

Analysis of Responses to BAA's Consultation on Protecting Against Airport Noise

Analysis of Consultation Response



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aviasolutions

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

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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.

The White Paper said¹ that the Government would expect relevant airport operators at larger UK airports (those with more than 50,000 air transport movements per year) to:

- offer householders subject to high levels of noise (69 dBA leq or more) assistance with the cost of relocating; and
- offer acoustic insulation (applied to residential properties) to other noise sensitive buildings such as schools and hospitals, expose to medium to high levels of noise (63 dBA Leq or more).

As a consequence BAA is developing plans to address the issue of daytime noise. It has undertaken a consultation to seek views on how it can best address existing daytime noise impacts, through noise insulation and other measures at Heathrow, Gatwick, Stansted, Glasgow and Edinburgh Airports.

Two schemes have been proposed:

- Noise Insulation and Mitigation of Noise Sensitive Buildings.
- Home Relocation Assistance.

Consultation documents and questionnaires were sent to those that are likely to be affected by the schemes designed to address the issues in the White Paper. BAA received a total of 339 responses, 251 of which were matched to the distribution lists. The distribution lists had a total of 5,106 consultees giving a response rate of 4.9%.

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 15 responses from political organisations. It should be noted however, that, where the sample group is small, the views expressed may not be representative of the overall opinion of the group being consulted.

Noise Insulation and Mitigation of Noise Sensitive Buildings

The consultation offered a great deal of support for this scheme. The criticisms coming from the respondents tended to be that the threshold for the scheme should be lower, that it should cover a wider range of noise mitigation measures and a wider range of buildings.

There was a concern at most of the airports where consultations took place that there were few if any noise sensitive buildings within the 63 decibel contour. At Edinburgh, for instance, two primary schools were identified that were just outside the boundary but that have put special noise mitigation measures in place.

¹ Para 3.20 and 3.21 The Future of Air Transport White Paper – December 2003

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Executive Summary

A view was expressed that a lower contour should be used for noise sensitive buildings with a number of respondents suggesting the 57 decibel contour as it is defined as the onset of noise disturbance.

The range of buildings classed as noise sensitive was questioned. In particular some respondents stated that there was no reason to exclude nurseries that were not attached to schools from the scheme. It was also suggested that i.e. community centres, public libraries, places of worship, old people's homes should be included.

A number of respondents suggested that additional areas in noise sensitive buildings such as examination halls, libraries and corridors leading to classrooms.

On one hand, some respondents suggested that BAA should not only fund the noise insulation work but should also manage its implementation, either to ensure a consistent quality across the scheme or to take advantage of BAA's buying power. On the other hand, others suggested that funding should be building specific and should be administered and implemented by a party independent of BAA.

Over half the respondents believed that the scheme should provide alternative forms of noise mitigation for noise sensitive buildings. A number, including some Political and Health and Education respondents, felt that it was important that adequate ventilation should be included as part of the noise insulation package. If not, occupants of noise sensitive buildings would want to open the windows in warmer weather making the noise insulation ineffective. Other suggestions ranged from altering flight paths and relocating schools to relocation of outdoor activities and landscaping to mitigate noise.

A number of Political respondents suggested that buildings that cannot be insulated should be rebuilt to the required standard as part of the scheme and that the extra cost of building adequately insulated schools should be funded by BAA as part of the scheme.

Home Relocation Assistance

A scheme helping people to relocate from areas significantly affected by noise was generally considered to be a step in the right direction. However, a number of respondents expressed the view that the scheme should cover all the costs of moving. A small number of respondents stated that the scheme was adequate or generous and one suggested that the scheme was not required as airport expansion would drive property prices up given that increased employment would increase demand for housing.

A number of respondents objected to the scheme cap on the grounds that it discriminated against owners of higher value properties.

There was a suggestion that properties within the 69 decibel contour should be bought by BAA and converted for non-residential, non-noise sensitive purposes to avoid people being concerned by noise in the future.

At Gatwick there was a suggestion that the scheme was long overdue and that residents had been suffering since the expansion of the airport in the 1970s. It was suggested that residents in place prior to 1970 should get a grant equivalent to the present value of the property, reflecting the fact that it would be worth double if the airport had not been developed. The size of grant would then be graduated according to length of ownership. One respondent stated that Gatwick's needs are different but are being driven by the fact that the scheme is finalised at Stansted and involves much higher cost at Heathrow.

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At Edinburgh one respondent stated that the scheme should be implemented as soon as possible and should be no less generous than the scheme at Stansted or any other airport.

There was general support for the suggestion that there should be qualifying criteria designed to prevent unfair speculation although a number of respondents expressed the fear that this would reduce the number of potential purchasers and drive down prices.

A number of respondents stated that the scheme should include an element of compensation for the emotional cost and stress of having to move.

There was a suggestion that the scheme should be reviewed after any major change to airport noise or aviation usage at the airport.

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 said² that the Government would expect relevant airport operators at larger UK airports (those with more than 50,000 air transport movements per year) to:

- offer householders subject to high levels of noise (69 dBA leq or more) assistance with the cost of relocating; and
- offer acoustic insulation (applied to residential properties) to other noise sensitive buildings such as schools and hospitals, expose to medium to high levels of noise (63 dBA Leq or more).

As a consequence BAA is developing plans to address the issue of daytime noise. It has undertaken a consultation to seek views on how it can best address existing daytime noise impacts, through noise insulation and other measures at Heathrow, Gatwick, Stansted, Glasgow and Edinburgh Airports.

The UK Government is also currently consulting on night noise controls at Heathrow, Gatwick and Stansted airports over the period from about 2005 to 2011. BAA will take into consideration any policy proposals which result from that consultation.

The White Paper also requires airport operators to bring forward schemes that will deal with significantly increased daytime noise levels which might result from future airport growth. BAA has stated that it will do this in 2007 when the relevant noise contours are published.

The Government has also stated that it wants to see a continuation of the voluntary noise mitigation schemes that BAA currently runs. The consultation undertaken by BAA, and the measures it has proposed are therefore likely to be seen as a benchmark for mitigating and compensating for aircraft noise in the years to come.

2.2 Structure of report

This report provides analysis of responses to the consultation on Protecting Against Noise. 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. It also presents the results of the analysis at a national level, and compares responses to the consultation from stakeholders at different airports within the BAA group.

² Para 3.20 and 3.21 The Future of Air Transport White Paper – December 2003

Sections 3 to 7 present analysis of the results of the consultation exercise at Heathrow, Gatwick, Stansted, 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 view on issues which may not have been explicitly raised in the consultation document, but which is material to the consultation exercise.

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

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. In the White Paper, the Government set out a requirement for BAA to consult on two principal issues in relation to reducing the impact of aircraft noise on communities close to airports.

These were:

- Noise mitigation and insulation for particularly noise sensitive buildings, such as schools and hospitals.
- Assisted relocation for homeowners currently exposed to high levels of noise, if they want to move.

BAA published its proposals for both issues in its consultation document "Protection Against Noise"³ on 21st September 2004. An example of the consultation document is attached at Appendix A.

With regard to noise sensitive buildings, the BAA set out detailed proposals on:

- the area within which these buildings are situated (based on the 2002 63 decibel noise contour);
- the types of buildings which should qualify;
- the criteria for eligibility; and
- timing.

³ Protection Against Noise – Proposals for schemes to address current noise for communities close to the airport – Consultation 21st September to 21st December 2004

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

Background and Context

With regard to home relocation assistance, the BAA set out detailed proposals on how it could assist those people living within the highest areas of noise exposure (defined as 69 decibels or more) with the cost of moving house, if they wanted to move. The consultation document set out:

- How the relocation assistance scheme is proposed to work, with examples of financial assistance set out based on a suggested formula;
- The qualification criteria for eligibility for assistance;
- When the proposed scheme would be introduced; and
- How boundary issues would be addressed.

In parallel to the consultation on Protection Against Noise, BAA undertook a consultation on schemes to Protect Against Blight arising from the proposed development of new runway capacity at airports in the South East and Scotland. Analysis of responses to that consultation is set out in a separate document – Analysis of Responses to BAA Consultation – Protection Against Blight.

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 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 undertaken in Summer 2004 and was analysed separately.

The consultants were retained to analyse responses from both individuals and organisations that submitted a response to the consultation document. 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:

- 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, education authorities and other relevant bodies.
- Local Business – comprising responses from individual business, plus representatives from local trade bodies.
- Political Interests – such as local authority representatives and officials 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 be noted therefore, that, where the sample size is small, the views expressed may not be representative of the overall opinion of the group that has been consulted.

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 all of the points raised in responses submitted.

2.7 Responses to the Consultation – Protecting Against Noise

A total of 5,106 consultees were sent consultation documents by BAA. The airports involved were Heathrow, Gatwick, Stansted, Edinburgh and Glasgow. The figure below shows the composition of distribution lists by consultee grouping.

