

**A project for Heathrow
Community Engagement
Board (HCEB)**

**Support to HCEB on their consultation response to
the Heathrow Airport Expansion Consultation (June
– September 2019):**

**Review of the consultation focusing on construction, particularly from a
community impact point of view, and the Community Compensation Fund**

Final Report

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**Collingwood Environmental
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1 Introduction and understanding of the brief

This document is a response to Heathrow Community Engagement Board's (HCEB) request for support in their consultation response to the June – September 2019 consultation on the proposed expansion of Heathrow Airport¹. As part of their current statutory Airport Expansion Consultation, Heathrow are seeking feedback on a range of areas including:

- The Preferred Masterplan for an expanded airport;
- Proposals for construction;
- Proposals for operation of the future airport, including runway operations, surface access, and proposals for additional flights to be introduced before the new runway is operational; and
- Compensation and mitigation – how they propose to mitigate the impacts of growth, including compensation, noise insulation and other measures to manage these effects.

The UK is a signatory to the 1998 UNECE Aarhus Convention on Access to Information, Public Participation in Decision Making and Access to Justice in Environmental Matters² and it is under these auspices that the consultation should be examined. Specifically, there are three pillars to the Convention:

- Access to Information
- Public Participation
- Access to Justice.

The second pillar is of most relevance here, although they are all interlinked. Interestingly, *“Public participation is not expressly defined in the Convention. The preamble, however, recites some of the values and considerations at the heart of public participation. The most fundamental of these is the role of public participation in ensuring a mechanism for the public to assert the right to live in an environment adequate to health and well-being, and to fulfil its duty to protect the environment”* (UNECE, 2014³, p.120).

The first Pillar is also relevant in relation to Access to Information which was transposed into UK legislation through the Environmental Information Regulations (EIR) 2004. A key aspect of this Pillar is the concept of information being: *“Effectively accessible”* (p.100 UNECE, 2014). The Aarhus Implementation guide explains that this *“means that the established information systems should go beyond simply making the information available to the public..... As well as being physically accessible, “effectively accessible” requires that information should be available in a **format, language and level of technical detail** that the public can effectively access....* (p. 101, UNECE, 2014) This is another aspect against which the consultation can be examined.

This provides some overarching principles against which to examine the overall consultation process, as well as some of the specific areas highlighted by HCEB.

The work HCEB commission fell into two areas:

1. Particular opinion/thoughts/views on what Heathrow says about construction, particularly from a community impact point of view

¹ <https://aec.heathrowconsultation.com/>

² <https://www.unece.org/fileadmin/DAM/env/pp/documents/cep43e.pdf>

³Aarhus Implementation Guide (second edition) UNECE 2014.
https://www.unece.org/fileadmin/DAM/env/pp/Publications/Aarhus_Implementation_Guide_interactive_eng.pdf

2. Particular opinion/thoughts/views on what Heathrow are saying about the Community Compensation Fund⁴.

2 Approach to the brief

To meet the brief the following approach was used to undertake the two tasks.

2.1 Task 1: Preparing the opinion on community impacts of construction

The Airport Expansion has the following proposed phases of development:

- Anticipated early works (2020 and 2021)
- DCO grant to runway opening (late 2021 to c.2026)
- Runway opening c. 2026 to 115 million passengers per annum (mppa) in c. 2030
- From 115 mppa in c.2030 to 130 mppa in c.2035
- From 130 mppa in c.2035 to 142 mppa in c.2050

“Construction will evolve from more land intensive activities such as earthworks and infrastructure activities in the phase from DCO grant to runway opening, to the delivery of buildings and associated infrastructure in later phases. The majority of work after runway opening will be contained within the new airport boundary”. (Heathrow Expansion, 2019, Construction Proposals, p.17)

Given this, the bulk of the construction will be carried out between 2021 and 2026. However, there will be construction ongoing until 2050.

To understand the impacts on local communities of construction we examined:

- the Masterplan
- the Construction Proposals document
- the Community Impacts Chapter (11), of the Preliminary Environmental Information Report (PEIR)
- the Health Impacts Chapter (12) of the PEIR (in brief)
- the Heathrow expansion and your area document for Colnbrook and Poyle (as an example of information produced for a local community)

We reviewed the documents with two questions in mind:

- 1) Q1.1: How accessible is the information on community impacts of construction to those wanting to comment on it as part of the consultation? Is it easy to find out, for example, what impact it will have on “my house” in the local area?
- 2) Q1.2: What has been considered as part of the PEIR community impacts chapter in relation to construction? How does that match up to good practice in social/community impact assessment?

2.2 Task 2: Preparing the opinion on the Community Compensation Fund (CCF)

The National Planning Statement 2018 states that:

“The Government.....supports the development of a community compensation fund at an expanded Heathrow Airport. The Government expects that the size of the community

⁴ Note: there has been a set of focus groups carried out by Ipsos MORI with community members commissioned by DfT, and more focus groups by YouGov which reported on 13th September 2019.

compensation fund will be proportionate to the environmental harm caused by expansion of the airport. The Government notes that, in its consideration of a noise levy, the Airports Commission considered that a sum of £50 million per annum could be an appropriate amount at an expanded Heathrow Airport, and that, over a 15 year period, a community compensation fund could therefore distribute £750 million to local communities.” (Department for Transport, 2018, p.85).

