

Analysis of Responses to BAA's Consultation on Protecting Against Blight



Version 1

June 2005

aviasolutions

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Contents

Contents

1	Executive Summary	3
2	Background and Context	5
2.1	Introduction	5
2.2	Structure of report	5
2.3	The BAA Consultation Process.....	6
2.4	Analysis of Responses.....	8
2.5	Grouping of Respondents	8
2.6	The Quantitative Nature of the Analysis	8
2.7	Responses to the Consultation - Protecting Against Blight	9
2.8	Publicising the Consultations	12
3	Heathrow	13
3.1	Geographical Mapping of responses from those not consulted	14
3.2	Property Market Support Bond	15
3.3	Home Owner Support Scheme	19
4	Gatwick	23
4.1	Property Market Support Bond	23
4.2	Home Owner Support Scheme	27
5	Edinburgh	30
5.1	Property Market Support Bond	30
5.2	Home Owner Support Scheme	33
6	Glasgow	35
6.1	Property Market Support Bond	35
6.2	Home Owner Support Scheme	37

1 Executive Summary

In December 2003 the Government published its White Paper, the Future of Air Transport. In it the Government asked airport operators to progress plans to develop airport capacity over the next 30 years, but within stringent environmental limits.

Until such time as a decision is made on whether the second new runway in the South East (after Stansted) is built at Heathrow or Gatwick, or whether a new runway in Scotland is to be built, the uncertainty on the prospect of future development at a number of BAA airports could affect the value and marketability of houses and small commercial properties.

Proposals for two schemes to protect against blight were consulted on:

- A Property Market Support Bond for people whose property would fall within a potential new expanded airport boundary.
- A Home Owner Support Scheme for people whose property would be close to a potential new expanded airport boundary and affected by very high levels of noise.

Consultation documents and questionnaires were sent to those that may be affected by blight caused by uncertainty arising from the options outlined in the White Paper. BAA received a total of 693 responses, 601 of which were matched to the distribution lists. The distribution lists had a total of 6039 consultees giving a response rate of 10.0%.

The consultation appears to have been seen by many as a genuine opportunity to feed back issues and thoughts about the proposed schemes. The quality of responses was, therefore, generally good and included 17 responses from political and other organisations. It should however be noted that, where the sample group is small, the views expressed may not be representative of the overall opinion of the group that has been consulted.

The Property Market Support Bond

The majority of respondents (496 of the 693) supported the introduction of a Property Market Support Bond.

Many, however, were unclear as to which properties would qualify for the bond and some suggested that the consultation was premature as BAA is not producing the Master Plan until 2006. Residents do not, therefore, know how much land will be taken and what areas will be affected. The suggestion was made by a number of respondents that BAA should postpone the scheme until Government makes its decision on the new runway.

One respondent stated that it is unacceptable to householders that may wish to move now that the boundary will not be published until spring 2005 and that the Bonds will not be issued until then. They also stated that householders cannot hold a guarantee until the application is made so at Gatwick property owners will not qualify for help until 2010.

It was also suggested that 10% was unlikely to be enough to compensate for both the costs of moving and the emotional cost of leaving friends and changing childrens' schools etc.

There was a suggestion that property prices in the Heathrow area had not recovered from the first round of speculation about a third runway in the 1990s and a number of respondents suggested that the indexation of property values start from then. An opposing viewpoint was that prices have risen significantly since 2002 and using a current value would be more favourable.

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Executive Summary

Many respondents felt that their properties were unique in terms of location, aspect and amenity and they expressed concern that the valuation method should fully take account of the improvements they have made to their homes over the years.

Some political respondents said that in addition to indexation, notice should be taken of the local property values in each area particularly if there is evidence that the June 2002 values were depressed.

Respondents suggested that the scheme should be open to all owners not just owner occupiers as all owners will be financially penalised by blight.

The majority of respondents were in favour of eligibility criteria to prevent unfair speculation; however, some stated that the criteria may put off potential buyers. One respondent said that property speculation was to be welcomed as it supports the market and the guarantee scheme and a number expressed the concern that speculators may be the only ones prepared to buy.

Home Owner Support Scheme

The majority of respondents (477 of the 693) supported the introduction of a Home Owner Support Scheme.

The tone of responses from residents in this section showed a more significant level of ambivalence to the offer than for the Property Market Support Bond. Respondents were less clear about what areas might be eligible in practice and many noted that the burden of costs in moving would still represent a substantial loss to them if they wished to leave.

A number of respondents said that BAA should pay higher than the market value as they would benefit from the airport development.

A number of respondents at Heathrow expressed concern that it was not known which properties would be eligible for the scheme as noise contours from a third runway had not yet been modelled. There was a significant level of concern about properties becoming 'trapped' between two runways at Heathrow with the suggestion that the scheme be extended to the general outline of the airport.

Some respondents stated the scheme to support those that wish to move early should compensate for any fall in house prices and that the fall in value of at least 15% was unacceptable.

The local authority position was unanimously that the boundary was too tightly drawn. They said that the Government's definition of the onset of annoyance at 57 decibels indicated that the boundary for this scheme should be drawn at 63 decibels as a minimum with some element that takes account of peak noise events and night flights. They also suggested that there should also be flexibility in the final boundary to reflect local geography and land-uses.

The comparison made by BAA in its consultation with Union Railways and the Highways Agency was questioned as they stated that aircraft noise was considered more intrusive.

It was suggested that the maximum limit of rateable properties should be increased as only the smallest of companies would be included.

2 Background and Context

2.1 Introduction

In December 2003 the Government published its White Paper, the Future of Air Transport. In it the Government asked airport operators to progress plans to develop airport capacity over the next 30 years, but within stringent environmental limits.

The White Paper said that at Stansted Airport, proposals for a second runway should be brought forward immediately. The White Paper also stated that if and when stringent environmental limits can be achieved, and subject to planning permission and other conditions, Heathrow should build a third short runway in 2015 to 2020.

It also stated that in case the Heathrow option could not be progressed, BAA should safeguard for a second runway at Gatwick, after 2019.

Furthermore it stated that land should be safeguarded for a possible runway development at Edinburgh Airport before 2030 and invited Renfrewshire Council to protect land around Glasgow for a possible new beyond the 30 year period.

Given that a significant amount of detailed work will need to be done to understand whether new runways can be built at the airports identified in the White Paper, it will be many years before a decision to proceed with development is taken and planning applications are submitted.

Until such time a decision is made on whether the second new runway in the South East (after Stansted) is built at Heathrow or Gatwick, or whether a new runway in Scotland is to be built, the uncertainty on the prospect of future development at a number of BAA airports could affect the value and marketability of houses and small commercial properties.

2.2 Structure of report

This report provides analysis of responses to the consultation on Protecting Against Blight. It is structured as follows.

- Section 1 provides an executive summary of the key results of the consultation.
- Section 2 (this section) sets out the context of the consultation, BAA's objectives and provides a summary of the methodology employed by AviaSolutions to analyse responses.
- Sections 3 to 6 present analysis of the results of the consultation exercise at Heathrow, Gatwick, Edinburgh and Glasgow respectively.

This analysis is presented both quantitatively, in terms of statistical analysis of responses to specific questions in the consultation and qualitatively. The qualitative analysis has captured respondent's views on issues which may not have been explicitly raised in the consultation document, but which is material to the consultation exercise.

2.3 The BAA Consultation Process

The purpose of this consultation process is to gauge the opinions of the stakeholders in order to improve the policy decision making, engage with specific groups with particular concerns and provide a means of communication with the widest possible set of stakeholders that may be affected by the proposals.

It is important to bear in mind that some of the opinions expressed represent the views of a small number of stakeholders and that no conclusions and assumptions have been made about the views of those people who did not respond to the consultation.

BAA has stated that it is committed to a programme of action to minimise, control, mitigate and compensate for the environmental impacts of its airports. If runway developments do go ahead, there could be an increase in airport related noise experienced by people living close to the existing or potential extended future boundary. There could, therefore, be a risk that the price of properties could be adversely affected by the development proposals.