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

Background and Context

BAA Group Noise Consultees by Type

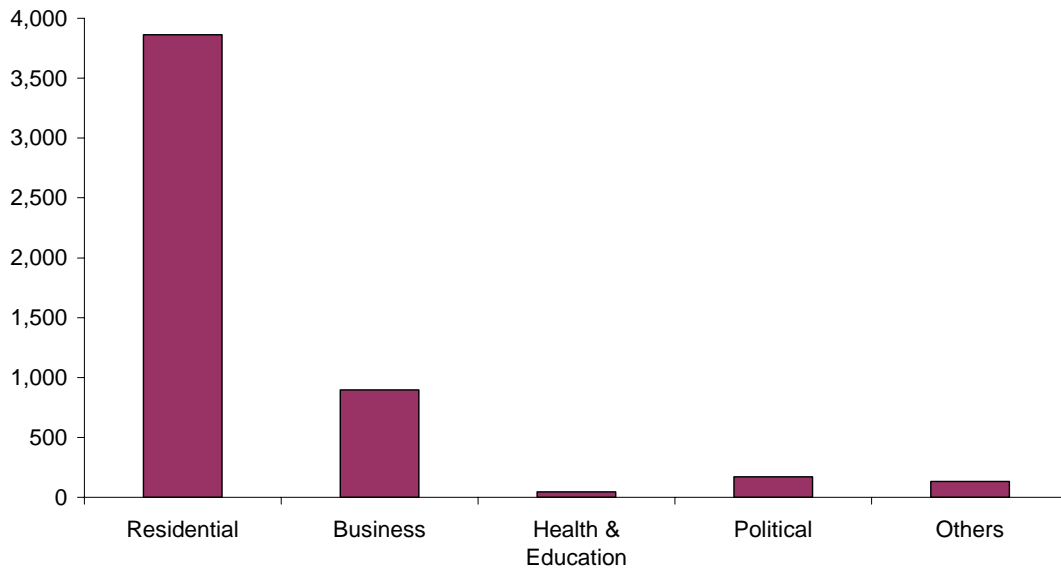


Figure 1 Noise Consultees by Type at BAA Group Level

The number of people on the distribution lists for each airport is shown below. The bars are split to show the number that responded to the consultation. Heathrow had by far the largest distribution list and has been the source of most of the responses to the consultation.

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

Background and Context

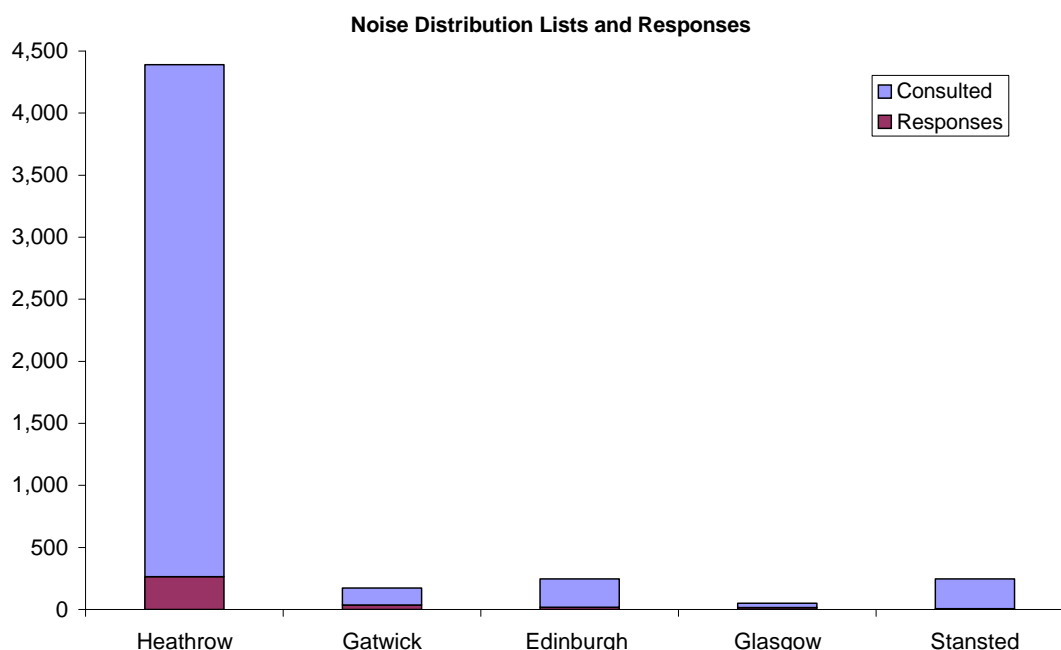


Figure 2 Distribution lists and responses for each airport

Noise	Consulted	Responses
Heathrow	4390	264
Gatwick	172	36
Edinburgh	246	18
Glasgow	51	15
Stansted	247	6
Total	5106	339

Table 1 Distribution lists and responses by airport

The questionnaires for the Noise Insulation and Mitigation of Noise Sensitive Buildings and the Home Relocation Assistance Schemes were sent as sections 1 and 2 of the same document. As respondents tended to provide responses to both sections we have not provided an analysis of the responses to each section.

Noise BAA Group	Consulted	Response on list	% Response on list	Response not on list
Residential	3862	235	6.1%	64
Business	898	1	0.1%	0
Health & Education	44	5	11.4%	6
Political	171	7	4.1%	15
Others	131	3	2.3%	3
Total	5106	251	4.9%	88

Table 2 BAA Group response rate by respondent type

There were a number of responses received from individuals, schools and political bodies located outside the area covered by the proposed noise mitigation 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.

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

Background and Context

A total of 20 responses⁴ to noise consultations were received via the internet.

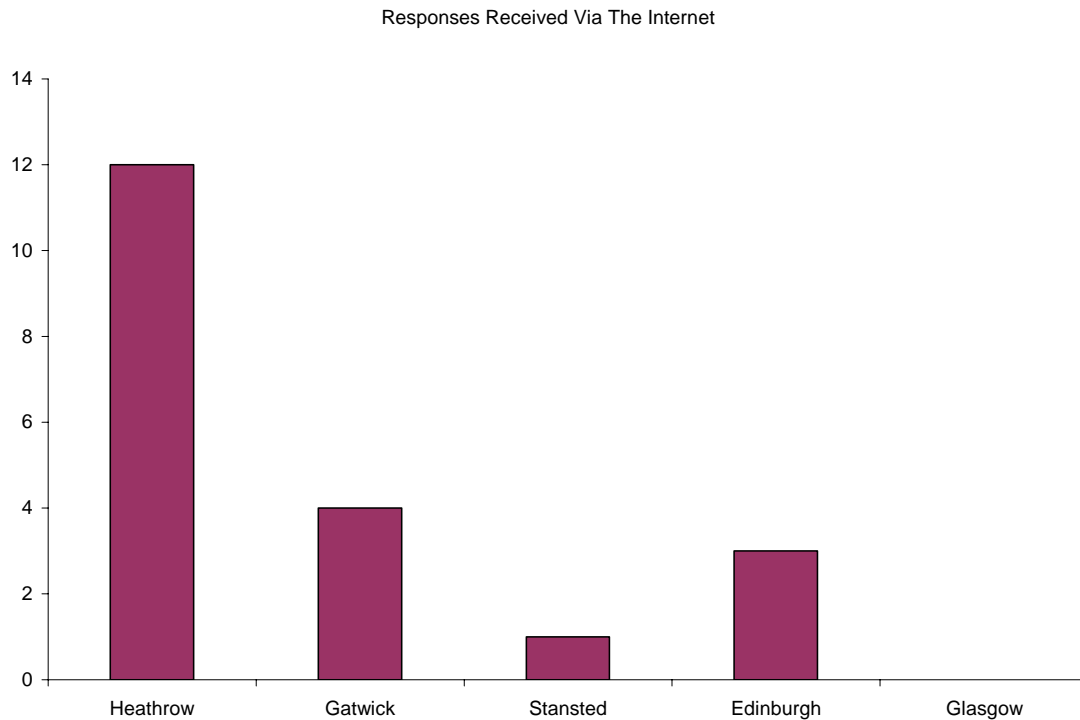


Figure 3 Internet responses by airport

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

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
- A press release issued to all local and regional media including TV and radio.

⁴ Totals confirmed by BAA as at 15th December 2004

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.

Stansted

All consultees were sent mailshots with covering letters.

A media release was issued to all local and regional media including TV and radio.

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.

2.9 Cross Airport Issues

The following issues were of relevance to the issue of noise across a number of airports.

2.9.1 Comments From Local Authority Consultative Groups

- BAA's schemes should be modified so as to apply to all properties within the worst mode 57 decibel contour as that is the point where it has been judged that noise is a disturbance, and also all properties within the 95 SEL contour of the noisiest aircraft operating at the airport.
- Whatever contour is agreed a precise boundary should be used, but based on the total areas affected by airport operations. This will involve creating an "amalgam contour" that includes the maximum areas affected when the airport is operating in all wind directions.
- BAA should give consideration to securing major land use changes in the areas affected by blight, noise and pollution around airports in a way that, over time, noise and other sensitive uses are replaced by more appropriate uses in those areas.
- Since any property purchased by BAA adds to the company's assets, costs proposed in the scheme need to be balanced against the added value to BAA's property portfolio, which will increase the affordability of improved schemes for noise insulation and blight.

- Many existing properties around airports have not yet been adequately provided for and this should be addressed in any proposed scheme for tackling noise and blight.

2.9.2 Noise Sensitive Buildings within the 63dB contour

A number of political bodies, health and education representatives and campaign groups expressed concern that few or no noise sensitive buildings fell within the proposed 63 decibel contour.

Heathrow

One Local Planning Authority (LPA) stated that a lower noise level would be an appropriate cut-off to include more properties to the east of the airport. Another stated that there appears to be no clear rationale for the choice of the 63 decibel contour.

Gatwick

One District Council stated that there are no eligible buildings and therefore the scheme is pointless suggesting that the 57 decibel contour should be used. Another LPA considered that BAA should consider extending the scheme to the 57 decibel contour.