The CCF is also mentioned in the Relationship Framework Document between the Secretary of State for Transport and Heathrow Airport Limited June 2018:

“The Community Compensation Fund is separate from the property compensation schemes (to compensate for effects on property or to allow people to move, where appropriate) and noise compensation schemes (e.g. for insulation). The HCEB will be consulted on the proposed fund as this is developed through the development consent process, including on its scope and duration. This will help to ensure that the fund provides the greatest benefit to the community whilst being proportionate to the environmental impacts of Expansion.” (Department for Transport, 2018, p.27)

In addition, Ipsos MORI conducted research amongst members of public in the areas around Heathrow to find out what they thought of the Community Compensation Fund (CCF). A key finding from that was that *“Participants found it difficult to form a firm opinion without having details about the size of the Fund and how it would be administered and governed” (Ipsos MORI, 2019, p.2).* This would suggest it will be important to see how much and what types of detail is present on the CCF.

To provide this opinion we examined:

- the Masterplan
- the Proposals for mitigation and compensation document
- the Ipsos MORI (2019) and YouGov (2019) research

The two research questions examined were:

- 1) Q2.1: How accessible is the information on the CCF to those wanting to comment on it as part of the consultation? Is it easy to find out what it is and how it will affect members of the local area?
- 2) Q2.2: What information has been provided in relation to the CCF as part of the consultation? Is there detail on the size, nature, beneficiaries, and distribution process of the fund? How are the findings of the Ipsos MORI work considered within the consultation documents?

3 Findings

3.1 General points re: accessibility of information on the website

A key point in relation to both questions is the accessibility of the information on the website. We have a number of general points about the website to present before discussing the two main questions.

To begin with the consultation website itself⁵ is far from user-friendly in that there are multiple pathways you can take through the navigation, which becomes quite confusing, even as a professional who understands the nature of different documents and the planning process. It is very easy to find yourself going around in circles.

Visualisation of the proposals, their effects and longer-term impacts is very limited. There are some videos, with some visualisation/CGI included, but these are mainly about the proposals and their benefits and very little on the actual environmental impact. For example *Heathrow Expansion and Your Communities - Airport Expansion Consultation* video⁶ shows where the new runway will be, but nothing on its actual impacts. They have not, for example, used visualisation in the way HS2/Arup have for understanding scale and location of impacts/land use change from the HS2 proposal (making no comment on the merits or otherwise of that specific project)⁷. As a visualisation tool, however, it is quite effective at being able to zoom in along the route to see impact and mitigation proposals.

The use of a 'magnifying glass' over the online maps, under the Plans section⁸ does little to inform the reader of what the detail or impacts are likely to be. For a generation brought up on Google Earth and Street View, there is none of that sort of interactivity that might be expected, i.e. to be able to click on a map and go to something like Street View, to see for example, what might be lost. This type of visualisation might be the sort of added effort that might be expected under the Aarhus guidelines. Instead, much of the consultation website is effectively hard-copy material transferred to the internet. It is, perhaps, surprisingly unambitious as a consultation website.

Overall, in relation to the accessibility of the documents, we are not convinced that this represents making the effort needed to engage hard to reach people (as might be expected under Aarhus guidelines).

Key to public participation in decisions on specific activities (Aarhus Convention Article 6) is the ability to access and make sense of the information provided. *"The public concerned shall be informed, either by public notice or individually as appropriate, early in an environmental decision-making procedure, and in an adequate, timely and effective manner,"* (Article 6 para 2).

Specifically, within Article 5 – Collection and Dissemination of Environmental Information it says:

"Article 5, para 2: Each Party shall ensure that, within the framework of national legislation, the way in which public authorities make environmental information available to the public is transparent and that environmental information is effectively accessible".(Aarhus Convention, 1998).

⁵ <https://aec.heathrowconsultation.com/>

⁶ <https://aec.heathrowconsultation.com/topics/topic-groups/local-neighbourhoods/>

⁷ <https://www.youtube.com/watch?v=1bkoGvw9kbA>.

⁸ <https://aec.heathrowconsultation.com/plans/phase-1/>

Further, within the implementation guide (UN, 2014) it states that:

“Effectively accessible” means that the established information systems should go beyond simply making the information available to the public..... As well as being physically accessible, “effectively accessible” requires that information should be available in a format, language and level of technical detail that the public can effectively access.... p. 101

In addition, *“The requirement for transparency in the way that public authorities make information available means that the public can **clearly follow the path of environmental information**, understanding its origin, the criteria that govern its collection, holding and dissemination, and how it can be obtained” Aarhus implementation guide 2014, p.100 UNECE*

In the following two sections more detail is presented in relation the two areas of interest: impacts of construction on communities; and information relating to the CCF..

3.2 Q1.1 How accessible is the information on community impacts of construction to those wanting to comment on it as part of the consultation? Is it easy to find out, for example, what impact construction will have on “my house” in the local area?

In order to answer this question two areas were examined:

Where is it possible to find out information on.....

- 1) **How and where** is the construction going to happen?
- 2) What the **impacts of those construction** activities will be on specific communities?

To find out how and where the construction is going to happen there are several routes, both offline and online:

- to look for general information in the Masterplan (offline or online)
- to go straight to the Construction Proposals document and then the specific “Your area documents (offline or online) or
- to go to the Topic of “Construction” within the tab “Topics” on the main webpage and then through to the local neighbourhoods information. (online)

3.2.1 Finding out how and where construction is going to happen

Finding information in the masterplan

If the user accesses the Masterplan via the main website ⁹there is a video on the front page of the Masterplan 2022-2050. It does include some visualisation, but it is not very meaningful. For example, the impact and loss of Harmondsworth and Longford are referred to in one word *“displacement”* and no visualisation is provided of what is there and what will be lost. While it includes images of green space provision, this looks entirely generic and it is not possible to see how they relate to actual locations.