In recognition of the potential impact on property values, the BAA launched a consultation at those airports where a new runway, or safeguarding for a new runway, was proposed in the White Paper, the Future of Air Transport. These are Heathrow, Gatwick, Stansted, Edinburgh and Glasgow.

Given the government invited BAA to commence work on a new runway at Stansted immediately after the White Paper was published, it started studies at that airport first. A consultation exercise on Protecting Against Blight was undertaken at Stansted between February and April 2004. The results of that consultation are not therefore included within the analysis presented in this report.

Following the Stansted consultation on protecting against blight, BAA undertook two further consultation exercises between 21st September 2004 and 21st December 2004 at other airports in the group. Both consultations were undertaken in parallel.

The first consultation was regarding protection against blight at other airports (apart from Stansted) which had been identified as possible sites from new runway developments.

Proposals for two schemes were consulted on:

- A Property Market Support Bond for people whose property would fall within a potential new expanded airport boundary.
- A Home Owner Support Scheme for people whose property would be close to a potential new expanded airport boundary and affected by very high levels of noise.

The aim of the consultation was to seek views on the best way to implement and run the two schemes. BAA set out:

- who should be covered by the scheme;
- the objectives of the scheme; and
- how the scheme could work

Analysis of Responses to BAA's Consultation – Protecting Against Blight
--

Background and Context

The consultation sought views from a wide range of stakeholders within or close to the potential new airport boundaries. In addition responses were submitted to BAA via its web site.

The second consultation, Protecting Against Airport Noise, sought views on proposals for schemes to address current airport noise for communities close to the airport. The results of analysis to this consultation are presented in a separate report titled 'Analysis of Responses to BAA's Consultation on Protecting Against Airport Noise'.

2.4 Analysis of Responses

A team of consultants was retained by BAA to analyse responses to its consultations on schemes to address current airport noise for communities close to airports at Heathrow, Gatwick, Stansted, Edinburgh and Glasgow.

The team were also retained to analyse responses to BAA's consultation on measures to protect against blight at Heathrow, Gatwick, Edinburgh and Glasgow. The consultation on blight at Stansted was analysed separately.

The consultants were retained to analyse responses from both individuals and organisations that submitted a response to the consultation documents. A database was created to assist with the recording and analysis of responses.

The key objectives of the analysis undertaken were to:

- Capture respondents' submissions accurately and consistently.
- Provide BAA with a clear understanding of the issues, concerns and wishes of those responding to its consultation.
- Demonstrate a clear audit trail and make the process transparent.

2.5 Grouping of Respondents

The views of respondents were grouped and presented throughout the report in 5 categories.

These are:

- Local Residents – which include private individuals, residents' associations and local groups formed by residents living close to airports.
- Health and Education Representatives – which includes schools, hospitals, primary care trusts, hospice governor trusts and education authorities and other relevant organisations.
- Local Business – comprising responses from individual business, plus representatives from trade bodies.
- Political Interests – such as local authorities and political parties.
- Others – such as airlines, relevant professional bodies and other respondents that do not fit into the other categories listed above.

2.6 The Quantitative Nature of the Analysis

The questionnaires were structured to enable quantitative analysis of responses to individual questions. At some airports the respondent sample size was small, thus the conclusions that may be drawn from the analysis may be of limited statistical significance. It should therefore be noted that, where the sample group is small, the views of the sample group may not be representative of the overall opinion of the group that has been consulted.

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Background and Context

In addition respondents were invited to provide additional comments to support responses to specific questions, or made comments regarding issues which had not been explicitly raised in the consultation. Where possible, our analysis has sought to capture and quantify all of the points raised in responses submitted.

The structure of our analysis reflects the questions contained within the consultation material published in September 2004.

2.7 Responses to the Consultation - Protecting Against Blight

A total of 6,039 residents, businesses, or organisations were sent consultation documents by BAA living or operating close to Heathrow, Gatwick, Edinburgh or Glasgow. The majority of these were residents but BAA also consulted with a range of other stakeholders including local authorities, business, schools and hospitals and a range of other organisations. Figure 1 below shows the composition of distribution lists by consultee grouping.

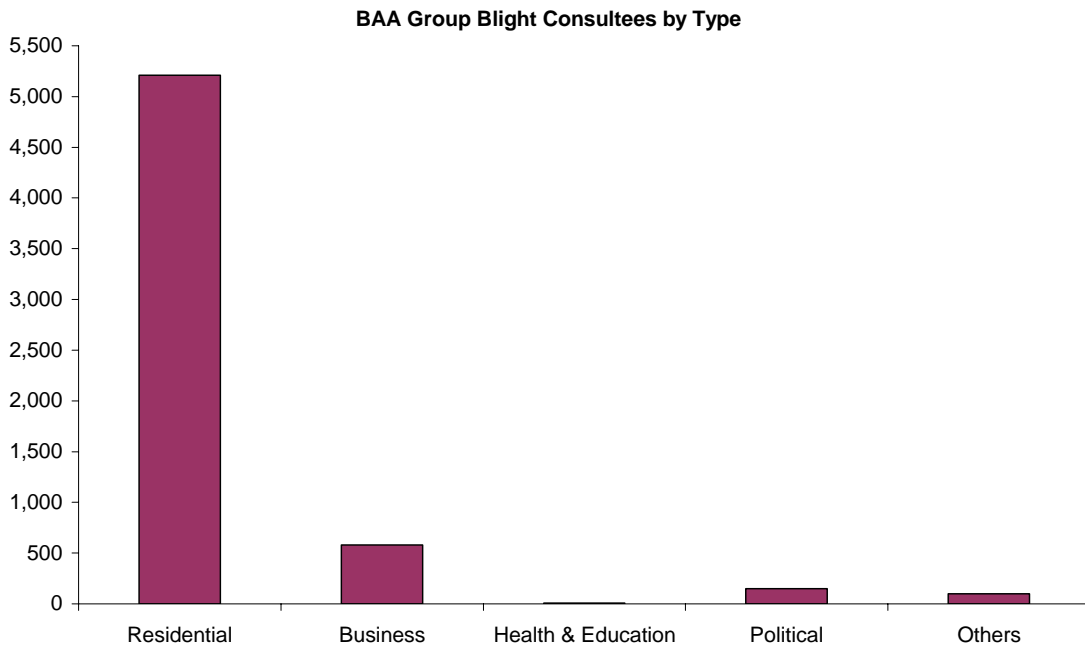


Figure 1 Blight Consultees by Type at BAA Group Level

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Background and Context

The response rate for each airport is illustrated in Figure 2 below. Heathrow had by far the largest distribution list and has been the source of most of the responses to the consultation.

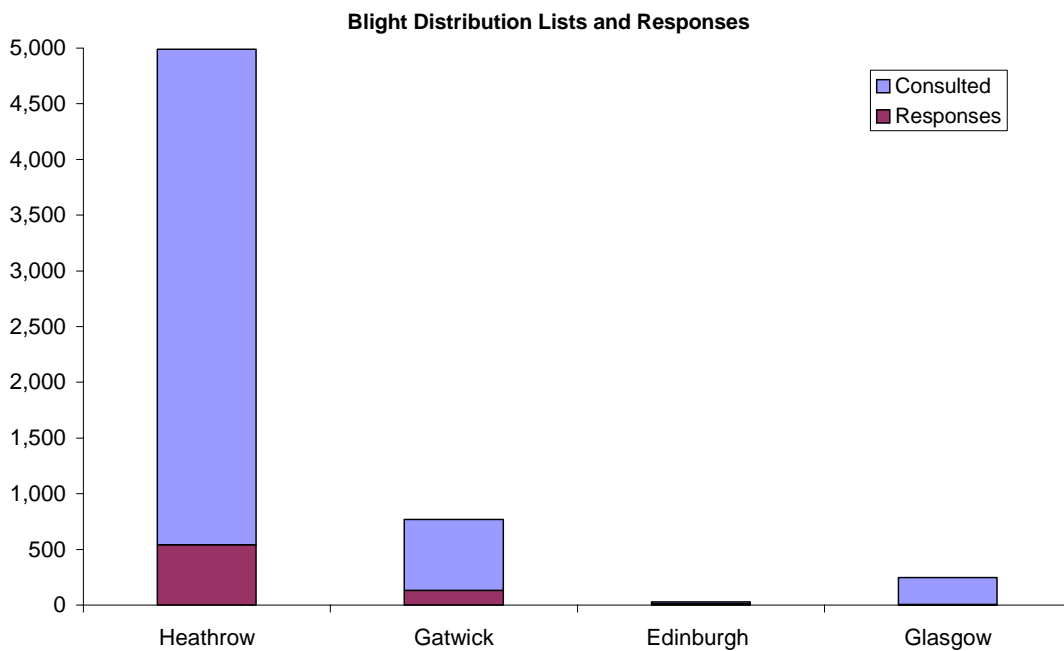


Figure 2 Distribution lists and responses for each airport

Blight	Consulted	Responses
Heathrow	4990	542
Gatwick	771	132
Edinburgh	31	14
Glasgow	247	5
Total	6039	693