Another District Council considered that the scheme has been drawn so narrowly it offers no practical assistance to communities in their area. They added that the lack of progress on arrivals noise should be recognised and the scheme extended to the 57 decibel contour.

A local Parish Council stated that a number of schools and a hospital close to the airport are not covered and that the scheme should be extended to the 57 decibel contour.

A local pressure group proposed that the scheme should be extended to the 57 decibel contour as the proposed area means no buildings will be eligible.

Stansted

An NGO group made the point that under the 63 decibel contour, it did not appear that any buildings that BAA has included within the scheme would qualify for noise insulation.

Edinburgh

One LPA stated that there are no noise sensitive buildings within the 63 decibel contour but two primary schools are close to it and have had to put special measures in place.

One local council made the point that the whole exercise seems of little relevance, as it is unlikely that any qualifying buildings will fall within the 63 decibel contour.

Glasgow

One local authority stated that a hospice and two schools in their area fall just outside the proposed scheme and should be considered for sound insulation.

Another council noted that it was unaware of any properties within the 63 decibel contour (in its ward).

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

Background and Context

2.9.3 Additional Noise Sensitive Buildings

A number (48 across all consultations) of respondents suggested that additional buildings should be considered noise sensitive.

Type	Total
Residential	28
Political	15
Others	3
Health & Education	2
Total	48

Table 3 Type of respondents suggesting additional Noise Sensitive Buildings

The proposed noise sensitive buildings are shown in the following table with the most popular being nurseries, places of worship, community and village halls, residential homes and public libraries.

Suggested Additional Noise Sensitive Buildings			
Nurseries	nurseries not attached to schools	9	19
	private nurseries	5	
	early years centres	5	
Places of worship			18
Community / Village Halls			14
Nursing and Rest Homes	nursing homes	6	13
	old peoples homes	4	
	rest homes	3	
Public Libraries			10
residential property			8
All affected buildings			6
teaching centres			4
rural studies centres			3
Offices at airports occupied by BAA and airline operators			3
Primary schools just outside the 63dB contour			1
All Public Buildings			1
Conference rooms and pharmacies in hospitals, school audio theatres			1
Offices			1
Pubs			1
residential properties within the 69 decibel contour			1
Speech/language/health visitor clinics			1

Table 4 Breakdown of Suggestions for Additional Noise Sensitive Buildings

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

Heathrow

3 Heathrow

A total of 264 responses were received from individuals and organisations specifically in response to questions on noise insulation and mitigation for noise sensitive buildings. The “No Response” figures include those respondents who left the question blank and those who ticked both “Yes” and “No”.

Noise Heathrow	Consulted	Response on list	% Response on list	Response not on list
Residential	3534	200	5.7%	43
Business	688	1	0.1%	0
Health & Education	41	5	12.2%	6
Political	52	4	7.7%	2
Others	75	2	2.7%	1
Total	4390	212	4.8%	52

Table 5 Heathrow consultee breakdown and response rates

BAA identified that there are 41 noise sensitive buildings within the 63 decibel (2002) contour. These are all educational establishments.

For the noise consultation, Heathrow used two contours; the 69 decibel contour (2002) for residential properties and the 63 decibel contour (2002) for schools.

The contours or selected areas were used to extract a list of all addresses using a Map Info tool.

Split properties or roads were not considered in producing the distribution lists. It is possible that there were instances where the boundary cut across gardens or down the middle of roads. This will need to be resolved when a final boundary for the scheme is drawn up.

The document was also sent to a series of stakeholders including local authority representatives and officials and local NGOs and airport-related groups.

Assumptions used in classifying the respondents:

- NGOs and local groups were classified as ‘other’; and
- All other consultees were classified as either ‘residential’ or ‘business’ on a best efforts basis using postcode as the decision criteria. This classification will be checked against the actual responses in the final audit of responses.

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

Heathrow

3.1 Geographical Mapping of responses from those not consulted

A total of 53 people not on the Consultation lists sent in a response for the Heathrow Noise Consultation. 45 of those supplied their postcode and were located as shown in the map below. The response types were: Residential 39; Health & Education 4; Political 2.

The majority of the responses came from three towns within 2 miles of the airport perimeter, those being Sipson and Harmondsworth to the north of the airport, and Cranford to the east.

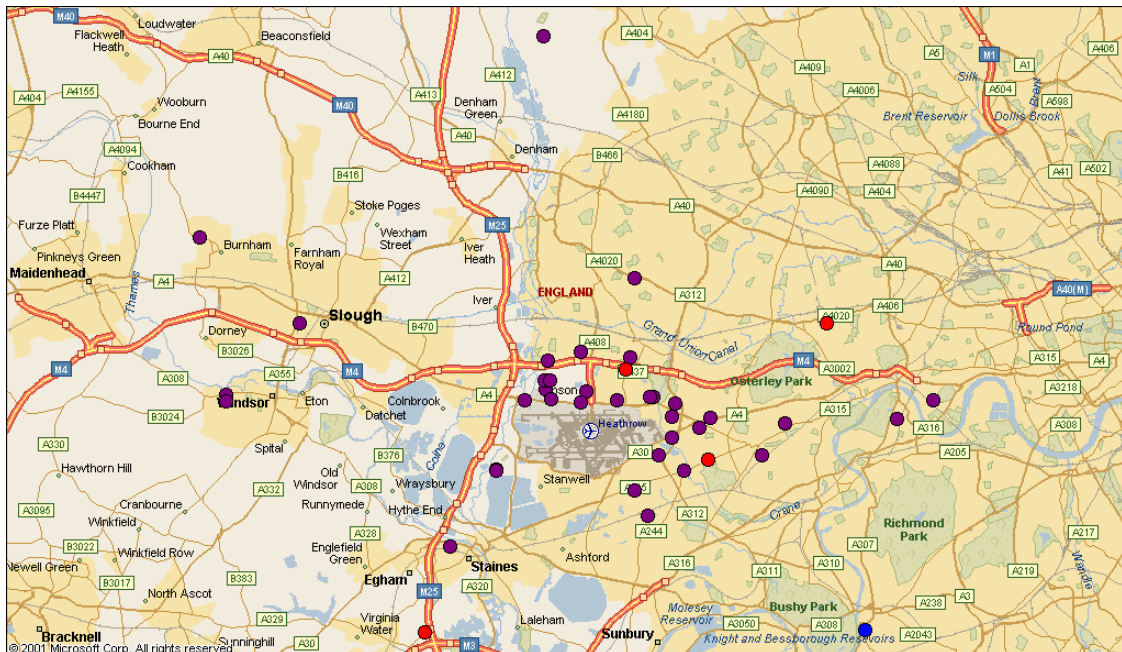


Figure 4 LHR Respondents not on the Distribution List

3.2 Noise Insulation and Mitigation of Noise Sensitive Buildings

Q1 Apart from those named, should any other parts of hospitals, hospices, schools and colleges be noise insulated?

	Yes	No	No Response
Q1	139	76	49

Of the 264 responses, the majority of respondents agreed that other parts of hospitals, hospices, schools and colleges should be noise insulated although only 24 were specific on which additional areas should be insulated. Additional parts of the buildings where insulation was sought included:

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

Heathrow

Other areas - Hospitals & Hospices

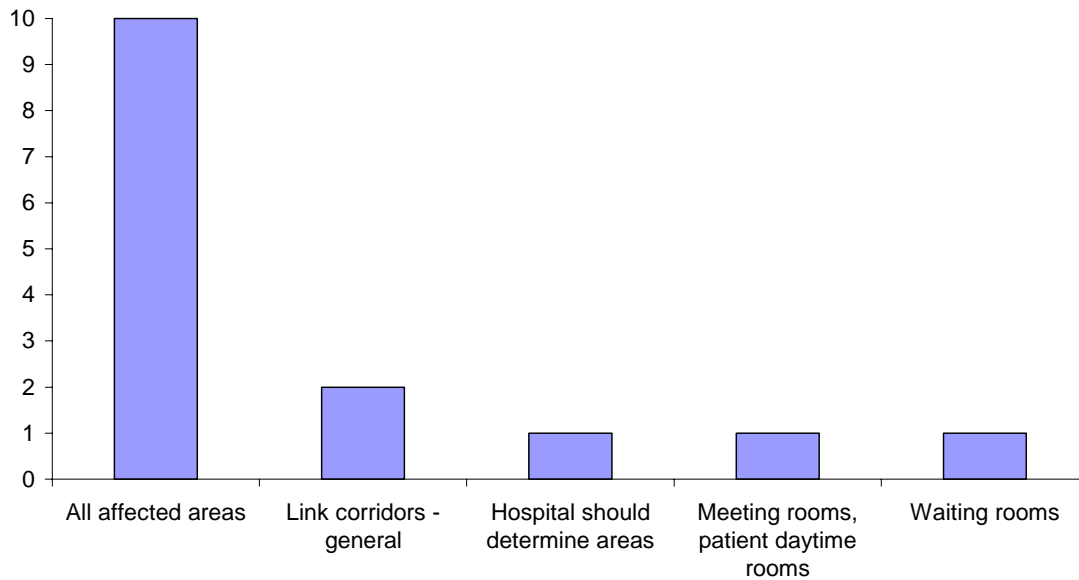


Figure 5 Other areas of Noise Sensitive Buildings to insulate (Hospitals and Hospices)