The preferred Masterplan is available in high or low resolution reports. However it is 250 pages long making it a daunting read and this is just one element of the consultation. The masterplan document refers, at 4.9.3 to displaced uses:

⁹ <https://aec.heathrowconsultation.com/topics/overview-airport-masterplans-2022-2050/>

Displaced Uses

- 4.9.3 Various buildings and facilities in use today will need to be displaced (i.e. required to be removed) as a result of the expansion of Heathrow, including business properties, utilities and airport-related facilities, open space, recreation and community facilities, as well as homes. These buildings and facilities are identified in plans elsewhere in this document, including Chapter 6.

The reference to *homes* in this paragraph appears to be the first reference to homes via this website navigation pathway. If you're an interested stakeholder/member of the public, it is difficult from this document to find out what the physical impact of the new runway will be. It is only in Chapter 6, referenced in paragraph 4.9.3, is it possible to find information relating to the "Zones" where development will take place and that includes the local communities that will be directly affected. Once the user gets to that information e.g. Zone A, The New Runway Area, it does clearly state what will be lost as a result of the development.

Figure 3.22.3.2.1: Zone A – New Runway Area (from Ch. 6 Masterplan)

Zone A

6.2 Zone A - New Runway Area



Figure 6.2.1: Location map - Zone A

- 6.2.1 Zone A includes the proposed third runway as well as new associated taxiway infrastructure, satellite and apron facilities, and Airport Supporting Development (ASD).
- 6.2.2 Existing homes, community facilities, businesses, highways and other features, identified on Figure 6.2.2, will be demolished in order to allow the construction of this infrastructure. This includes the displacement of the residents of, and demolition of, the whole of the village of Longford, the residential streets of Zealand Avenue and Pinglestone Close and the southern part of the village of Harmondsworth, including Harmondsworth Primary School.

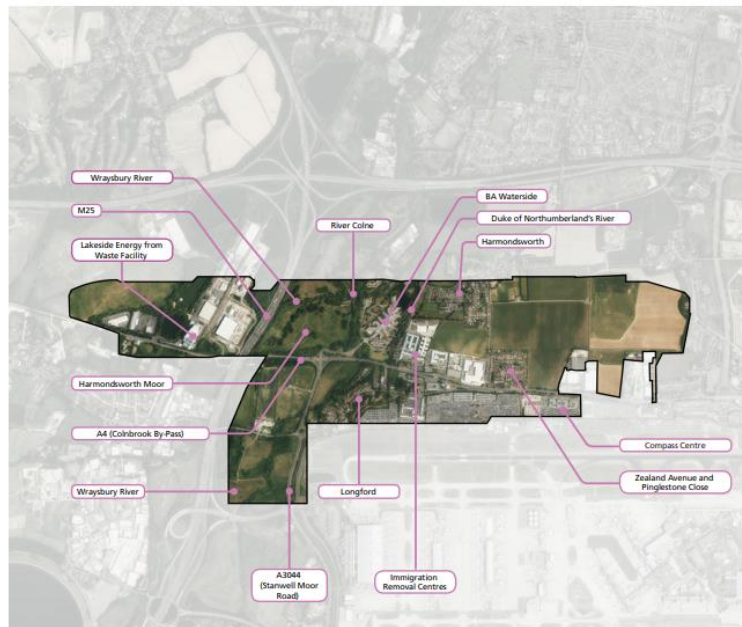


Figure 6.2.2: Aerial photograph - Zone A

© Heathrow Airport Limited

For Zone P Harmondsworth and Sipson area it states:

"The southern part of the village of Harmondsworth will be lost as a result of the Project; approximately 260 of the 400 existing homes in the village, together with Harmondsworth Primary School, will be demolished".p 125

However, in the Non-Tech Summary for the PEIR it says *"During Phase 1, 756 homes would need to be demolished –444 properties in Harmondsworth, all 285 properties in Longford,10 properties in Sipson and 17 properties in Poyle"* p 31 – so it is not clear how many houses are to be demolished.

If the user clicks on one of the Topic areas under the masterplan webpage¹⁰ e.g. **Displaced land uses and community facilities; and Utilities** it takes them to a page¹¹ where it is difficult to get a real sense of what is being lost (displaced) other than community facilities. It refers to re-location or being 're-provided', but in this document there is no details on the effects of those losses.

Finding information in the Constructions Proposals document

If the route through the Construction Proposals document (offline or online) is taken, in order to find out construction impacts on communities that is quite complex. The document is 76 pages long and up front says *"The following documents should be read in conjunction with the Construction Proposals document..."* listing seven other documents, including the Preliminary Environmental Information Report which is in three volumes with over 12 sections, each up to 200 pages long. It is implying that the reader needs to look at these other documents as well as examining the construction proposals in order to get all the information they may require..

The Construction Proposals document focuses on what is going to be built, and where, in some detail, taking the reader through three activity periods (Section 4):

A: Demolition of properties (c. 2022-2024) and construction of new infrastructure (c. 2020-2024)

B: Airport Expansion including earthworks (c. 2022-2026)

C: Campus development (c.2024 – 2050)

Within Section 4, whilst different locations are referred to, no overview of what will be happening in each location in each phase is given. Within Section 4.2 Demolition of properties and construction of new infrastructure there are some very general lines about demolition and relocation:

"Generally, existing infrastructure and land uses will be demolished (and in some cases relocated) and/or suitably diverted in a phased approach following DCO grant. However, some of the uses which we propose to relocate may be subject to separate planning applications either prior to, or alongside the DCO application. This could apply to a number of community uses including Harmondsworth Primary School (Harmondsworth), Heathrow Special Needs Centre (Longford), Green Corridor (Longford) and Harmondsworth Community Hall (Harmondsworth)"
(p.29)

Section 6 provides that information for three areas around Heathrow: Harmondsworth and Sipson; Polye and Colnbrook; Stanwell and Stanwell Moor. Within Section 6 although these three areas are discussed there is no sense of the scale of disruption, that is how many homes and facilities will be demolished and how that links to existing size of places. For example it states that in the Peak construction period there will be "Demolition of properties" in Harmondsworth with no detail of the scale of that demolition. It is not until you go to the information in the "Your area" document that you see that Heathrow says they will need to "To buy and demolish around two thirds of homes within the village" and it takes more researching to find that in the PIER Non Technical Summary, the number of homes to be "displaced" in Harmondsworth is 444. This type of information will be top of mind for local residents and should be up front within documentation so that it is clearly accessible.