Table 1 Responses from the distribution lists by airport

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Background and Context

The questionnaires for the Blight Property Market Support Bond and the Home Owner Support Scheme were sent as sections 1 and 2 of the same document. As respondents tended to provide responses to both sections it was not possible to provide an analysis of the responses to each section.

Blight BAA Group	Consulted	Response on list	% Response on list	Response not on list
Residential	5208	578	11.1%	73
Business	581	4	0.7%	1
Health & Education	7	2	28.6%	1
Political	146	12	8.2%	12
Others	97	5	5.2%	5
Total	6039	601	10.0%	92

Table 2 BAA Group response rate by respondent type

There were a number of responses received from individuals, businesses and schools located outside the area covered by the proposed blight property schemes. Consultation questionnaires were made readily available either by requests to help-lines or on-line as BAA also invited submissions to its consultation via its website.

A total of 30 responses¹ to blight consultations were received via the internet.

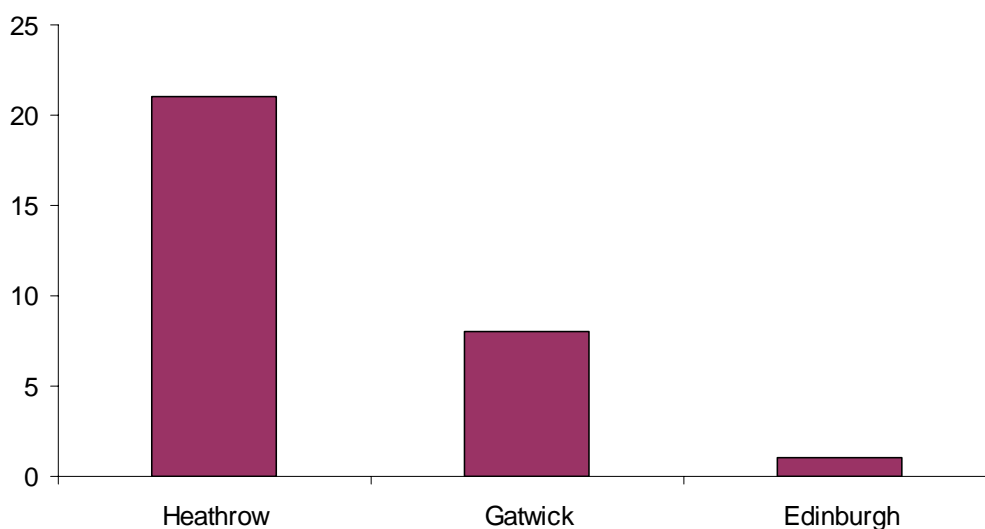


Figure 3 Internet responses by airport

For completeness the responses from consultees not on the distribution list have been included in the analysis.

¹ Totals confirmed by BAA as at 15th December 2004

2.8 Publicising the Consultations

Heathrow

The Heathrow consultations were publicised by:

- An advertorial in hm magazine which goes to 26,000 homes and businesses in Hounslow;
- An advertorial in Skyport and Hayes and Harlington Gazette; and
- Press release issued to all local and regional media including TV and radio.

Gatwick

The Gatwick consultation was advertised in the local press twice, once at the time of the launch and once 3 weeks before the end of the consultation. Documents were sent to approximately 90 people who contacted the help-line as a result of this.

The subject of the consultation was raised at external stakeholder meetings and Gatwick Airport senior managers were also briefed.

BAA responded personally by phone to anyone who needed further info from the help-line, or by email or letter if appropriate, and visited people in their homes who needed to discuss particular issues.

Edinburgh

All consultees were sent mailshots with covering letters.

Edinburgh also consulted with a number of external bodies.

Glasgow

A Press Release was issued to all Scottish and local media including TV and radio.

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Heathrow

3 Heathrow

A total of 542 responses were received for the Heathrow Blight Consultation.

The “No Response” figures include those respondents who left the question blank and those who ticked both “Yes” and “No”.

Blight Heathrow	Consulted	Response on list	% Response on list	Response not on list
Residential	4681	475	10.1%	52
Business	168	0	0.0%	0
Health & Education	7	2	28.6%	0
Political	53	8	15.1%	3
Others	81	1	1.2%	1
Total	4990	486	9.7%	56

Table 3 Heathrow consultee breakdown and response rates

There is currently no published noise contour for the blight schemes. Instead a wide area was included which is assumed to cover most properties that may be affected by future development. The boundary used included those properties above A4 and below M4 and up to M25 and A312 on either side.

There may be instances where the boundary cuts across properties or down the middle of roads. This will be resolved when a final boundary is drawn up.

The document was also sent to a series of stakeholders including local authorities' representatives and officials, local NGOs and community groups.

As a result of a number of requests from residents living just to the north of the M4, a further 769 properties were included in the Blight consultation. These were sent out in mid-November.

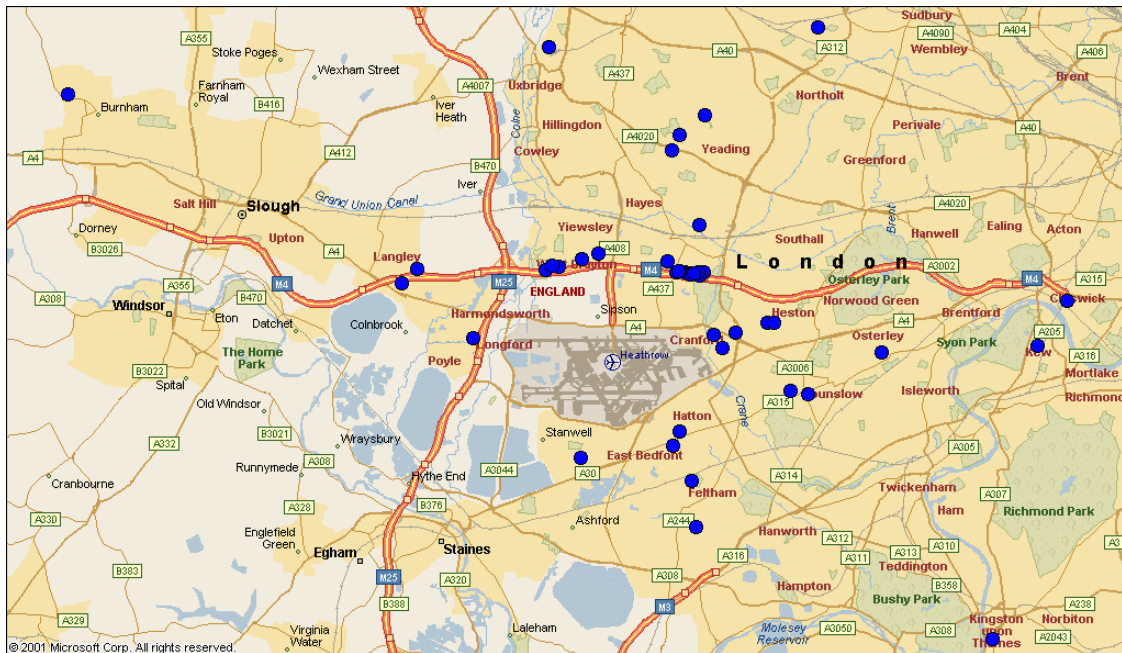
Analysis of Responses to BAA's Consultation – Protecting Against Blight

Heathrow

3.1 Geographical Mapping of responses from those not consulted

A total of 55 people not on the Consultation lists sent in a response for the Heathrow Blight Consultation. 48 of those supplied their postcode and were located in areas illustrated in the map below.