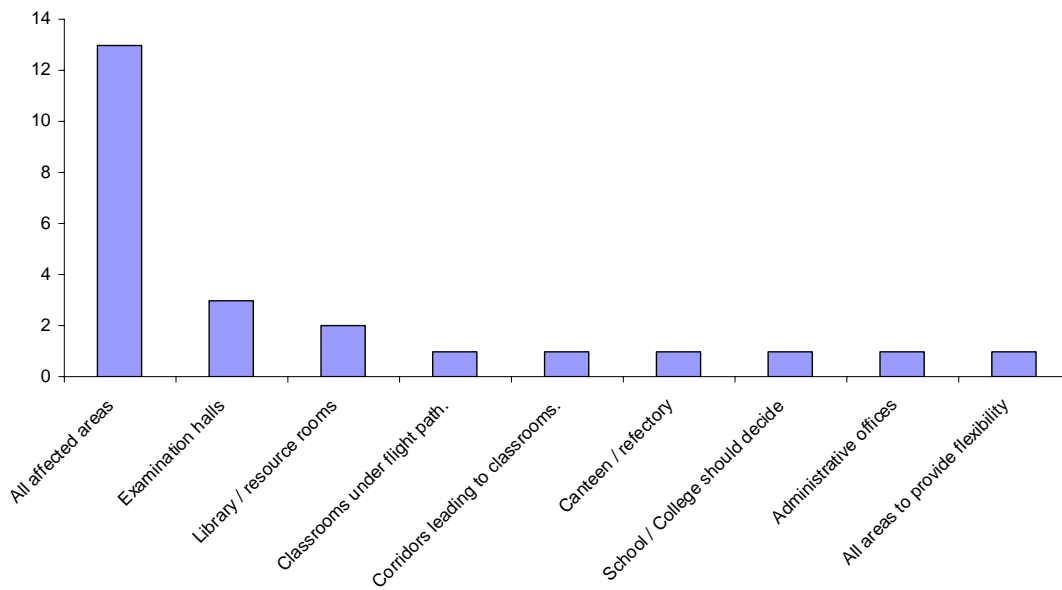


Figure 6 Other areas of Noise Sensitive Buildings to insulate (Schools and Colleges)

The reason for extending the area to other parts of a given noise sensitive building is illustrated by the response from a school which stated that assembly halls should be insulated as these are used for exams and collective worship, and corridors leading to class rooms as these allow noise to penetrate into the building.

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

Heathrow

One health related body pointed out that primary care sites that do not form part of hospitals or hospices (list of locations provided), but which include consultation and treatment rooms e.g. GP surgeries; speech and language clinics; Health Visitor clinics etc. should also be covered by the scheme. One LPA stated that the scheme should include community halls; churches; libraries; and nurseries not linked to schools.

13 respondents in favour of extending insulation stated that all affected parts of schools and colleges should be noise insulated, whilst 10 stated that all affected parts of hospitals/hospices should be noise insulated.

Six respondents suggested that a lower noise limit than 63 decibels should be used. A number of respondents stated that the criteria 2002 63 decibel contour seems arbitrary. For instance, one local authority stated that a lower noise level would be an appropriate cut-off to include more properties to the east of the airport (e.g. relate to WHO guidelines for aircraft noise). Rather than Leq, typical aircraft noise footprints would be more representative of the noise experienced. In addition the scheme should take into account the noise impact under the flight paths, particularly night. An additional comment was made that the Noise Fines Fund should be extended to support projects beyond those already included.

A significant group of local authorities said that all areas of eligible buildings should be provided with adequate noise insulation and ventilation, preferably air conditioning. They also see a need to treat other buildings as noise sensitive, specifically: community centres, places of worship, all nurseries, all teaching facilities, rest homes and nursing homes, libraries. In due course, this group said that they expect to see proposals for the insulation and ventilation of homes and offices. The schemes should apply to all properties in the worst mode 57 decibel contour.

One local authority said that all parts of noise sensitive buildings should be covered and provided with adequate ventilation. They also suggested that other buildings that should be included are community centres; libraries, places of worship, all nurseries, teaching centres, residential day centres and all primary care facilities.

Five respondents suggested that all residential property should be treated as noise sensitive buildings.

Q2 Should funding for noise insulation be given directly to the school or hospital, rather than via local education authorities or primary care trusts?

	Yes	No	No Response
Q2	182	36	46

The majority of respondents agreed that funding for noise insulation should be given directly to the school/hospital rather than via local education authorities or primary trusts. The reason why they favoured this approach was in order to ensure that any funds made available by BAA were spent directly on insulation.

A minority stated that funding should be direct through the relevant local authority. A reason for this is illustrated by one respondent who wished to ensure that there was a consistent approach in the implementation of the work across all qualifying buildings. Of those schools and hospitals that answered the question:

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

Heathrow

Q2	Yes	No	No Response
School	2	3	3
Health	0	0	3

Four respondents stated that BAA should not only fund the noise insulation work, but should also manage its implementation. This is illustrated by one respondent who stated that funding should be directly controlled by BAA to ensure that only approved contractors complete the task with school and hospital administrators. A further eight respondents believed that funding should go to a beneficiary (with restrictions), such as proof that the relevant work is completed, or to prevent organisations from diverting funds.

Several LPAs shared the view that funding should be building specific, independently administered and the work guaranteed in perpetuity, or at least for the lifetime of the active airport.

One local authority said that the scheme should be reviewed whenever major operational changes are introduced at Heathrow.

Q3 Should there be alternative forms of noise mitigation for hospital, hospices, schools and colleges?

	Yes	No	No Response
Q3	135	67	62

Over half the respondents believed that there should be alternative forms of noise mitigation for hospitals/hospices, schools/colleges. One school considered air conditioning to be a form of noise mitigation given that in the summer during hot weather all benefits of double-glazing are lost as windows have to be opened.

Two respondents who were in favour believed mitigation should be in the form of funding to promote relocation to other areas. For example, one correspondent stated that relocation of schools should be considered, rather than noise insulation, given the time children spend outside the school during the day.

One LPA suggested that external teaching should be relocated to another area. They, together with a number of other authorities, suggested that if adequate insulation and ventilation cannot be provided then consideration should be given to rebuilding to an adequate standard. It was also suggested that the extra cost burden of building adequately insulated schools be included in the scheme.

67 respondents did not think there should be alternative forms of noise mitigation for hospitals/schools.

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

Heathrow

Q4 If work needs to be prioritised, should it be based on exposure to noise alone for all types of buildings?

	Yes	No	No Response
Q4	173	43	48

The majority of respondents to this question agreed that if work needs to be prioritised, it should be based on exposure to noise alone for all types of buildings.

43 respondents disagreed, with four of those stating priority should be given to schools and then other buildings, and three stating priority should be given to hospitals over schools.

A number of local authorities agreed that, rather than set prioritisation criteria, all work should be done within two years according to a programme with a published end date.

One local Borough suggested that the level of insulation provided should relate to the WHO community noise guidelines, according to the activities carried on.

Q5 Do you have any other comments?

Those consulted were invited to make other comments in relation to BAA's proposals for noise insulation of noise sensitive buildings. In particular views were sought, and suggestions invited, to improve or amend the scheme proposed.

Eight respondents used this consultation to comment on the general level of aircraft noise in the vicinity of Heathrow. Three mentioned that by changing the pattern of runway use noise could be reduced. However, their comments did not directly address the specific questions raised in the consultation.

Nine Heathrow respondents suggested that in addition to noise insulation, ventilation and cooling should be provided. This point is illustrated by a response submitted by one school which considered air conditioning to be a form of noise mitigation given that in the summer during hot weather all benefits of double glazing are lost as windows have to be opened.

The same school also stated that out-door teaching (PE and Games) was affected by aircraft noise, resulting in it being difficult to deliver these lessons efficiently. Given there is only one hall available, it was suggested that indoor sports facilities should be provided to enable the school to meet its child access to sports targets.

Eleven Heathrow respondents stated places of worship should also be covered by any scheme provided by BAA, seven suggested public libraries and six suggested nurseries and early years' centres.

One respondent praised BAA for undertaking the consultation and taking into account the interests of institutions and residents close to Heathrow.

One local borough said that the scheme needs to take account of peak noise events and should include all public buildings. They stated that BAA should fund insulation of new public buildings and suggested that schemes should be brought forward for homes that take account of night noise.

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

Heathrow

Six respondents suggested that that 63 decibel level was too high.

One respondent made an interesting suggestion that in addition to compensation, people living close to the airport should be offered discounted air travel, so that they could benefit directly from the airport.

3.3 Home Relocation Assistance

Q1 Is the relocation package formula of £2,500 plus 1.5% of the houses sold value acceptable?

	Yes	No	No Response
Q1	74	159	31

159 respondents found the relocation package formula proposed by BAA not acceptable.

Thirteen respondents gave specific comments about the value of the scheme; an analysis of their suggestions is presented in the following table.

Suggested Value Of Scheme	Total
1.5% is acceptable	2
suggested 1.5% to 2.5%	3
suggested 2.5% to 5.0%	3
suggested over 5.0%	1
£2,500 is acceptable	5
suggested £2,500 to £3,500	2
suggested £3,501 to £5,000	2
suggested over £5,000	4

Table 6 Consultees that suggested a value for the scheme

87 respondents did not quantify in their response what level of financial support for relocation would be acceptable. They did not explicitly differentiate between the two elements of the package, or provide a response on the monetary value of the scheme.

For those that did differentiate, 27 respondents stated that the relocation package of £2,500 was too low. 28 respondents stated that 1.5% of the houses value was too low. For instance one respondent stated that £6250 package for a home worth £250,000 was insufficient.