Further, Section 6 refers to a different set of timeframes is used with respect to the construction periods from that used in Section 4, referring instead, for example in Section 6.2 to "Early construction activity" (2022), "Peak construction activity" with no dates attached, and finally "Runway and Taxiway construction activity" which is to be complete by 2026. It would be useful to have these timeframes linked into the earlier activity periods to aid navigation of the document. It

¹⁰ <https://aec.heathrowconsultation.com/topics/topic-groups/developing-our-preferred-masterplan/>

¹¹ <https://aec.heathrowconsultation.com/topics/moving-land-uses-and-community-facilities-and-utilities/>

says that construction will be complete by 2026, yet this seems to be contradicted when looking at the information provided in the “Your area” document for Colnbrook and Poyle. Here, another set of time scales is used that doesn’t match up with either of the time periods in the Constructions Proposals document. It gives these four time periods:

- To runway opening in 2026
- 2026 – 2030
- 2030 – 2035
- 2035 - 2050

The time frames given in the Construction proposals appear to relate only to the construction that is happening directly in those local areas. Post 2026 construction is within the Heathrow site/campus hence it is not referred to in the Section 6 of the construction proposals. If Section 6 had tied itself to the same time periods as Section 4 it could have explained clearly that the local construction would be finished but that there would be continued construction close by on the airport campus, which will have impacts, which is probably why it is covered in the “Your area” documents.

Finding information on construction via the website

Taking the other route through the website to find out how and where the construction is going to happen is not immediately obvious, that is not through a specific document. The front page of the website does not have a button marked construction. The user has to go through the “Topics” button and there they will find the link to the “Construction” page. There are three sub-topics: Indicative Construction Programme, Construction and logistics management, Managing the effects of construction. To find out about what is happening in a specific area there are links to the “Local neighbourhoods page” and it is possible to scroll down to get information on 10 local areas. Once you click on the specific area e.g. Colnbrook and Poyle, you get to the same information found in the “Your area” booklet. Once you are in that document the focus is on what Heathrow are going to do with to mitigate the effects of construction but without a clear account of **what** those effects will be.

3.2.2 Finding out what effects the construction activities will have on specific communities

To find out what the effects of the construction activities are going to be on specific communities the user can:

- Take the document route by looking at the “Your area” booklets¹² and looking at the PIER, specifically Chapter 11 on Communities, but other useful information is found in Chapter 12 on Health. The Non-Technical Summary is also useful and gives a broad summary of impacts.
- Taking the website approach: Go through the “Topics” webpage through to “Local neighbourhoods” webpages which then has a list of “Local overview” pages that includes noise, air quality as well as the “Your area” webpages.
- Another route on the website: the user can also go through “Topics” to the “Managing the effects of Expansion” page which then signposts through to the 22 PIER chapters, each with a summary of impacts and effects up front and links to the full chapter. It also signposts, further down the webpage the same “Local area information” and also the “PEIR Non-technical summary (NTS)”.

Finding information the PIER document (offline or online)

As an example, going through the document route is a challenge if you start with the PIER. There is a non-technical summary which is 73 pages and does provide a useful overview of the impacts and the

¹² There are booklets on each area around Heathrow which are downloadable from the website: https://aec.heathrowconsultation.com/wp-content/uploads/sites/5/2019/06/3_Poyle_Colnbrook-WEB.pdf

process. As it states, *“The focus of the PEIR is to enable the local community and other stakeholders to understand the environmental effects of a proposed development p. 5 Section 3 is headed “Living locally” which provides a summary of the preliminary assessment of likely significant effects to air quality and odour, community, health, noise and vibration, socio-economics and employment and transport network users” p.25.*

Looking into the PEIR NTS, it does summarise the assessment findings for each of those topics from the PEIR with a clear summary in each section of the effects of construction and operation, together with ways in which any negative effects will be mitigated. Information on construction effects is presented slightly differently in all the sections, with some referring to the Phases of construction, some referring to years and some distinguishing clearly between construction and operation. Specific communities are mentioned in the community, noise and transport network user sections but not in the air quality, health, or socio-economics sections. Overall, if the ereader was aiming to find out what specific effects the construction would have on their community they would need to go beyond the NTS to the PEIR. The PEIR is has 22 chapters and is divided into 3 volumes. To find out information about the construction impacts on specific places e.g. Colnbrook and Poyle there is information within the NTS but for more information the reader would need to go to PEIR Chapter 12 on impacts on “Communities”. In addition, whilst there is information in each of the chapters about specific communities, it is not clearly signposted: for example within the Community Impacts chapter, details of name communities appear within discussion of the Inner and Wider study areas, and the Compulsory Purchase Zone, and Wider Property Offer Zone. Once the reader does get to the assessment of effects, in e.g. the Community Impacts chapter it is possible to find out where will be affected, but it is difficult to find the information.