46 of the responses were from residential respondents and 2 were political. The majority of the responses came from three distinct clusters within 2 miles of the airport perimeter. Two of the clusters are within very close proximity to the M4 corridor: West Drayton to the north of the airport and Hayes to the northeast and the third cluster is from Cranford to the east.



Analysis of Responses to BAA's Consultation – Protecting Against Blight

Heathrow

3.2 Property Market Support Bond

Q1 If BAA decided to introduce a Property Market Support Bond would you support the scheme?

	Yes	No	No Response
Q1	367	137	38

Of the 542 responses, the majority of respondents would support a Property Market Support Bond *in some form*. However, not all of those in favour wholly agreed with the structure of the Bond. For example two respondents said they would support a Bond but add that 10% is not enough. Another two respondents in favour of the Bond have doubts whether BAA will honour the scheme.

Of the 137 respondents not supporting the bond, two of those said that they do not wish to move, while six others said they did not believe that BAA would honour the scheme.

Nineteen respondents said BAA should pay higher than the market value, with eleven of those nineteen giving the reason that BAA is benefiting from development.

The most significant area of qualitative comment on this aspect of the scheme related to the uncertainty around the final boundary of the scheme and the detailed proposals of the potential runway. A very significant number of residents who responded (36) returned the forms stating that they were unable to complete the questionnaire or give their support to the schemes because they could not be sure how it would actually affect their interests. This factor may have been a substantial influence in the low response rate from the community.

The response of local authorities to the principle of the scheme was favourable, with the qualifications expressed in responses to later questions.

61 respondents stated that the consultation is premature. Of those, twenty gave the reason that BAA is not producing its Master Plan till 2006 so residents don't know how much land will be taken and what areas will be affected. They suggested that BAA postpone any scheme until the Government makes a decision on the new runway.

In some areas, residents groups appear to have drafted a response that would allow them to put across their concerns in a consistent way. Approximately 76 residents in the Harmondsworth, Sipson and Harlington areas sent in responses raising similar comments to those raised in the main response from the Harmondsworth and Sipson Residents Association.

Q2 Is the name "Property Market Support Bond" easily understood? Do you propose any alternative name?

	Yes	No	No Response
Q2	293	187	62

293 respondents said the name was easily understood.

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Heathrow

187 respondents said it was not easily understood, two of those adding that it should offer the same benefits as the property market support bond.

Overall, the most popular alternative names suggested by three respondents each were “Property Blight Bond” and “BAA Property Bond”.

45 residents associated said the scheme name was irrelevant.

Q3 Do you agree that BAA should use the June 2002 land registry values as the starting point for index linking property values? If not, what alternative starting point would you suggest?

	Yes	No	No Response
Q3	238	252	52

238 respondents agreed that BAA should use June 2002 land registry values as the starting point for index linking property values. However, five of those that agreed added that they did so subject to residents and campaign groups scrutinising BAA plans prior to their implementation.

Of the 252 respondents who said there should be no indexation, 39 said BAA should use current market price for comparable, unaffected properties, while 18 said they disagreed with the proposed method as house prices have increased since 2002. The following table shows the alternative start dates suggested by the respondents. The majority of the respondents suggesting a date before January 2002 actually suggested that a date should be used before the original discussions of a third runway in the 1990s.

Start Date For Valuation	Total
before Jan 02	65
Jan to Jun 02	2
Jan to Jun 03	11
Jan to Jun 04	18
Jul to Dec 03	3
Jul to Dec 04	6

Table 4 Alternative suggested start dates

It is worth noting that many of the respondents share one of two differing views on property prices in the affected area and what is steering prices. One view is that house prices have risen since 2002 thus using a more current value is favourable, whilst the opposing view is that current house prices are already blighted from talk about airport development, thus house prices from outside the affected area should be used.

The comments offered by residents in this section indicate that a large number of respondents did not understand the concept which underlies the valuation element of the scheme, particularly the index-linked element. Many respondents appeared to believe that they would be offered a 2002 price for their property.

Each resident considers their property to be unique in terms of its location, aspect and amenity. 18 responses expressed concern that the valuation method should fully take account of the improvements they have made to their homes over the years. Others were anxious that would not need to take out a mortgage in order to move, as they were either retired or about to retire.

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Heathrow

The concerns and anxieties of many were summed up by one Heathrow resident who wrote: "All you really need to do is fully compensate people who will be affected, no 'ifs' and 'buts'."

Among the local authority responses, one commented that; given the speculation about the White Paper prior to June 2002 and the time-lag between Land Registry and real market valuations; Land Registry Values for 6 months either side of June 2002 should be used, taking the peak month as the starting point. However, a majority of LPA's agreed that Land Registry prices should be supplemented with information on local market values. They also stated that notice should be taken of the local property values in each area particularly if there is evidence that the June 2002 values were depressed.

Forty residents questioned whether property values had recovered from 1990-1995 after the last talks of 3rd runway. A further 17 categorically stated that values had not recovered.

Q4 Should the scheme only be open to owner occupiers – those who would be most financially penalised by any development-related fall in the property market?

	Yes	No	No Response
Q4	293	205	44

Just over half the respondents agreed that the scheme should only be open to owner occupiers.

205 respondents said the scheme should not be limited to owner occupiers.

Thirty nine respondents said the scheme should be open to private rental landlords; twenty-five said all residential properties; twenty eight said property lessors; and seventeen said private rental tenants.

Of the thirty nine respondents who said the scheme should be open to private rental landlords many of those would appear to be small-scale landlords who rent property in the neighbourhood and also live locally. In some cases, it appears that they had rented out a former home as an investment to generate income, perhaps in retirement. Others claimed that they had rented out their former home rather than sell, because its capital value was blighted by the airport and uncertainty about future development. These individuals stated that they were unfairly excluded and penalised with blight, given that they have in fact supported local property prices by investing in the market.

Of those local authorities who responded to this question, all stated that all property owners should be eligible.

A noteworthy question from two respondents who rent properties was how would they be compensated for loss of value on their rented property and lower future rental income, if rented properties and landlords were to be excluded from the scheme?

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Heathrow

Q5 Do you agree with BAA's proposal to restrict eligibility in order to prevent property speculation in the area after the White Paper was published?

	Yes	No	No Response
Q5	289	202	51

Over half of respondents agreed with BAA to restrict eligibility to prevent property speculation, however only four added that the period should be more than 6 months.

Of the 202 respondents who disagreed with restricting eligibility, ten of those said BAA should not discriminate. Comments were generally offered by those who disagreed with the proposition, with no examples given of reasons why eligibility should be restricted. Where comments were offered, they were generally pointing out that speculation is good for the market, supporting prices and providing a source of potential buyers to those who wish to move.

For the Local Planning Authorities (LPAs), one respondent stated that excluding medium to large businesses was unfair and not supported. A significant number supported a start date of 21 September 2002 for exclusion (when the consultation documents were first published) and called for the maximum rateable value limit to be raised.

Thirty one residents said that the area is already blighted by uncertainty so the only movement in the market may be between those already in the area. They, together with a further six respondents added that by restricting the scheme BAA is cutting off the most likely potential for movement within the local housing market.

One respondent had bought after December 2003 and was very worried about being excluded from scheme. They were concerned that they would be left with a mortgage but without a property.

Q6 Do you have any other comments?

Those consulted were invited to make other comments in relation to BAA's proposals for the property market support bond. In particular views were sought, and suggestions invited, to improve or amend the scheme proposed.