One resident responded by stating that the scheme was not acceptable because there was no need for it at all. This was justified by stating that airport expansion would drive property prices up given employment created would increase demand for housing.

Of the 159 respondents disagreeing with the formula, four said that estate agents fees should be included, three said removal expenses and three said solicitor's fees. Ten respondents stated that Stamp Duty costs arising from purchase of a new property should be included in any relocation package. This is illustrated by one respondent who stated that stamp duty deterred people from moving away from the Heathrow area, given the high price of property in London.

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

Heathrow

A number of local authorities felt that BAA should calculate the real costs of moving house, including estate agents fees, solicitor's fees, stamp duty, removal expenses and other incidental costs. Fifteen respondents disagreeing with the scheme also stated that the total actual costs incurred should be covered.

Thirteen respondents disagreeing with the formula made reference to the emotional stress of moving, and seven mentioned the inconvenience of moving and sought compensation for this from BAA over and above that proposed in relation to property values.

Six respondents stated that the scheme should be index linked, and four believed that each case should be assessed individually.

74 respondents stated that the proposed formula was acceptable. This is illustrated by one response from a local resident having lived near Heathrow for 57 years who stated that the scheme would be the answer that they have been looking for.

Q2 Is the cap of £10,000 on the package reasonable?

	Yes	No	No Response
Q2	89	140	35

140 respondents found the £10,000 cap on the package not reasonable. Of these, twenty-six said the cap was too low. The remainder did not actually specify that the cap was too low in their response.

Three respondents stated that the package was not reasonable as owners of higher value homes should not be penalised. An example was given that if a property owner with a house worth £600,000 were to move to another similarly priced property, the stamp duty alone would be £24,000. Thus the proposed cap discriminated against those residents affected with higher value properties.

89 respondents stated that the £10,000 cap was reasonable. The majority responding to this question did not expand on why they thought this cap was reasonable. However one respondent stated that it was not reasonable for property owners with high value properties to expect more than £10,000 given that they could afford to move anyway if they wanted to.

Q3 Should the initial scheme run for five years allowing a review in 2010?

	Yes	No	No Response
Q3	185	42	37

185 respondents believed the scheme should run for five years allowing a review in 2010.

Of the 42 respondents that disagreed, seven thought the scheme should be reviewed sooner than five years, whereas five respondents thought the scheme should run indefinitely. However, some answers indicated that there was uncertainty from stakeholders regarding this question. For example one respondent agreed with the first half of the question "scheme should run for 5 years" and recorded "Yes" for the whole question, but disagreed with the review period by saying it should be reviewed sooner than 5 years. Another stated that the scheme should be open for longer given their understanding that they would have to move within five years to qualify.

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

Heathrow

Q4 Do you agree that there should be qualifying criteria designed to prevent unfair speculation in the local market?

	Yes	No	No Response
Q4	206	21	37

The majority of respondents agreed that there should be qualifying criteria designed to prevent unfair speculation in the local market. Of those in favour, nine respondents thought the qualifying period is too short. This is illustrated by one respondent who stated that if the qualifying period is too short it would be used as a bargaining ploy by speculators.

Three respondents suggested that the criteria should be decided by a third party.

Only 21 respondents said that there should no qualifying criteria to prevent unfair speculation.

Q5 Do you have any suggestions about the Home Relocation Assistance Scheme?

Eleven respondents commented that BAA should buy affected property rather than provide assistance to move. This is illustrated by one respondent who made the observation that if BAA was offering compensation for noise by means of a relocation scheme, they were admitting that the properties were blighted. Therefore BAA should offer to buy houses rather than offer relocation assistance. Three respondents in Stanwell Moor stated that the construction of Terminal 5 was now blighting their property, with one stating that it was very difficult to sell their home. They asked whether BAA would reconsider buying out their properties, rather than offering relocation assistance, given a buyer needed to be found to qualify for the scheme in the first place.

One respondent suggested a buy out formula should be market value plus 10% to compensate for stress and inconvenience. Another respondent stated that anyone living in the affected areas for more than ten years should be offered a purchase package at current market value.

Nine respondents made reference to compensation for damage caused to roofs by low flying aircraft. A common theme was to ask why their property had not been re-roofed when others in the same street had been. A number also sought clarification of the current status of the vortex protection scheme. This issue is addressed by that scheme and therefore does not form part of this consultation.

Eight respondents said they were elderly/disabled and were concerned about the difficulty of moving, requesting additional compensation. A further eight respondents indicated that they were unsure if their property was eligible for the scheme and/or found the map contained in the consultation material too small or unclear.

One respondent commented that the consultation was based on consideration of day time noise levels. Their primary concern was to ensure that more noise insulation is provided for domestic properties over and above the previous programmes, as a more effective means of mitigating against noise impacts. In addition one respondent stated that additional noise insulation in the roof of houses is necessary, given that window insulation had still not mitigated the impact of noise.

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

Heathrow

One respondent stated that, given they did not wish to move but had tolerated noise for over 40 years; their council tax should be reduced to provide some level of compensation for the impact of noise.

One respondent stated their concern that, given houses sell well in the area (Heston), this would put off potential buyers moving to the area.

One school refused to complete the questionnaire by stating that any proposal to have a third runway at Heathrow was a clear breach of undertakings and promises given in the past. This is opposed, thus it was considered that a response to the consultation would legitimise proposals which are considered not acceptable.

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

Gatwick

4 Gatwick

A total of 36 responses were received for the Gatwick Noise consultation.

Noise Gatwick	Consulted	Response on list	% Response on list	Response not on list
Residential	34	11	32.4%	16
Business	31	0	0.0%	0
Health & Education	0	0	0.0%	0
Political	89	3	3.4%	4
Others	18	1	5.6%	1
Total	172	15	8.7%	21

Table 7 Gatwick consultee breakdown and response rates

All households within the 63 decibel contour (2002) were included in the distribution list for the Gatwick Noise consultation.

Copies of the documents were also sent to local political interests, business groups, local pressure groups and other community contacts.

Ten people were added to the list that had been in contact with BAA since the publication of White Paper, The Future of Air Transport.

Approximately 90 people who contacted the help-line as a result of the publicity were also added to the list. Assumptions used in classifying the respondents:

- Council and Government consultees were classified as 'Political';
- Campaign group consultees were classified as 'Other'; and
- There are no 'Health and Education' premises within the Gatwick 63 decibel (2002) contour.
- All other consultees were classified as either 'residential' or 'business' as indicated in the distribution lists.

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

Gatwick

4.1 Noise Insulation and Mitigation for Noise Sensitive Buildings

Q1 Apart from those named, should any other parts of hospitals, hospices, schools and colleges be noise insulated?

	Yes	No	No Response
Q1	15	10	11

At Gatwick 15 of the 36 respondents agreed that other parts of hospitals, hospices, schools and colleges should be noise insulated. Of those in favour, four believed that private dwellings should be noise insulated also.

10 respondents disagreed but did not make any further comments.

One respondent said that places of employment should be insulated. The respondent made the point that some companies encourage employees to work from home as part of their transport policies and therefore private dwellings should also be insulated.

Five respondents suggested that nurseries and early years centres should be included as noise sensitive, four suggested places of worship and four community or village halls.

Two local District Councils proposed that residential properties should be included as did one local Parish Council and local pressure group; who add that existing fittings should be updated/renovated.

One District Council assumed that there are no eligible buildings and therefore the scheme is pointless. They also suggest that the 57 db contour should be used.

One County Council's response stated that the scheme should include libraries; places of worship, community centres, public halls, nursing homes and nurseries not attached to schools, with priority given to those buildings that are occupied most intensively. In schools and colleges, insulated areas should include gathering areas, such as dining halls; assembly and sports halls (where PE and exams take place); staff rooms and offices.

A local Parish Council and a local pressure group also asked that provisions should be made for state and private nurseries that are not attached to schools, churches and public halls. Both groups also ask "Where is the Gatwick Development Strategy study promised in 2000?"

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

Gatwick

Q2 Should funding for noise insulation be given directly to the school or hospital, rather than via local education authorities or primary care trusts?

	Yes	No	No Response
Q2	19	5	12

Over half of respondents agreed that funding for noise insulation should be given directly to the school/hospital.

Five respondents disagreed, with one of those stating that organisations may divert the funds and use them for their own immediate budget requirements.

One County Council would expect the Local Education Authority to have overall control with independent monitoring by a qualified third party to ensure that standards of work are met.

A number of local authorities agreed that funding should be building specific, independently administered and the work guaranteed in perpetuity, or at least for the lifetime of the active airport.

Q3 Should there be alternative forms of noise mitigation for hospitals, hospices, schools and colleges?

	Yes	No	No Response
Q3	21	3	12

Over half of respondents believed that there should be alternative forms of noise mitigation for hospitals/hospices, schools/colleges.

Only 3 respondents did not think there should be alternative forms of noise mitigation for hospitals/schools; however no reasons or comments were provided.

One County Council stated that alternative mitigation should be available for all buildings in the scheme and that BAA should offer to rebuild any structures that cannot be adequately insulated in accordance with planning guidance.

A number of LPAs agreed that if adequate insulation and ventilation cannot be provided then consideration should be given to rebuilding to an adequate standard. They also suggested that the extra cost burden of building adequately insulated schools be included in the scheme.

One respondent commented that BAA's proposals did not provide examples of alternatives that could be considered and therefore was unable to answer the question.

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

Gatwick

Q4 If work needs to be prioritised, should it be based on exposure to noise alone for all types of buildings?