Finding information in the “Your area” documents

If thereader starts with the “Your area” documents they will find information on **what** is going to happen in terms of construction in the area but less on the **effects** of those activities. Specifically, if you take Colnbrook and Poyle, it provides details of what will happen in terms of construction in four stages “To runway opening in 2026 “2026 – 2030” – 2024”, “2030 – 2035” and “2035 – 2050”. In terms of Construction Impacts another set of timescales is used and largely under that heading it discusses the activities rather than effects. There is a heading “Construction Traffic” again which focussed on the source of traffic and how it will be reduced. Within the section on Air Quality there is discussion of both construction and operation effects not very clearly delineated. Within the Noise section there is a clearer differentiation between construction and operation noise. The note on construction noise is the following:

“The construction of the A3044 and the works associated with the M25 diversion are activities where potential construction noise effects have been identified. Effects are likely to be experienced within the communities of Colnbrook and Poyle.” p. 40 Heathrow expansion and your area Colnbrook and Poyle document¹³.

This gives little information, specifically in terms of how different it will be from a current baseline. The reader is directed to the PEIR Noise chapter, which is understandably dense and technical. The NTS is a useful stopping off point but that is not signposted here.

3.2.3 Conclusion

Overall, we conclude that accessibility to information about construction impacts on specific communities is complex. Going through the Masterplan does not make it easy to access that information for a local area, and the Construction Proposals also are hard to navigate. Whilst the “Local Area” documents and web pages should enable members of those communities to access

¹³ https://aec.heathrowconsultation.com/wp-content/uploads/sites/5/2019/06/3_Poyle_Colnbrook-WEB.pdf

relevant information, they lack essential detail meaning the reader needs to look into the more technical documents within the PEIR.

Going forward we would suggest that more work is carried out to improve the access to information around local areas and construction, that some creative work is done that really starts with the local member of the public in mind and takes them through what is going to happen where they live. For example, it should be possible to put in a post code and then the construction to be visualised with links to more detailed information. Further effort should be made to “translate” the technical language of the PEIR into plain English without losing detail. The information in the NTS is very useful document which is referred to on the website but it is not clear to us that the information has been used on the webpages in relation to local areas. In addition, clarity on the use of different time periods would be helpful so as to enable comparison between documents/webpages.

3.3 Q 1.2 What has been considered as part of the PEIR community impacts chapter in relation to construction? How does that match up to good practice in social/community impact assessment?

In answering this question we also looked in brief at the Health Impacts chapter. We consider two aspects in terms of what has been considered in the PEIR community impacts chapter:

- the receptors covered and
- the types of impacts and effects considered.

What is challenging is that there is no unified guidance on assessment of “community” impacts for large infrastructure projects. Indeed, sometimes what is included in “community impacts” might equally be included in a “social or socio-economic” assessment. Within the EIA 2017 regulations¹⁴ it states that:

“The EIA must identify, describe and assess in an appropriate manner, in light of each individual case, the direct and indirect significant effects of the proposed development on the following factors —

(a) population and human health;

(b) biodiversity, with particular attention to species and habitats protected under Directive 92/43/EEC(1) and Directive 2009/147/EC(2);

(c) land, soil, water, air and climate;

(d) material assets, cultural heritage and the landscape;

(e) the interaction between the factors referred to in sub-paragraphs (a) to (d).”

EIA tends to cover the first factor with a socio-economic impacts chapter and, since these new regulations, a health impacts chapter. The Heathrow PEIR has both of these chapters. What is sometimes lost between these two approaches is

- a) what impacts are examined
- b) what receptors are included within the assessment.

With respect to the former, impacts on what might be termed “daily living” on affected individuals may be missed as socio-economic chapters often focus mainly on jobs created or lost as a result of the project and the health impact chapters focus on individual physical and psychological health. There is no body of work on “community impacts” in relation to EIA, the aspects examined within the Community Impacts chapter fall under social impact assessment, which although it doesn’t have

¹⁴ The Town and Country Planning (Environmental Impact Assessment) Regulations 2017. UK Govt.

legislative status is does have a body of work around it. The International Association of Impact Assessment (2003)¹⁵ define social impacts as:

“Social Impact Assessment includes the processes of analysing, monitoring and managing the intended and unintended social consequences, both positive and negative, of planned interventions (policies, programs, plans, projects) and any social change processes invoked by those interventions. Its primary purpose is to bring about a more sustainable and equitable biophysical and human environment.”

Social impacts can be grouped into categories, in order to facilitate the description of different types of impacts. Vanclay¹⁶ (2003) developed the International Principles for Social Impact Assessment which is based on seven categories of social impact:

- people’s way of life – that is, how they live, work, play and interact with one another on a day-to-day basis;
- their culture – that is, their shared beliefs, customs, values and language or dialect;
- their community – its cohesion, stability, character, services and facilities;
- their political systems – the extent to which people are able to participate in decisions that affect their lives, the level of democratisation that is taking place, and the resources provided for this purpose;
- their environment – the quality of the air and water people use; the availability and quality of the food they eat; the level of hazard or risk, dust and noise they are exposed to; the adequacy of sanitation, their physical safety, and their access to and control over resources;
- their health and wellbeing – health is a state of complete physical, mental, social and spiritual wellbeing and not merely the absence of disease or infirmity;
- their personal and property rights – particularly whether people are economically affected, or experience personal disadvantage which may include a violation of their civil liberties;
- their fears and aspirations – their perceptions about their safety, their fears about the future of their community, and their aspirations for their future and the future of their children.

From this it can be seen that it is wide range of aspects which make up what might be termed “quality of life”. In the SEIA for the Mersey Gateway (led by CEP) these set of factors were used to guide the assessment, and followed Burdge’s (2004)¹⁷ set of social impact categories in the assessment process. Burdge (2004) has five categories of impact:

- Category 1– Population Impacts
- Category 2 – Community and institutional arrangements
- Category 3 – Conflicts between local residents and newcomers
- Category 4 - Individual and family level impacts
- Category 5 – Community infrastructure

The full set of Burdge’s impacts can be found in Appendix 1, and not all will be relevant to the Heathrow expansion. What is useful about this set is enables a systematic assessment of the different impacts that affect people’s daily life during construction and operation phases. Further, the rationale for each variable has been derived from research into impact of large scale developments. There is no specified framework within the Community chapter for the examination of specific impacts, however, that is not unusual within EIA chapters of this type.