Twelve of the 542 Heathrow Blight respondents thought the Property Market Support Bond scheme should start as soon as possible. Eight said that the consultation itself was causing blight.

Eight respondents said estate agent fees should be included as compensation.

Five respondents said that elderly or disabled residents should get more compensation.

Overall, respondents tended to use this section to reiterate whatever was their greatest concern about the proposed schemes. Fifteen respondents said they are opposed to a third runway at Heathrow.

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Heathrow

3.3 Home Owner Support Scheme

Q1 Do you support the proposal that a BAA Home Owner Support Scheme should provide a legally binding, fully transferable guarantee to enable eligible home owners to require BAA to buy their property for its market value, if BAA (airport) confirms its intention to proceed with the construction of the new runway?

	Yes	No	No Response
Q1	356	134	52

The tone of responses from residents in this section showed a much more significant level of ambivalence to the offer than for the Property Market Support Bond. Respondents were less clear about what areas might be eligible in practice and many noted that the burden of costs in moving would still represent a substantial loss to them (perhaps beyond their means or willingness to pay) if they wished to leave because of increased noise and proximity to an expanded Heathrow.

Thirty five respondents expressed the concern that they do not yet know which properties would be included in the scheme. Twenty-two respondents referred to a letter dated 13 Oct 2004 from Janis Kong, Executive Chairman of Heathrow airport, which said noise contours for a third runway had not been modelled, so it is not known which properties will fall within the scheme.

Some respondents were concerned about those houses that may become 'trapped' between two runways but would not be eligible for the scheme.

However, the majority of respondents agreed *in principal* with a Home Owner Support Scheme.

While saying "yes" to the scheme, twelve of those who agreed added that BAA should pay higher than the market value, with seven of these giving the reason that BAA will benefit financially from the development.

Of the 134 respondents who do not support the scheme, six also stated that BAA should pay higher than the market value.

It total, therefore, twenty three respondents stated BAA should pay higher than the market value.

Q2 Do you support the voluntary Home Owner Support Scheme should cover properties that fall within the 66 decibel area as a direct result of airport development?

	Yes	No	No Response
Q2	292	179	71

292 respondents agreed that the scheme should cover properties within the 66 decibel area. However, eight of these in favour added comments stating that the boundary should be extended to additional areas.

Of the 179 respondents who disagreed, thirty two of those said air quality issues should also be taken into account and fourteen said the criteria should include impact of surface transport.

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Heathrow

A significant concern (expressed in response to both question 1 and 2) by 48 residents living around Sipson and Harmondsworth was that some properties would be left 'trapped' in an area surrounded on three sides by runways and taxiways in an environment dominated by an expanded airport, significantly blighted and unable to afford to move.

Eight residents said they did not know what level of noise 66dB represents or how loud it is.

The local authority position was unanimously that the boundary was too tightly drawn. The Government's definition of the onset of annoyance at 57 decibel indicated that the boundary for this scheme should be drawn at 63 dB as a minimum with some element that takes account of peak noise events and night flights. There should also be flexibility in the final boundary to reflect local geography and land-uses.

The comparison made by BAA in its consultation with Union Railways and the Highways Agency was not accepted in the SASIG response and those who followed it in their individual responses as they suggested that aircraft noise was considered more intrusive.

One airline responded that only those who fall into the 66dB contour for the first time following airport expansion should be eligible. They also wished to closely examine the assumptions underlying the calculation of any forecast contour.

Q3 Do you agree that BAA should use the June 2002 Land Registry Values as the starting point for index linking property values?

	Yes	No	No Response
Q3	225	250	67

225 respondents agreed in using June 2002 Land Registry Values as the starting point for index linking property values.

250 respondents disagreed with using June 2002 Land Registry Values as the starting point for index linking property values. The most popular suggested alternative start date chosen by 62 respondents was before January 2002. The majority of the respondents suggesting a date before January 2002 actually suggested that a date should be used before the original discussions of a third runway in the 1990s.

Suggested Start Date	Total
before Jan 02	62
Jan to Jun 02	1
Jan to Jun 03	8
Jan to Jun 04	14
Jul to Dec 03	2
Jul to Dec 04	3

Table 5 Alternative suggested start dates

It was clear that a significant proportion of respondents did not understand the valuation method as it was presented. A number of respondents (20) pointed out that the scheme was unfair as property prices had increased since 2002.

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Heathrow

Concerns were expressed about the individuality of properties, especially where improvements had been carried out were re-iterated in this section as for the Property Market Support Bond.

57 respondents suggested that property values have not recovered from 1990-1995 after last talks of 3rd runway.

Another concern particularly relevant to this scheme was that respondents perceived that they would have to pay more for an equivalent property outside the blighted area. This would mean either seeking or increasing a mortgage or settling for a smaller/less desirable property as well as having to bear the costs of moving. The overall impact on their quality of life could be substantial whether they moved or not.

The local authority position was that Land Registry values should be supplemented with information about local market values.

Q4 Do you support the qualifying criteria designed to prevent unfair speculation in the local market?

	Yes	No	No Response
Q4	304	164	74

Over half of respondents support the criteria to prevent unfair speculation in the local market.

However 37 implied that it was unfair to those who were selling to take potential speculators out of the market. They were of the opinion that all property markets are partly based on an element of speculation. All purchasers view property as a potential investment, whatever other use they may wish to put it to. There were also a small number of respondents who had bought property very recently, did not consider themselves speculators and were concerned about their status under the schemes. One respondent stated that they had bought after December 2003 but that nothing about a 3rd runway came up in their search.

As under the Property Market Support Bond, the majority of local authorities wished to see a start date of 21 September 2002 for exclusion from eligibility and that all property owners should be included as well as medium to large businesses.

Forty two respondents did not support the criteria stating that residents would be trapped and unable to move. Thirty six added that speculators may be the only ones prepared to buy.

Q5 Do you support BAA's proposals for providing additional assistance for property owners who wish to move early?

	Yes	No	No Response
Q5	380	112	50

The majority of respondents supported BAA's proposal to provide additional assistance for property owners wishing to move early, with fifteen of these saying the scheme needs to start as soon as possible.

There was concern expressed that those wishing to move now and in the period up to the start of the schemes were experiencing a double blight. Their properties were blighted by uncertainty

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Heathrow

about the potential impact of airport expansion and then blighted again by the uncertainty that they would be eligible for the schemes.

Eleven respondents believed that the scheme should also cover agents' fees and legal costs. Local authority responses echoed that of some residents in stating that the scheme should be available for any fall in property value within the boundary of the scheme. Five respondents added that the value should depend on percentage of drop in house value.

One residents association queried the length of required elapsed time that a house must be in the market before assistance is allowed.

Thirty-nine respondents who did not support BAA's proposal of additional assistance for early movers gave the reason that, in not being available to people moving within the area, the proposals limit potential buyers and contribute to more blight.

Q6 Do you have any other comments?

Eleven of the 542 respondents said home improvements compensation needs to be taken into consideration, and eleven said that the 10% home loss payment was not enough. Four people also mentioned that a 15% drop in value was too large and disproportionate.

Nine people said that BAA must do everything to protect the people living around the airport. A further six respondents stated that it is important for BAA to keep householders regularly informed of their proposals/plans.

Five residents from the sample asked what would happen if the new runway pollution breaches EU regulations.

An airline was concerned that a contour would not be produced until the application was prepared so that it properly matches the proposal, adding that they would want to know the assumptions used for the forecast contour (fleet mix etc).

Two local authorities not immediately adjacent to the airport supported the scheme as there is concern over possible diverse impacts of a 3rd runway. A House of Commons MP concluded that more detailed work is needed, in consultation with residents, before final decisions are made.

A local residents association raised two interesting points. Firstly, they questioned why modern properties built to noise guidelines are not excluded from the schemes. Secondly they think BAA should consider turning properties bought out into "affordable housing". Another was unhappy with this premature consultation and opposes the 3rd runway.