	Yes	No	No Response
Q4	18	6	12

Half of the respondents agreed that if work needs to be prioritised, it should be based on exposure to noise alone for all types of buildings.

Of the six respondents who disagreed, one of these said air quality should be taken into account.

A number of local authorities agreed that BAA should ensure that all eligible buildings are effectively insulated within a period of 18 to 24 months according to a funded programme with a published end date.

Q5 Do you have any other comments?

One respondent said all cases should be handled individually, while one said roof damage should be compensated for as vibration caused by aircraft approaching to land was responsible for dislodging roof tiles.

A response provided by one local council provided additional observations regarding the LEQ noise contour. They suggest that the contour ignores prevailing winds and is distorted as it is an average making it wider to the west than to the east. The respondent draws attention to the contour being drawn up based upon 2002 levels when air traffic was historically low. They suggest that the contour should reflect a period when traffic volumes were higher such as 1999-2000. A general comment is made about standards and boundaries being constantly altered.

The same respondent points out that previous noise insulation schemes and take-ups have not been included and asks if they are excluded if they have been involved in any previous scheme?

One County Council provided a number of additional comments:

- They noted that the scheme broadly complies with the White Paper requirements, but takes a narrow view of the different categories of noise sensitive buildings covered. Schools and hospitals are *examples* given in the White Paper, not a definitive list and BAA should consider extending the scheme to the 57 dB (A) Leq contour.
- The Council considered that additional/upgraded ventilation systems will often be required and therefore BAA should make clear its commitment to funding this, including maintenance costs.
- The Council also stated that achieving the same standard of insulation in schools and hospitals as in residential buildings will need to take into account the higher proportion of glass to brick in these structures. Typical furnishings and floorings will also lower the effectiveness. Thicker glass panes will be required, with wider spacing between them.

One District Council considered that the scheme has been drawn so narrowly it offers no practical assistance to communities in their area. They added that the lack of progress on arrivals noise should be recognised and the scheme extended to the 57 db contour.

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

Gatwick

A local Parish Council stated that a school, hospital and private nursery are not covered and that the scheme should be extended to the 57 Leq contour.

A local NGO proposed that the scheme should be extended to the 57 Leq contour as the current scheme area means no buildings will be eligible. They point out that Gatwick's needs are different, but are being driven by the fact that the scheme is finalised at Stansted and involves much higher costs at Heathrow. Full compensation should be offered at all airports despite the cost of doing so at Heathrow.

One airline said the airport should not be responsible for new developments and that land use planning prevents new buildings in noisy areas.

4.2 Home Relocation Assistance

Q1 Is the relocation package formula of £2,500 plus 1.5% of the houses sold value acceptable?

	Yes	No	No Response
Q1	7	23	6

23 respondents found the relocation package formula of £2,500 plus 1.5% of the houses sold value not acceptable.

Of the respondents that did not find the scheme acceptable, seven stated that the scheme should cover all costs of moving, seven said 1.5% of the house value was too low or that it should be more than 1.5%. Of these, one said that 2.5% would be fairer.

One respondent made a case that the relocation package is not acceptable assuming that the minimum moving cost would be £16,000 based on the sale and purchase of an average house in South Surrey priced at £300,000.

One County Council stated that the payments are too small when considering the blight that noise has had on affected homes over the last 30 years. The package appears to represent assistance with the costs of moving, in which case it should cover all the costs (estate agent and solicitor fees, removal, stamp duty etc). There should be compensation for upheaval and noise blight so that residents can afford comparable homes away from the airport.

This council suggested that based on Planning Guidance on new builds within the 66 Leq contour, BAA should offer to purchase any dwelling within the contour.

One local NGO proposed that the scheme should be extended to the 66 Leq contour. They consider that the size of grant should be graduated according to length of ownership. Residents in place prior to 1970 should get a grant equivalent to the present value of the property, reflecting that it would be worth double if the airport wasn't there.

A Parish Council stated that the grants being offered are totally inadequate and one District Council stated that the level of assistance offered is far too low to be effective and makes the suggestion that as so few properties are involved, BAA should improve the offer.

Of the seven respondents agreeing with the package one respondent stated that the scheme was acceptable but the package should be negotiated on an individual basis. An airline said Gatwick

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

Gatwick

noise contours had been shrinking for years so many properties will have increased in value due to this.

Q2 Is the cap of £10,000 on the package reasonable?

	Yes	No	No Response
Q2	9	20	7

20 respondents found the £10,000 cap on the package not reasonable. Of those, five said the cap was too low. Three respondents said owners of higher value homes should not be penalised and one suggested that a cap of over £20,000 would be more reasonable. Three respondents, stated that the cap should be sufficient to cover the costs of moving.

One respondent not agreeing with the package stated that the cap discriminated against owners of higher value homes. The same respondent suggests the cap may be reasonable if stamp duty was excluded as the duty distorts the scheme.

Of the nine respondents agreeing with the £10,000 cap, one of these said the price paid should allow for purchase of an equivalent property.

Q3 Should the initial scheme run for five years allowing a review in 2010?

	Yes	No	No Response
Q3	23	6	7

The majority of respondents believed the scheme should run for five years allowing a review in 2010. One of these respondents added that it should run for at least 10 years.

Two of the respondents who disagreed suggested that the scheme should be reviewed after 1-2 years.

One County Council supported the 5 year review, but also recommends that an improved version of the scheme should run in perpetuity.

One respondent raised the issue that future long term runway plans at Gatwick should be considered and therefore the minimum review period should be linked to the legal agreement regarding an additional runway. A 2010 review would not cover this major change.

One airline said it should not be an open-ended scheme and that residents who wish to move should do so before 2010.

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

Gatwick

Q4 Do you agree that there should be qualifying criteria designed to prevent unfair speculation in the local market?

	Yes	No	No Response
Q4	29	1	6

29 respondents agreed that there should be qualifying criteria designed to prevent unfair speculation in the local market. One respondent believed long-term residents should be given extra compensation, while another suggested a claw back provision. Another suggestion was that owners need not be occupiers to qualify.

Q5 Do you have any suggestions about the Home Relocation Assistance Scheme?

Of the total of thirty-six respondents sixteen provided additional comments.

Three respondents thought that BAA should buy affected properties. Another believed that all cases should be assessed individually.

Seven respondents commented on the need to extend the area covered for relocation assistance.

- One respondent stated that air traffic has grown significantly and wants the scheme to be extended to include those homes situated under flight paths outside the contour such as the Strategic Gap.
- The response from one local council commented that the 69db contour is not wide enough and appears to have been chosen to deliberately exclude properties around its area. They suggest that a 63db contour is more realistic.
- A respondent who lives outside of the proposed relocation assistance area made a complaint regarding noisier late night flights, and aircraft not keeping to designated flight paths. They would like their views to be considered.

One Council stated that landlords should be covered by the scheme, since they suffer reduced rents for noise blighted properties. The council also says that it is misleading to suggest that there are properties worth between £400,000 to £500,000 within the 69 dB (A) contour at Gatwick.

One District Council is concerned about the new buyer and questions if BAA are “just substituting one person for another?”

A local NGO said that the scheme is 50 years too late and states that those who originally lived in the 69 Leq contour have left the area. Their properties were sold at greatly reduced prices so therefore the newcomers have had their compensation. The scheme is welcome for long-term residents but inadequate. The NGO repeats the comment that Gatwick's needs are different and are being driven by the fact that the scheme is finalised at Stansted and involves much higher costs at Heathrow.

One resident's association's principle comment on the schemes is that they are not acceptable. They consider the relevant contour to be 57dB.

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

Stansted

5 Stansted

A total of 18 responses were received for the Stansted Noise Consultation.

Noise Stansted	Consulted	Response on list	% Response on list	Response not on list
Residential	115	9	7.8%	3
Business	67	0	0.0%	0
Health & Education	3	0	0.0%	0
Political	27	0	0.0%	5
Others	34	0	0.0%	1
Total	246	9	3.7%	9

Table 8 Stansted consultee breakdown and response rates

Two separate lists of properties were used:

- Inside the 63 decibel (2002) contour, excluding those in the 69 decibel (2002) contour, and
- Inside the 69 decibel (2002) contour.

These were used in combination with single covering letter inviting comments and explaining that the scheme was in addition to, but separate from, the Stansted blight schemes.

There are believed to be no noise sensitive buildings as defined within the 63 decibel (2002) contour. The population within the 69 decibel (2002) contour is low. The outermost contour was, therefore, used for both elements of the consultation.

The document was also sent to local political interests, local authorities and councils, health authorities, local community groups and NGOs and trade and business associations and airline interests.

A number of documents were sent to residents in response to their requests.

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

Stansted

5.1 Noise Insulation and Mitigation for Noise Sensitive Buildings

Q1 Apart from those named, should any other parts of hospitals, hospices, schools and colleges be noise insulated?

	Yes	No	No Response
Q1	11	1	6

At Stansted, 11 out of the 18 respondents agreed that other parts of hospitals, hospices, schools and colleges should be noise insulated. Additional parts of these buildings identified were: all affected areas of hospitals/hospices (2 respondents), and all affected areas of schools/colleges (2 respondents).

Additional noise sensitive buildings identified were: Community/Village Halls (5 respondents); places of worship (3 respondents); teaching centres (2 respondents); nurseries not attached to schools (2 respondents) and early years centres (2 respondents).

One LPA stated that old peoples homes, community centres, places of worship, early years centres and study centres should also be included within the scheme.