¹⁵ Vanclay, F (2003) International Principles of SIA. USA: IAIA

¹⁶ Vanclay, F. 2003 International Principles for Social Impact Assessment. Impact Assessment & Project Appraisal 21(1), 5-11. <http://dx.doi.org/10.3152/147154603781766491>

¹⁷ Burdge, R.J. (2004) The Concepts, Process and Methods of Social Impact Assessment Social Ecology Press: Wisconsin

3.3.1 What impacts on communities are considered within the PEIR Community chapter?

Given this, it is useful to consider what impacts have been considered within the Community chapter of the PEIR in relation to this list and whether, the focus of the Community chapter would help a user who wanted to know **what the construction impacts would be on their local area**. It should be noted that there is often a lack of clarity in EIA documents over the difference between impacts and effects. We define impacts as “changes resulting from actions” e.g. expanding the airport and effects are “the consequences of the actions”. For example, one change (impact) resulting from expanding the airport will be the demolition of houses in Longford. One effect of that change will be that people living in Longford will have to relocate. In this chapter, broadly, activities capture what is meant by “impact”, whilst effect is used as defined above.

Looking what types of effects are considered, the PEIR Community chapter focuses on the following activities (impacts). It doesn't clearly distinguish between construction and operation

- Land use / property change as a result of construction and permanent development activities
- Construction activity requiring a non-home-based workforce
- Construction and operational activity leading to changes in environmental amenity
- Changes to the local environment, and use and homes and population as a result of construction and operational activities

Overall, the types of effects that are considered in the Community impacts chapter include:

1. 1. The potential permanent and temporary effects on existing homes, communities, residents, community facilities, public services and recreational spaces and routes as a result of the extent of land required for the DCO Project
2. 2. Any potential effects on the viability of community facilities as a result of environmental effects reported elsewhere in the PEIR.

In the Health chapter there is more detail up front about what effects they are looking at, and it fits more clearly with the types of effects we might see in an SIA, further the distinguish clearly between construction and operation phases. This is the list for the construction phase:

- Residential relocation: Population required to relocate
- Community cohesion: Relocation affecting the remaining communities
- Access to services and healthcare: Changes to access to public services
- Healthy lifestyles: Open spaces and active lifestyles
- Healthy lifestyles: Active travel
- Flood risk: Flood risk management
- Environment: Construction effects
- Healthy lifestyles: Construction Workforce
- Healthy lifestyles: Presence of pests due to construction facilities and activities
- Employment, training and economy: Displacement of business and commercial activity
- Employment, training and economy: Procuring goods and services and the local economy
- Employment, training and economy: Demand for construction workforce and employment

Across both the Community and Health chapters the range of impacts investigated is broad and covers what we would expect to see included. Unfortunately, as with other documents it is not straightforward to find either what effects have been considered, or how a specific community will be impacted over time by the range of different activities. The more detailed set of effects examined in the Community Chapter of the PEIR are very clearly laid out. There is a Table¹⁸ in the Chapter on

¹⁸ Note in this table there is what seems to be a typo with the heading “Effects on People and homes” repeated unnecessarily.

p. 11.37 which is reproduced in Appendix 2 which lays out receptor group, activity and effects which it says for the “construction and/or operational phase”. It would be helpful to have this clearly defined as construction or operation going forward. It is complex, as the document states that “*Effects associated with land use change (both temporary and permanent) occur during the construction and operational phases. In some locations these phases overlap.*” p.11.37. However, a summary would be welcome on the distinction between construction and operation effects in specific locations.

Also, in terms of looking at effects on local communities, the geographical area in this Table (Appendix 2) is defined in relation to the compulsory purchase zone (CPZ), or the wider property offer zone (WPOZ), rather than in relation to specific named places which would be more helpful for those from local communities so that they could see what applied to their own places. In relation to geography, there is an “inner” study area explained on p. 11.39, just after the effects table. This divides up into community areas e.g. Longford, Harmondsworth. It is used in the baseline, which is very helpful and when it gets to the assessment of effects on p 11.101 there are details of which communities are part of the CPZ. However, the write up of the assessment does not differentiate between local areas, rather it discusses them under the “Potential effects” headings, meaning someone from the local area would have to read all the information around a set of effects to find out what it might mean for them. The assessment of effects is carried out as would be expected and provides useful information which will be elaborated on further in the full EIA.

3.3.2 What receptions have been covered in the PEIR Community chapter?

It is useful also to consider what receptors have been covered in the Community Impact chapter. Specifically, the following are defined:

People and homes

1. Residents of the area likely to be affected by land or property change including owner-occupiers, private tenants and social rented tenants
2. Stock of homes and the housing market across owner-occupied, rented and social tenures.

Community facilities

1. Schools, nurseries, children’s centres and other children’s facilities
2. Adult education centres, libraries and other education facilities
3. Community centres and halls
4. Social care facilities such as care homes and hospices
5. Healthcare facilities including GPs, dentists and pharmacies
6. Community-facing businesses such as post offices and pubs
7. Places of worship
8. Sport and leisure facilities (indoor and outdoor sports facilities and playing pitches, allotments, private angling clubs and equipped play areas including those located within wider recreational spaces).