Several local authorities stated that the comparison with use of 66 decibel contour for road and rail is invalid as aircraft noise is more intrusive than either road or rail. In addition a contour should be created that reflects the maximum areas affected when the airport is operating in all wind directions.

A local NGO body said blight issues should be addressed between now and when application might come forward.

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Gatwick

4 Gatwick

A total of 132 responses were received for the Gatwick blight consultation.

Blight Gatwick	Consulted	Response on list	% Response on list	Response not on list
Residential	362	96	26.5%	18
Business	306	3	1.0%	1
Health & Education	0	0	0.0%	1
Political	90	4	4.4%	5
Others	13	3	23.1%	1
Total	771	106	13.7%	26

Table 6 Gatwick consultee breakdown and response rates

The distribution list was based on households within the forecast 66 decibel contour together with those within the indicative proposed new boundary from the White Paper.

A slightly extended area between the M23 and outside the contour was included which, it was considered, would have been unfair to leave out.

Copies of the documents were sent to a range of stakeholders including local authorities, business groups, local pressure groups and other community contacts.

Approximately 10 people (some within and some outside the defined areas) were added to the list that had been in contact with BAA since the White Paper publication. Documents were sent to around 80-90 people who contacted the helpline as a result of the publicity.

4.1 Property Market Support Bond

Q1 If BAA decided to introduce a Property Market Support Bond would you support the scheme?

	Yes	No	No Response
Q1	114	6	12

The majority of respondents would support a Property Market Support Bond. However this was within the context of respondents expressing concern that they were being asked to say 'yes' or 'no' to a scheme for which the boundaries were unclear. In particular, those who need to sell in the period between now and the final decision at Gatwick were being unfairly blighted and the schemes should be implemented immediately. This is illustrated by one resident who stated that they should not have to "put their lives on hold" until BAA determines whether or not to make an application for development. They suggested that consideration should be given implementing the scheme now. One resident stated that it was not clear from the literature whether any such scheme would be implemented once an application had been made, or when permission to build had been granted.

Only one of those in support made a comment to this question, which indicated there should be provision for landlords in the scheme.

Only six of the 132 respondents would not support the bond. One of those said the scheme would itself create blight, and another questioned whether BAA would honour the scheme.

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Gatwick

Twelve respondents were undecided or did not answer, three of whom said they needed more detail/advice on the bond.

One District Council implied that they did not support the scheme. In contrast, another local council stated their support for the scheme but added that the areas included are very tightly drawn.

A number of respondents representing local interests and organisations felt that 10% was not enough to encourage people to move into a house from which they may be forced to move.

Q2 Is the name "Property Market Support Bond" easily understood? Do you propose any alternative name?

	Yes	No	No Response
Q2	78	33	21

78 respondents said the name was easily understood, though 21 were undecided/did not answer.

33 respondents disagreed saying it was not easily understood.

Alternative names suggested by one respondent each were "Gatwick Blight Transferable Property Bond" and "Property Market Guarantee Scheme".

Q3 Do you agree that BAA should use the June 2002 land registry values as the starting point for index linking property values? If not, what alternative starting point would you suggest?

	Yes	No	No Response
Q3	81	29	22

The majority of respondents agreed that BAA should use the June 2002 Land Registry values as the starting point for index linking property values. However, despite answering "yes" to the question, two of the eighty-one respondents agreeing said more current house prices for unaffected properties should be used, as opposed to June 2002 in the question.

The fact that this question has two parts to it might have caused this anomaly. One respondent who answered yes stated that it would be useful to have evidence to demonstrate how accurate and reliable land registry values have been historically in the effected areas, with local examples of how index linking would have worked in practice.

Eleven respondents said that each property should be valued individually. Residents around Gatwick (especially in more rural areas) felt very strongly that their properties were unique and needed to be valued in that context.

Sixteen respondents suggested alternative start dates which are shown in the following table.

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Gatwick

Suggested Start Date	Total
before Jan 02	2
Jan to Jun 03	3
Jan to Jun 04	3
Jul to Dec 02	7
Jul to Dec 03	1

Table 7 Alternative suggested start dates

A local NGO group considered that prices from July to December 2002 (after a second runway was ruled out) would be a more appropriate starting point. In addition a question was raised by one respondent regarding how the land registry values works; there was uncertainty whether the register took into account specific circumstances of a property, or was based on average values in a given area. Another respondent asked how would modifications to their house to accommodate the need for disabled access would be factored into any valuation?

Q4 Should the scheme only be open to owner occupiers – those who would be most financially penalised by any development-related fall in the property market?

	Yes	No	No Response
Q4	83	29	20

Eighty three respondents agreed that the scheme should only be open to owner occupiers, of which two said it should include commercial properties. One airline respondent supported the exclusion of non-owner occupiers in order to prevent speculation.

Twenty nine respondents thought the scheme should not be limited to owner occupiers, of which four said the scheme should also be open to private rental tenants. One NGO commented that there is no reason to exclude private landlords from eligibility.

Seven people added the scheme should also be open to private rental landlords, and three identified lease rental properties as those that should be included.

One respondent made the observation that those who rent their properties due to personal circumstances should be treated the same as owner occupiers, whilst people who “but to let” should be excluded.

Q5 Do you agree with BAA's proposal to restrict eligibility in order to prevent property speculation in the area after the White Paper was published?

	Yes	No	No Response
Q5	94	20	18

Ninety four respondents agreed with BAA to restrict eligibility to prevent property speculation, including one airline who stated that further location in the area should be deterred in order to reduce disruption if planning permission is successfully sought.

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Gatwick

Of the 20 respondents who disagreed with restricting eligibility, three of these said BAA should not discriminate against those who move into the area after the White Paper was published. A further three people said that eligibility is too restrictive.

One airport-related NGO stated that property speculation is to be welcomed as it supports the market and would make the guarantee system work better. This body also made the point that the term "speculation" was an emotive word to include in the questionnaire and that most respondents would instinctively react against it.

Q6 Do you have any other comments?

Seven of the 132 Gatwick blight respondents said the scheme should start as soon as possible. This was because the uncertainty surrounding the timing of the new runway at Gatwick added to the level of blight in the area. Between now and 2010 (at the earliest) there would be blight but no form of compensation. Thus the scheme should be implemented in Spring 2005, rather than when (if) an application is submitted.

Four respondents said the home loss premium of 10% is too low. One person stated that compensation should be provided to landlords/businesses run from home that would suffer loss of income as result of relocation.

A number of bodies from the Gatwick area made the point that they considered the Gatwick case to be different from that of Heathrow and Stansted, because of the timescales involved at this location and the nature of the environment and the history of airport development here. For these reasons, the boundaries at Gatwick should be more widely cast. The "transfer of text" from Stansted airport's consultation documents failed to take into account the different circumstances at Gatwick.

One local Parish Council commented that the offer was quite inadequate compared to the degree of disturbance and blight that residents (especially long-term residents) had suffered.

Another local body noted that the 10% Home Loss Payment is welcomed but inadequate to cover the costs of moving and compensate for the upheaval for family and friends. They therefore expressed concerns that the scheme would not be adequate to remove blight.

Responses from a broad range of local bodies commented generally that this part of the blight proposals needed to be reworked to be really financially relevant to anyone who might actually want/need to move.

However if BAA does buy properties, one LPA was also concerned that these should not be allowed to fall into disrepair.

A District Council commented that the scheme was so narrow as to be of no assistance to communities in their area and called for the scheme to be extended to the 57 decibel contour. Another commented that the timing of the scheme was causing some blight in itself.

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Gatwick

4.2 Home Owner Support Scheme

Q1 Do you support the proposal that a BAA Home Owner Support Scheme should provide a legally binding, fully transferable guarantee to enable eligible home owners to require BAA to buy their property for its market value, if BAA (airport) confirms its intention to proceed with the construction of the new runway?

	Yes	No	No Response
Q1	110	7	15

Most of the respondents agreed in principal to the Home Owner Support Scheme. However, of those 110 respondents in favour, two added it should be the same benefits as the property market support bond; two added that there should be cash compensation without the obligation to move; and one said the scheme should include 25% loss of value already experienced due to the airport.