One local NGO also stated that other public buildings should be covered by the scheme.

One Parish Council stated that the whole building should be insulated.

A number of local authorities agreed that all of the building should be insulated and it would be important to consider ventilation requirements, namely installation of air conditioning. They identified community centres, libraries, places of worship, private nurseries, nurseries not attached to schools, early year centres, rural studies centres, teaching centres, rest homes and nursing homes.

They also assumed that proposals for insulation and ventilation of homes and offices within the 57decibel contour will follow this consultation.

Q2 Should funding for noise insulation be given directly to the school or hospital, rather than via local education authorities or primary care trusts?

	Yes	No	No Response
Q2	9	2	7

Of those that responded, the majority agreed that funding should be given direct to the affected buildings. One respondent said that Local Authorities or Primary Care Trusts cannot be trusted to pass on the funds.

One respondent commented that 'government', be it central or local are not the 'best users of money'.

A group of local authorities agreed that the funding should be administered and implemented by a third party independent of BAA. It added that guarantees to the work need discussions and resolution with BAA, to ensure continuity of the work over the 'lifetime of the airport'.

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

Stansted

Q3 Should there be alternative forms of noise mitigation for hospitals, hospices, schools and colleges?

	Yes	No	No Response
Q3	9	0	9

9 respondents agreed that alternative forms of noise mitigation should be considered.

One respondent stated that quieter aircraft should be used, whilst another endorsed the view that aircraft should not fly over schools, hospitals etc.

One LPA supported the relocation of school buildings if insulation measures were inadequate.

A number of local authorities agreed that there should be alternatives forms of mitigation, where noise insulation was unsatisfactory, as an example, re-location of teaching classes was considered appropriate. However, if insulation or minor forms of re-location were deemed unsatisfactory, then buildings should be rebuilt to a design standard that 'at least' matches the Department for Education and Skills Building Bulletin document '93'. A further endorsement of adequate ventilation being provided within insulated buildings was referenced.

Q4 If work needs to be prioritised, should it be based on exposure to noise alone for all types of buildings?

	Yes	No	No Response
Q4	7	5	6

7 respondents agreed that if work needed to be prioritised, then noise should be used as the determinant.

However, a number of LPAs responded by stating that, the funding and programming of work needs to be concluded within two years of the launch of the scheme. This work will determine the prioritisation required.

Q5 Do you have any other comments?

One respondent suggested that the consultation was a pointless and cynical exercise and that BAA have carefully excluded all noise sensitive buildings.

A local NGO made the point that under the 63 decibel contour, it did not appear that any buildings that BAA has included within the scheme would qualify for noise insulation.

A number of local authorities disagreed with the selection of the 63 decibel contour and recommended that the 57 decibel contour was used instead. Also the methodology used in contour development should be more precise taking into account the maximum area of the contour under all wind conditions (rather than an average). They concluded that BAA should give consideration to securing major land use changes in the areas affected by noise, so that over time noise sensitive receptors are replaced with more appropriate uses in these areas.

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

Stansted

Two local authorities also stated that the 57 decibel contour should be used, whilst one went further and pointed out that the government itself recognises 57 decibel as the onset of noise disturbance and suggested that BAA should therefore use the same.

5.2 Home Relocation Assistance

Q1 Is the relocation package formula of £2,500 plus 1.5% of the houses sold value acceptable?

	Yes	No	No Response
Q1	1	13	4

Only one respondent indicated that the relocation package formula was acceptable.

Two respondents linked the cost of stamp duty to moving costs and stated that for higher value property, especially for properties in the higher stamp duty brackets i.e. £250,000 and above, the relocation package formula would not cover moving costs. One respondent gave an example of a house valued at £300,000, would incur a stamp duty of £9,000, this alone (before any legal and other moving costs were added etc.) would not be met by the scheme.

A local NGO stated that the principles of the scheme were welcomed but thought the amount of compensation offered may be too low and would ask BAA to reconsider.

A number of local authorities agreed that homes contained within the 69 decibel contour should be bought by BAA and these buildings used for non-residential and non-noise sensitive uses, as the noise level was excessive. They added that the scheme should apply to all owners rather than just 'owner-occupiers', protecting the needs of tenants should also be a requirement of the scheme. They concluded that the amount of compensation available is too small and does not represent the true cost of moving, saying BAA needs to calculate the real cost of moving house, including estate agents fees, solicitors fees, stamp duty, removal expenses and the plethora of incidental costs.

Q2 Is the cap of £10,000 on the package reasonable?

	Yes	No	No Response
Q2	1	14	3

Most respondents thought that the cap was not reasonable. One respondent said that the scheme should cover all relocation costs, while one said that the owners of higher value homes should not be penalised. Two respondents suggested that the cap should be index linked.

One respondent made the comment that properties around Stansted are generally high value and therefore such a low cap was unreasonable.

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

Stansted

Q3 Should the initial scheme run for five years allowing a review in 2010?

	Yes	No	No Response
Q3	11	2	5

11 respondents thought that the scheme running for 5 years with a review in 2010 was satisfactory.

One respondent thought the review should be in 2008 but did not specify why.

A group of local authorities commented that the scheme needs to be improved, although a review after 5 years was considered reasonable. They further suggested that the scheme should be ongoing in perpetuity and that it would need constant reviews to take into account future proposals for airport development and how those changes may affect the local area.

Q4 Do you agree that there should be qualifying criteria designed to prevent unfair speculation in the local market?

	Yes	No	No Response
Q4	12	2	4

12 respondents agreed that qualifying criteria should be in place to stop market speculation. There were very few reasons given for this general agreement.

One respondent who did make a comment stated that it should not disqualify those individuals who had recently inherited property.

Q5 Do you have any suggestions about the Home Relocation Assistance Scheme?

Three respondents suggested that BAA should buy affected property. A number of LPAs suggested that the property should then be used for non-noise sensitive purposes.

One respondent was not clear if BAA was proposing to buy the affected homes at a true market rate and that the respondent thought that compensation was due under the Stansted Land and Compensation Act anyway.

One local authority stated that the 69 decibel contour was too high whilst others agreed and proposed that the 57 decibel contour was used instead. These others also stated that they accept the concept of offering re-location to those in the worst affected areas is 'a step in the right direction' but certain aspects of the scheme need to be addressed. The principle should be implemented in such a way that prevents someone new owning the property in the affected area, and then worrying about noise.

One respondent stated that BAA should build the runway in Luton where it would be more welcome.

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

Edinburgh

6 Edinburgh

A total of 15 responses were received for the Edinburgh Noise consultation.

Noise Edinburgh	Consulted	Response on list	% Response on list	Response not on list
Residential	37	11	29.7%	2
Business	7	0	0.0%	0
Health & Education	0	0	0.0%	0
Political	3	0	0.0%	2
Others	4	0	0.0%	0
Total	51	11	21.6%	4

Table 9 Edinburgh consultee breakdown and response rates

The consultee list for Edinburgh Noise consultation included all households within the 69 decibel contour (2002).

The 63 decibel contour was considered but there were no additional Noise Sensitive Buildings within this contour.

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

Assumptions used in classifying the respondees:

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

6.1 Noise Insulation and Mitigation for Noise Sensitive Buildings

Q1 Apart from those named, should any other parts of hospitals, hospices, schools and colleges be noise insulated?

	Yes	No	No Response
Q1	6	4	5

At Edinburgh 6 of the 15 respondents agreed that other parts of hospitals, hospices, schools and colleges should be noise insulated.

One local authority stated that there are no noise sensitive buildings within the 63 decibel contour but two primary schools are close to it and have had to put special measures in place.

A respondent answering on behalf of a local NGO said that all hospitals, school premises, registered nurseries and playgroup premises should be noise insulated with the exception of boiler houses and stores.

One respondent suggested that all residential properties within the 69 decibel contour should be insulated.

An airport-related NGO also stated that: Health Care Centres, Community Halls, Playgroups and Social Work Centres should also be included. Hospital buildings in their entirety should be insulated, whilst there should be a clearer definition of 'hospices'.

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

Edinburgh

One local council suggested that Residential old persons' homes should be included in the scheme.

Q2 Should funding for noise insulation be given directly to the school or hospital, rather than via local education authorities or primary care trusts?

	Yes	No	No Response
Q2	9	2	4

9 respondents agreed that funding for noise insulation should be given directly to the school/hospital. One of the respondents agreed as they believed that the work would be carried out more quickly than it would be were the funds given to local authorities or care trusts.

Two respondents stated that BAA should manage the work.

Two local councils agreed that funding should be sent to the school/hospital, while another LPA pointed out that it should be sent direct to all included institutions.

Q3 Should there be alternative forms of noise mitigation for hospitals, hospices, schools and colleges?

	Yes	No	No Response
Q3	10	0	5

Two thirds of respondents believed that there should be alternative forms of noise mitigation for hospitals/hospices, schools/colleges.

One local council suggested that there should be assisted funding for relocation to quieter sites.

One LPA stated that roof treatment work may be required.

Q4 If work needs to be prioritised, should it be based on exposure to noise alone for all types of buildings?

	Yes	No	No Response
Q4	5	3	7

One third of respondents agreed that if work needs to be prioritised, it should be based on exposure to noise alone for all types of buildings.

Of the three respondents who disagreed, one of those said air quality should be taken into account and one mentioned that vibration should be considered.

Seven respondents were undecided/did not answer this question, one of whom added that BAA should prioritise hospitals then other properties according to noise levels.