People and groups who use community facilities

1. People / groups, for example, children who go to school.

Public services

1. Planning and regulatory services such as housing or social care.

People and groups who access public services

1. People / groups, for example, residents in social rented housing or with other housing or social care needs.

Recreation and amenity resources (publicly accessible only)

1. Parks and gardens
2. Natural and semi-natural green spaces
3. Green Corridor
4. Amenity green spaces with or without play facilities
5. Outdoor play provision for children and teenagers
6. Cemeteries and churchyards
7. Open access land
8. Waterbodies
9. Public Rights of Way (footpaths, bridleways and byways)
10. Permissive paths
11. National trails
12. Promoted long distance walks
13. Locally promoted walks
14. National Cycle Network
15. Locally promoted recreational cycle routes.

People and groups who use the recreation and amenity resources

1. Recreational walkers (including dog walkers), runners and joggers
2. Recreational cyclists
3. Children and young people using play facilities
4. Horse riders and other equestrian users
5. Anglers (those using publicly accessible areas)
6. Bird watchers
7. Recreational users of publicly accessible water bodies, for example, canoeists, paddlers, swimmers and divers
8. People involved in contemplation at churchyards, cemeteries, etc.
9. Other people using public open spaces for recreational purposes, for example, reading, eating, meditation, etc. This may include local residents and visitors, individuals and groups.

This is a considerable list, and is followed through in the assessment of effects. A final key point to make is that around the assessment of significance. It is not clear why only those effects that are assessed as “Major negative” are considered “significant”. In the tables showing assessment of significance it states that “Negligible” “Minor negative” and “Moderate negative” are all “not significant with only “Major negative” being significant. The same is the case for positive impacts where only “Major positive” effects are deemed significant. This would be important to understand more closely as clearly it has an effect on how effects are understood and evaluated.

3.3.3 Conclusion

Overall, we would say that what impacts and how they are considered is broadly in line with what would be expected in relation to SIA principles and practice. However, it is difficult to find the information on construction impacts on local areas. In addition, we did not go through the Health impacts chapter in detail but it would seem that there is other very pertinent information in that chapter. Going forward it might be useful to clarify the relationship between these two chapters and to provide local area summaries, with clearly defined differences between construction and operational impacts. It would be useful to understand also the reason for the assignment of significance in the Communities chapters.

3.4 Q2.1 How accessible is the information on the Community Compensation Fund to those wanting to comment on it as part of the consultation? Is it easy to find out what it is and how it will affect members of the local area?

In order to answer this question we worked through the website portal searching for references to the Community Compensation Fund as well as collecting the documents on CCF from one of the consultation events. As with the previous section, our evaluation is based on both the off line and online routes to accessing information.

- Offline route – following the document navigation chart which is at the beginning of each document, the “Proposals for mitigation and compensation” document is at the top of the list of documents under the title “Find out about the plans to manage the impacts of expansion”. Within the “Proposals for mitigation and compensation” document, there is a section on the “Community fund”. Obtaining a physical copy (without downloading it) of the document was possible directly at consultation events, and also by emailing or calling the Heathrow Community Relations.
- Online – there is a tab titled on the home page “Compensation”, which leads to a page with titled “Community Fund”. It is also possible to access it via the “Topics” tab which takes you to the list of all topics, one of which is “Compensation”. Once on the “Community fund” page there is a summary of what is in the “Proposals for mitigation and compensation” document, with reference to the document itself together with reference to the “Mitigation and Compensation document collection”.

In terms of accessibility, it is straight forward to find the documentation on the community fund. It is clearly signposted and information is contained within one document. It is not clear why on the “Community compensation” webpage there is a reference to the “Mitigation and Compensation document collection” as it would appear that the only document relevant in that collection is the one that is already referred to, i.e. “Proposals for mitigation and compensation”.

3.4.1 What information has been provided in relation to the CCF as part of the consultation?

In this section we provide an account of what is presented as part of the consultation across the following aspects: :

- General overview
- Size of fund
- Nature - i.e. what would be funded
- Beneficiaries – who will receive the funds
- Distribution process of the fund – what are the proposals for this?

We also consider these aspects in relation to the findings of the Ipsos MORI¹⁹ and more recently HCEB funded YouGov²⁰ research, specifically:

- How are the findings of the Ipsos MORI research considered within the consultation documents?
- What further do the findings from the YouGov focus groups (HCEB funded) reveal about views of the CCF?

¹⁹ Community Compensation Fund Social Research Ipsos MORI report for the Department for Transport, Feb 2019 <https://www.gov.uk/government/publications/community-compensation-fund-social-and-behavioural-research>

²⁰ HCEB commissioned YouGov to carry out research building on the Ipsos MORI research, Sept 2019

General overview

In terms of what is provided as part of the consultation there is a section in the “Proposals for Mitigation and Compensation” document²¹ on the “Community Fund”. This states that:

*“We acknowledge that constructing and operating an expanded airport will have impacts in the local communities. Our approach is to avoid, minimise and mitigate impacts that arise, but we know that there will still be impacts and that the project will cause disruption that may affect residents and their quality of life. Equally, there will be opportunities arising from the project that could deliver long lasting benefits... The **purpose of the fund** is to address some of these issues. It would **mitigate and compensate** for some of the impacts and it **would help enhance the benefits** of the project for those who live around the airport and who would be affected by its expansion.*
p.28

The section on the Community Fund runs from p28 – 40 and includes pictures as well as text. It doesn’t provide very much detail on any of the key areas as is discussed below.

Size of fund

The document goes on to explain the background of the fund which came from the requirement within the Airports National planning statement for a fund that is relevant to planning and that “*its size should be proportionate to the environmental impacts of the expansion project*”(p36). There aren’t details of the scale of the fund e.g. amount of funding. It does mention that the originally Airports Commission suggested “noise levy²²” has been replaced by Heathrow funding noise insulation through a separate £700 million fund. Whether the inclusion of this figure had any impact on what might be expected for the CCF is not known.