Only seven out of the 132 respondents would not support the scheme, two of which mentioned it should be the same benefits as the property market support bond.

A local District Council commented that since the scheme does not become active until an application is made, it would artificially blight the area concerned in the meantime.

Q2 Do you support the voluntary Home Owner Support Scheme should cover properties that fall within the 66 decibel area as a direct result of airport development?

	Yes	No	No Response
Q2	93	18	21

Ninety-three respondents agreed that the scheme should cover properties within the 66 decibel area. However, three of those who agreed added the comment that the threshold should be lower than 66 decibel.

Of those disagreeing, eleven did so on the basis that a lower threshold should be used, and six of those requested the 57 decibel area, while three of those added that the DfT also suggested the 57 decibel contour.

One person stated that they did not understand what 66 decibel area meant in reality.

One local Parish Council responded that the boundary does not recognise that the Gatwick area will be affected by blight from the potential runway proposals for the next 15 years and beyond. One District Council called for properties within the 57 decibel contour to be included, a view supported by a local NGO body.

Other local bodies wished to see the contour calculated over 2 to 3 years to take account of variations in prevailing wind direction. Also, to prevent anomalies caused by contours on the ground, compensation should be paid at a rate proportional to a property's distance from the contour within a mile of the contour.

Another NGO merely indicated that they would wish to see a reconsideration of boundaries to both blight schemes.

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Gatwick

Q3 Do you agree that BAA should use the June 2002 Land Registry Values as the starting point for index linking property values?

	Yes	No	No Response
Q3	78	28	26

Seventy eight respondents agreed with the use of the June 2002 Land Registry Values as the starting point for index linking property values. Two of those added comments that each property should be assessed individually. A further two respondents agreed with this date subject to it being prior to any discussions of airport expansion.

Of all 132 respondents who answered the question, two said they disagreed with proposed method as house prices have increased since 2002. Three people said to use current market price for comparable, unaffected properties. The most popular alternative start date suggested was Jul-Dec 2002 (five respondents).

Suggested Start Date	Total
before Jan 02	1
Jan to Jun 03	2
Jan to Jun 04	3
Jul to Dec 02	5
Jul to Dec 03	1

Table 8 Alternative suggested start dates

A number of local authorities agreed that account should be taken of the local property values in each area particularly if there is evidence that the June 2002 values were depressed.

Q4 Do you support the qualifying criteria designed to prevent unfair speculation in the local market?

	Yes	No	No Response
Q4	94	15	23

Most respondents supported the criteria to prevent unfair speculation in the local market.

Of the 15 respondents who did not support the criteria, four said the criteria should not disadvantage or discriminate anyone. Only one respondent said the qualifying period was too short.

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Gatwick

Q5 Do you support BAA's proposals for providing additional assistance for property owners who wish to move early?

	Yes	No	No Response
Q5	107	5	20

Nearly all 132 respondents support BAA's proposal to provide additional assistance for property owners wishing to move early, with five of these saying the scheme needs to start as soon as possible. A further three stated the scheme should cover agents' fees and legal costs.

Only five respondents disagreed, one adding that BAA should buy property that doesn't sell at market price and another said it should offer the same terms as the Support Bond.

A number of respondents from across the range noted that this section of the consultation documents was confusing. A householder cannot hold a guarantee until the application is made so how can they qualify for help until 2010-2020?

One airline supported the proposal at present but adds that there was uncertainty about timescales as another runway at Gatwick depends on development at Heathrow.

Another airline said the home loss payment structure should incentivise those affected to move earlier.

A local residents association found the early moving part of the scheme confusing and unsatisfactory.

Q6 Do you have any other comments?

Four of the 132 Gatwick respondents said there should be compensation for home improvements made, and three others requested that BAA keep householders regularly informed of their proposals/plans.

Of those who made negative comments about elements of this scheme, a representative comment was that "Aviation must pay its external costs and if it wants to damage a few people's lives for the benefit of the majority, it behoves it to be generous."

Two local bodies called for the scheme to be implemented immediately, since this would incur no loss to BAA. A 10% Home loss payment was also considered a necessary element.

The local authority view was generally that a contour should be created that reflects the maximum areas affected when the airport is operating in all wind directions, adding that comparison with the use of 66dB contour for road and rail is invalid as aircraft noise is more intrusive.

One District Council mentioned that the lack of progress on arrivals should be recognised and the scheme extended to the 57decibel contour. Furthermore, the scheme has been drawn so narrowly it offers no practical assistance to communities in their area.

One airline supported the scheme, and said it is not certain if runway construction and facilities affects property value.

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Edinburgh

5 Edinburgh

14 replies were received for the Edinburgh Airport Blight Consultation exercise. Although this represents a response rate of 16.1% the number of responses makes statistical analysis problematic.

Blight Edinburgh	Consulted	Response on list	% Response on list	Response not on list
Residential	23	3	13.0%	3
Business	2	1	50.0%	0
Health & Education	0	0	0.0%	0
Political	3	0	0.0%	3
Others	3	1	33.3%	3
Total	31	5	16.1%	9

Table 9 Edinburgh consultee breakdown and response rates

The consultee list for the Edinburgh Blight consultation included all properties within the new 66 decibel contour and those properties within the potential expanded airport boundary.

A number of external stakeholders were consulted on behalf of both Scottish Airports.

Assumptions used in classifying the respondents:

- Council and Government consultees were classified as 'Political';
- Professional bodies were classified as 'Other';

5.1 Property Market Support Bond

Q1 If BAA decided to introduce a Property Market Support Bond would you support the scheme?

	Yes	No	No Response
Q1	11	0	3

11 out of 14 respondents to the Edinburgh consultation would support a Property Market Support Bond. The remaining 3 were undecided.

Whilst supporting the bond, one respondent said it requires more money to make the scheme acceptable. Another comment made was that the scheme should be amended to address the generalised blight currently affecting their property.

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Edinburgh

Q2 Is the name "Property Market Support Bond" easily understood? Do you propose an alternative name?

	Yes	No	No Response
Q2	3	4	7

Three respondents agreed that the name "Property Market Support Bond" was easily understandable, while four said it was not easily understandable. Of the seven respondents that were undecided/did not answer, one commented that they need further information / clarification on the scheme.

The suggested alternative names were 'Blight Compensation Bond' and 'Edinburgh Airport Compensation Bond (Blight)'.

One respondent argued that it should not just be a bond but offer real cash support for all factors blighted by the proposed airport development.

Q3 Do you agree that BAA should use the June 2002 Register of Scotland's Executive Agency values as the starting point for index linking property values? If not, what alternative starting point would you suggest?

	Yes	No	No Response
Q3	7	3	4

Half the respondents agreed in using June 2002 Register of Scotland's Executive Agency values as the starting point for index linking property values.

4 respondents were unsure about the definition of 'Local' in relation to house prices. Their concern seems to be that this will be drawn in a way which disadvantages them. One resident commented in favour of using the most up to date SEA values and another felt it would be fairer to investigate prices prior to 2002 to establish when any blight began to take effect. One resident argued that Government values were understated and should be supplemented with information about local values compared to those of similar unblighted areas.

Q4 Should the scheme only be open to owner occupiers – those who would be most financially penalised by any development-related fall in the property market?

	Yes	No	No Response
Q4	3	7	4

Only 3 respondents said the scheme should only be open to owner occupiers.

One respondent commented that owners of small businesses should also be covered under the scheme. Another referred to landlords as being equally affected by the proposals. Two respondents asked that long-term tenants (including local authority tenants) be included.

One respondent pointed out that restricting the scheme to owner-occupiers would exclude a number of potential purchasers from the market and give rise to additional blight.

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Edinburgh

Q5 Do you agree with BAA's proposal to restrict eligibility in order to prevent property speculation in the area after the White Paper was published?

	Yes	No	No Response
Q5	8	3	3

The majority of responses indicated support for restricting eligibility.