One respondent answered this question by providing a view regarding disturbance caused by increased pollution as being a health hazard.

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

Edinburgh

One local authority suggested that the work should be prioritised, whilst one local council stated that prioritisation should not be given but each case should be assessed on its own merits, although a rationale for doing so was not stated.

Q5 Do you have any other comments?

Although the consultation requested comments on proposals relating to noise insulation and mitigation for noise-sensitive public buildings, three respondents have used the opportunity to make additional comments with regards to insulation for residential properties.

One used this consultation to comment on the increase in air traffic and associated noise levels causing rising levels of vibration, which is damaging an increasing number of residential properties.

Another respondent asks if the BAA will insulate all houses within the 63 to 69 decibel area.

A local NGO response included paragraph 3.24 from the "DfT White Paper 2003", which states that BAA's proposals for the acoustic insulation of residential property suffering from high noise levels have not been addressed. A scheme exists for Stansted residents and the DfT considers that the scheme should be introduced at Edinburgh.

A local council made the point that the whole exercise seems of little relevance, as it is unlikely that any qualifying buildings will fall within the 63 decibel contour. They state that the contour level is too high, as 'the government has used 57dBA as the level of daytime noise marking the onset of significant annoyance.' The council suggested that this level should be used in the noise compensation packages.

One respondent stated that the scheme should be implemented as soon as possible and be no less generous than the scheme at Stansted.

6.2 Home Relocation Assistance

Q1 Is the relocation package formula of £2,500 plus 1.5% of the houses sold value acceptable?

	Yes	No	No Response
Q1	0	13	2

13 respondents found the relocation package formula of £2,500 plus 1.5% of the houses sold value not acceptable. Two of those respondents indicated a specific level of financial support that would be required for relocation. They suggested that the figure should be increased to over £5,000.

One respondent stated that the package would only cover selling costs. Another respondent described the package as "insulting" and claims that if the formula was £2,500 plus 50% of their house's value they would still not be able to afford a similar property elsewhere in Edinburgh.

One respondent asked that the package should consider property values prior to the announcement of an airport extension.

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

Edinburgh

Another respondent said the relocation issue was “extremely stressful” as their home would be unsaleable as a result of the airport expansion. A further respondent inferred that BAA should compensate for the extensive building work carried out on their property.

One LPA felt that the £2,500 is too low and also stated that the scheme should be indexed linked. They suggested that the compensation terms should be the same as in the ‘Protecting Against Blight’ consultation. A local council suggested that the compensation should reflect actual moving costs, rather than be related to property values. The same LPA thought that £10,000 was too low for any property value over £200,000.

It was also pointed out that the 69 decibel level used was too high and very few properties would fall within it.

Q2 Is the cap of £10,000 on the package reasonable?

	Yes	No	No Response
Q2	2	11	2

11 respondents found the £10,000 cap on the package not reasonable. None of them put forward an alternative amount, although two stated that the scheme should be index linked.

Two respondents stated that properties elsewhere in Edinburgh were too expensive particularly those situated on the periphery of Edinburgh.

One respondent commented that it was not possible to define a financial cap due to unknown timescales and consequently changing monetary values.

Q3 Should the initial scheme run for five years allowing a review in 2010?

	Yes	No	No Response
Q3	10	3	2

Two thirds of respondents believed the scheme should run for five years allowing a review in 2010. One respondent commented that it may be necessary to extend the scheme to 2015 and possibly beyond.

Of the three respondents that disagreed, one said there should be an annual review, while another said that the scheme should run as long as the proposed changes to the airport.

Q4 Do you agree that there should be qualifying criteria designed to prevent unfair speculation in the local market?

	Yes	No	No Response
Q4	12	0	3

Most respondents agreed that there should be qualifying criteria designed to prevent unfair speculation in the local market. Of those 12 in favour, one respondent said the qualifying period was too short and another respondent agreed depending on the qualifying criteria.

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

Edinburgh

Q5 Do you have any suggestions about the Home Relocation Assistance Scheme?
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Of the total fifteen respondents two said that BAA should buy affected properties.

One respondent considered that “the Property Market Support Bond” was a positive idea and requested further information.

A local NGO has asked that the “open market value”, referred to in the BAA document (page 4, column 2), should be clarified. They also asked if all 4 items, referred to in the “Market Support Bond”, would be included (fixtures, disturbance costs, legal costs and stamp duty).

A respondent used the additional comment section to complain about not being consulted directly. They stated that the only opportunity to take part in the consultation was online and that some people affected by aircraft noise would not be computer literate and therefore unable to take part in the consultation.

One respondent referred to the insecurity and dangers to health caused by the increasing levels of noise and pollution.

One local authority made the point that it would like to see that the terms of compensations arrangements offered at Edinburgh should not be less than is being offered at Stansted.

One local council reiterated its point that the consultation exercise is of little value as the 69 decibel noise contour chosen is too high; they said it was likely that only a handful of properties would fall within it. The council recommend that 63 decibel is chosen.

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

Glasgow

7 Glasgow

A total of 6 responses were received for the Glasgow Noise consultation.

Noise Glasgow	Consulted	Response on list	% Response on list	Response not on list
Residential	142	4	2.8%	0
Business	105	0	0.0%	0
Health & Education	0	0	0.0%	0
Political	0	0	0.0%	2
Others	0	0	0.0%	0
Total	247	4	1.6%	2

Table 10 Glasgow consultee breakdown and response rates

The 69 decibel (2002) contour was used to identify residential properties to include in the consultation and the 63 decibel (2002) contour for noise sensitive properties.

Where a street or row of properties was split, the whole street or row was included for the consultation. These decisions were made on-site during a street by street walk around.

The document was also sent to a series of stakeholders including political interests, local authorities, relevant professional bodies, local NGOs and community groups and business and trade associations.

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

Glasgow

7.1 Noise Insulation and Mitigation for Noise Sensitive Buildings

Q1 Apart from those named, should any other parts of hospitals, hospices, schools and colleges be noise insulated?

	Yes	No	No Response
Q1	2	2	2

At Glasgow, 2 of the 6 respondents agreed that other parts of hospitals, hospices, schools and colleges should be noise insulated. The other 4 respondents either stated no or gave no response to the question.

One LPA made the point that homes should also be included in the noise insulation schemes, as many homes are occupied during the day. They also stated that a hospice and two schools are within the 60 dB contour and should be considered for sound insulation.

Q2 Should funding for noise insulation be given directly to the school or hospital, rather than via local education authorities or primary care trusts?

	Yes	No	No Response
Q2	4	0	2

4 respondents agreed that the funding should be given direct to the school or hospital, while 2 respondents were undecided/did not answer.

Q3 Should there be alternative forms of noise mitigation for hospitals, hospices, schools and colleges?

	Yes	No	No Response
Q3	3	1	2

3 respondents answered yes to this question, with the majority stating that there should be alternative forms of noise mitigation offered.

One local authority said that where acoustic insulation is not fully effective there should be alternative measures where loss of outdoor amenity is severe.

Q4 If work needs to be prioritised, should it be based on exposure to noise alone for all types of buildings?

	Yes	No	No Response
Q4	3	1	2

One of the three respondents who answered yes to this question stated that other issues needed to be considered to prioritise work, which included psychological factors and breakdown of social needs.

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

Glasgow

One local authority said BAA should make every effort to limit any increase in the extent of 57 decibel contour as the airport grows.

Q5 Do you have any other comments?

One LPA commented that the selection of the 63 decibel contour was not justified and noted that 1 school and 1 hospice fall just outside of the proposed scheme. The Council was also concerned that houses had been excluded from the scheme.

Another local authority noted that it was unaware of any properties within the 63 decibel contour (in its ward). They also reminded BAA of existing planning controls ensuring aircraft movements growth does not result in increased noise under flight paths.

7.2 Home Relocation Assistance

Q1 Is the relocation package formula of £2,500 plus 1.5% of the houses sold value acceptable?

	Yes	No	No Response
Q1	1	2	3

Only 1 respondent to this question found the relocation package formula acceptable.

One respondent said that the scheme will need re-appraisal in the future as the housing market changes, although it appears reasonable at present.

Q2 Is the cap of £10,000 on the package reasonable?

	Yes	No	No Response
Q2	1	3	2

Half of respondents felt that a cap should not be imposed. One respondent suggested that a cap based on 2004 house prices might not be suitable for house prices in 2010 thus the removal of the cap altogether was recommended.

Q3 Should the initial scheme run for five years allowing a review in 2010?

	Yes	No	No Response
Q3	2	2	2

Responses were evenly split on whether the initial scheme should run for five years with a review in 2010. However, one respondent reiterated the point about not capping the scheme due to house price inflation through to 2010. Two respondents stated that the scheme should be reviewed after any major change in noise at the airport.

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

Glasgow

One local authority asked that the required review of the existing scheme for reducing noise impact at Glasgow airport should be progressed as a matter of urgency.

Q4 Do you agree that there should be qualifying criteria designed to prevent unfair speculation in the local market?

	Yes	No	No Response
Q4	4	0	2

4 respondents agreed that there should be qualifying criteria to prevent unfair speculation in the local market. The remaining 2 respondents were undecided/did not answer.

Q5 Do you have any suggestions about the Home Relocation Assistance Scheme?

One local authority concluded that the reason why the 69 decibel contour was chosen was not stated and that the contour appeared to be too high, although the rest of the scheme appeared reasonable.

One respondent stated that elderly residents would require additional assistance.

Another LPA repeated that few, if any, properties fall within the 69 decibel contour (in its ward).