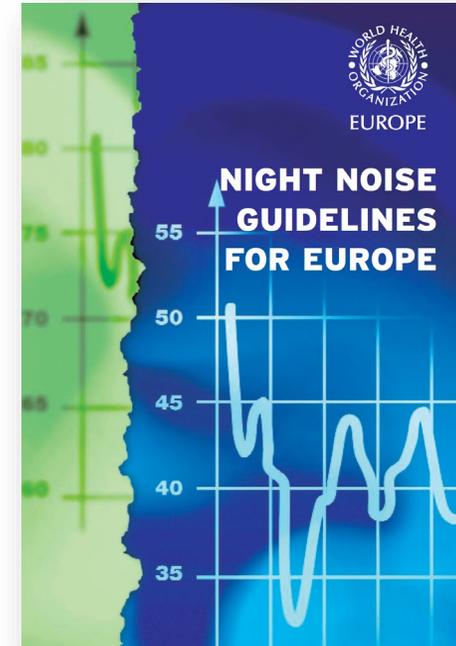
# AWAKENINGS



Exposure-response function for probability of additional awakening for aircraft, road and railway noise (Basner & McGuire, 2017)

## WHO NIGHT NOISE GUIDELINES 2009

- Working group agreed there was enough evidence that night-time noise was associated with:
  - Self-reported sleep disturbance
  - Medication use
  - Hypertension, heart attacks, and depression
- Target for night-time noise exposure should be 40dB L<sub>night</sub> outside
- Short-term (interim) target of 55dB L<sub>night</sub> outside



## *BASNER DLR CONCEPT (2006)*

Recommended to protect sleep that:

- On average there should be less than one additional EEG awakening induced by aircraft per night; and
- Awakenings recalled the following morning should be prevented as much as possible; and
- There should be no relevant impairment to the process of falling asleep again.

To prevent recalled awakenings Basner et al., (2006) proposed that the maximum noise level inside the bedroom should not exceed 65dB (equivalent to 80 dB LpASmax outside and open window).

This is an annualised metric, exceeded if the subject is woken 365 times per year, but not exceeded if they are woken 364 days per year.

**Questions**



AOB



Next meeting  
**Tuesday 25<sup>th</sup> June 2019**

**Heathrow**  
*Making every journey better*