One respondent stated that the eligibility period should be a minimum of one year. Another felt that this kind of restriction further blighted the area by discouraging potential purchasers from the market.

One professional body supported the scheme but feel that the 'minimum period property marketed' figures are unrealistic because price does not determine how long a property takes to sell; the same time period should be set for all properties.

Q6 Do you have any other comments?

A local MP who commented that the £24,600 business rate eligibility limit is unreasonable and unfair and that the compensation plans should be amended.

One respondent wished to see road traffic noise and nuisance included in the definition of blight. Another stated that the scheme was insufficient to protect against blight, especially with the long period of uncertainty between now and a scheme coming into force. They suggested that a quick decision is needed.

Another respondent commented that the scheme must treat all parties as favourably as schemes put forward at other airports.

One local authority noted that the consultation document uses English legal phraseology and refers to legislation which does not apply to Scotland.

BAA were asked to clarify whether the consultation covers the southern expansion land identified and, if not, how that area is to be dealt with.

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Edinburgh

5.2 Home Owner Support Scheme

Q1 Do you support the proposal that a BAA Home Owner Support Scheme should provide a legally binding, fully transferable guarantee to enable eligible home owners to require BAA to buy their property for its market value, if BAA (airport) confirms its intention to proceed with the construction of the new runway?

	Yes	No	No Response
Q1	7	1	6

Seven of the fourteen respondents agreed in principal to the Home Owner Support Scheme. The respondent who did not support the scheme stated that BAA should be required to financially support homeowners affected and that the support should go much further than the proposed scheme.

One respondent called for specific costs of moving to be covered. Another replied that the assistance was not enough and needed to be available earlier.

Q2 Do you support the voluntary Home Owner Support Scheme should cover properties that fall within the 66 decibel area as a direct result of airport development?

	Yes	No	No Response
Q2	5	3	6

Five respondents agreed that the scheme should cover properties within the 66 decibel area. Three respondents disagreed and said the scheme should not cover properties within the 66 decibel area.

One person suggested the 66 decibel area should be reviewed periodically, while one other suggested a boundary of 63 decibels.

Q3 Do you agree that BAA should use the June 2002 Register of Scotland's Executive Agency Values as the starting point for index linking property values?

	Yes	No	No Response
Q3	5	3	6

Five respondents agreed in using June 2002 Register of Scotland's Executive Agency Values as the starting point for index linking property values. One respondent suggested using a date one year prior to any airport expansion talks and another suggested using current market values of unblighted properties.

One resident stated that the Government Registers are always understated and account needs to be taken of local values and comparable unblighted areas. Another said to use current market price for comparable, unaffected properties.

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Edinburgh

Q4 Do you support the qualifying criteria designed to prevent unfair speculation in the local market?

	Yes	No	No Response
Q4	6	2	6

Six respondents supported the criteria to prevent unfair speculation in the local market. One of those that disagreed did so because it would put potential buyers off.

One respondent felt the qualification period should be extended to one year.

Q5 Do you support BAA's proposals for providing additional assistance for property owners who wish to move early?

	Yes	No	No Response
Q5	8	1	5

The majority of respondents support BAA's proposal to provide additional assistance for property owners wishing to move early.

One respondent commented that it should cover agents' fees and legal costs. Another said that it should be the same 'minimum period property marketed' for all properties.

Q6 Do you have any other comments?

One local authority commented that it is BAA's responsibility to adequately compensate homeowners and small businesses affected by noise and planning blight.

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Glasgow

6 Glasgow

5 replies were received for the Glasgow Blight Consultation.

Blight Glasgow	Consulted	Response on list	% Response on list	Response not on list
Residential	142	4	2.8%	
Business	105			
Health & Education				
Political				1
Others				
Total	247	4	1.6%	1

Table 10 Glasgow consultee breakdown and response rates

The expanded airport boundary as shown in the DfT White Paper was used as a basis to identify the list of consultees that may be eligible inclusion in the Property Market Support Bond. The forecast 66 decibel contour (from DfT White Paper) was used as a basis for creating the list of consultees for the Home Owner Support Scheme.

The contours were digitised onto GIS mapping and OS plots produced of the areas. These were then verified by the GLAL Property Team on a street by street basis to ensure accuracy. Where properties or streets were split (by the contour), the most common sense approach in the particular circumstances was taken – decisions were made on-site during a street by street walk around. For example, where a street or row of properties was split, the whole street or row was included for the consultation.

The document was also sent to a series of stakeholders including regional and local government representatives and officials and relevant professional bodies and airport related NGOs.

6.1 Property Market Support Bond

Q1 If BAA decided to introduce a Property Market Support Bond would you support the scheme?

	Yes	No	No Response
Q1	4	0	1

Four out of the five Glasgow consultation respondents would support a Property Market Support Bond.

Q2 Is the name "Property Market Support Bond" easily understood? Do you propose an alternative name?

	Yes	No	No Response
Q2	2	2	1

Two respondents found the name easily understandable.

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Glasgow

Q3 Do you agree that BAA should use the June 2002 Register of Scotland's Executive Agency values as the starting point for index linking property values? If not, what alternative starting point would you suggest?

	Yes	No	No Response
Q3	2	2	1

Two respondents agreed in using June 2002 land registry values.

Two residents stated that 2004 or current prices should be used as a basis for calculating house values.

Q4 Should the scheme only be open to owner occupiers – those who would be most financially penalised by any development-related fall in the property market?

	Yes	No	No Response
Q4	2	2	1

The respondents were evenly split over whether the scheme should only be open to owner occupiers.

Q5 Do you agree with BAA's proposal to restrict eligibility in order to prevent property speculation in the area after the White Paper was published?

	Yes	No	No Response
Q5	4	0	1

Four out of five respondents agreed to restrict eligibility in order to prevent property speculation.

Q6 Do you have any other comments?

One resident commented that the scheme should be available to homeowners at an earlier stage in the planning process as the market is suffering blight now as a result of the White Paper proposals.

One local council said they have concerns over the lack of justification for the choice of the 66 decibel contour.

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Glasgow

6.2 Home Owner Support Scheme

Q1 Do you support the proposal that a BAA Home Owner Support Scheme should provide a legally binding, fully transferable guarantee to enable eligible home owners to require BAA to buy their property for its market value, if BAA (airport) confirms its intention to proceed with the construction of the new runway?

	Yes	No	No Response
Q1	4	0	1

Four out of five respondents supported the Home Owner Support Scheme.

One local council commented that the provisions of the scheme were broadly acceptable with the proviso that the scheme boundary be reconsidered so that it extends beyond the 66 decibel area.

Q2 Do you support the voluntary Home Owner Support Scheme should cover properties that fall within the 66 decibel area as a direct result of airport development?

	Yes	No	No Response
Q2	4	0	1

Four out of five respondents agreed the scheme should cover properties within the 66 decibel area as a direct result of airport development. The one respondent who was undecided thought it should be a lower threshold than 66 decibels.

One local council considered that further justification should be given for the decision to limit this scheme to the 66 decibel contour area.

Q3 Do you agree that BAA should use the June 2002 Register of Scotland's Executive Agency Values as the starting point for index linking property values?

	Yes	No	No Response
Q3	2	2	1

The respondents were evenly split on whether to use June 2002 Register of Scotland's Executive Agency values as the starting point for index linking property values.

One resident suggested 2004 as an alternative start date for calculating house values.

Analysis of Responses to BAA's Consultation – Protecting Against Blight

Glasgow

Q4 Do you support the qualifying criteria designed to prevent unfair speculation in the local market?

	Yes	No	No Response
Q4	4	0	1

Four out of the five respondents would support qualifying criteria to prevent unfair speculation in the local market.

Q5 Do you support BAA's proposals for providing additional assistance for property owners who wish to move early?

	Yes	No	No Response
Q5	4	0	1

Four out of the five respondents support BAA's proposal for providing additional assistance to those wishing to move early.

Q6 Do you have any other comments?

A resident commented that the scheme should start as soon as any studies or planning work on a potential new runway begins and before a planning application is made.