One of the key findings from the Ipsos MORI research was that “*Participants found it difficult to form a firm opinion **without having details about the size of the Fund** and how it would be administered and governed*”.(Ipsos MORI, 2019 p. 2). It would have been useful to have had more details on perhaps how decisions about the amount of the fund might be taken, even if a figure was not able to be indicated in the document. Within the Ipsos MORI research and the YouGov research a figure of 50 million per annum was suggested to participants to enable discussion. This figure, of 50 million per year over 15 years was stated in the NPS but with respect to the proposed noise levy. It is unclear now that Heathrow are paying for noise insulation with a fund of 700 million whether there is an assumption that any CCF would be a similar size or smaller due to there being this compensation for noise due to the development. Both sets of research found that the size of the fund suggested was The YouGov focus groups responded to the

Nature - what would be funded (eligibility)

The “Proposals for Mitigation and Compensation” document sets out a number of potential purposes for the fund and includes a set of “draft guiding principles” for the types of things the Fund should cover. Four areas are included:

1. *Enhancements to quality of life; this could include spending relating to community activities, health, transport or the environment*
2. *Initiatives which help enhance the benefit of the airport expansion for the local communities such as support for the Heathrow Academy, skills and jobs initiatives, and apprenticeship schemes.*

²¹ <https://aec.heathrowconsultation.com/documents/proposals-for-mitigation-and-compensation/>

²² Airport users would pay this to mitigate and compensate for impacts of expansion on local communities.

3. *The enhancement of re-provided facilities or services which are linked to the expansion project and which deliver a wider community benefit such as additional play areas or school places*
4. *Additional mitigation measures, particularly where it was not possible to identify or quantify the necessary measures at the time of submitting our DCO application or being granted DCO consent. (p. 31)*

There is also a side box on p. 31 that mentions the research by Ipsos MORI: *“We think these draft guiding principles help clarify things that the Fund would explicitly not include. For example, we agree with the findings of the DfT research that the Fund should not be used to cover shortfalls in the provision of public services. However, it may be appropriate for the Fund to support the enhancement of any services which are required as a result of the airport growing.”* This directly relates to findings from the IPSOS MORI research where participants were very clear they did not want the fund to make up any shortfalls in provision of public services. This was repeated in the YouGov findings.

The YouGov participants were shown the four principles from the “Proposals for Mitigation and Compensation” document and asked what they thought of them and their responses were summarised by the researchers:

“Although many believe the fund should be underpinned by guiding principles, a majority say that the principles as they currently stand are too vague to be effective. Respondents want to see terms clearly defined, with examples – this is to aid their own understanding but also to enable them to hold Heathrow to account. Respondents want to see measurable promises as opposed to sweeping statements” YouGov findings slide 28.

In addition, from the Ipsos MORI research a *“set overarching themes and principles that should be considered when designing the Community Compensation Fund p. 48”* were drawn out by the researchers but these covered more fundamental aspects than what the fund should be spent on. The key principle was *“Transparency and accountability”* and as the Ipsos MORI research report says: *“There was a strong desire to ensure that there would be clear communication around how to access the Fund and how it is spent, and that this should happen across a range of formats and outlets including local news, social media, and face-to-face events” p.48.* These principles are not directly referred to in the consultation document but it is recognised in the “Proposals for Mitigation and Compensation” consultation document that *“transparency on how the Fund is spent, as well as what it is spent on, is important to our local communities.” p. 38.*

Clearly, going forward more details will be necessary in order for members of the public to engage fully with these proposals, and for any social research to be carefully considered within consultation documents.

Beneficiaries – who will receive the funds

The consultation document has the following as the potential focus for the fund:

- Areas close to our construction sites, and which may be affected by noise or dust impacts, or roads used by construction vehicles
- Areas within a particular noise contour
- Areas close to the airport itself, including near the key roads and public transport routes leading to the airport

From the Ipsos research, in terms of beneficiaries *“There was a distinct tension concerning the scope that participants thought would be most appropriate for the Fund. A broad scope would cover a larger geographic area with multiple different spending avenues, while a concentrated scope would focus on a smaller geographical area with fewer ways in which the Fund would be spent” p. 49.* For the YouGov respondents *“Through more considered, deliberative responses, participants were happy for the fund to be spent on projects with a wider societal benefit than just offsetting the damage*

caused to individuals". From these findings it suggests that more discussion is needed around this. Crucially, however, *"It is clear from the research that accountability, transparency, and community involvement are of utmost importance to those who may be beneficiaries of any Community Compensation Fund. Equally clear, were their priorities for the Fund to mitigate the health, environmental, and transport impacts of expansion" p.50 Ipsos MORI, 2019).*

Distribution process of the fund – what is proposed?

The Ipsos MORI research presented participants with a range of different options on the CCF which were elaborated on by participants and could have been presented in the consultation document to provide a clearer view of what might be possible. These three options are presented in Fig. 3.4.1.

Figure 3.4.1 Options for CCF distribution (Ipsos MORI, 2019)

Example: Cash compensation

Potentially using the fund to give affected households cash directly.

The size of the Community Compensation Fund is likely to be fixed. Therefore the larger the sum of money paid to a resident the fewer the number of homes that will be able to receive payments.



£25 per property

£250 per property

Community project grants

Using the fund to provide grants which local community groups and charities can apply for. The grants aim is to leave a sustainable legacy.

Only not for profit organisations can apply.

There can be different types of funding provided by the grants.

1. Local funding

2. Strategic funding



Example: Spending on local services

Using the fund to provide refurbishment or new equipment for local public services.

This could, if expansion at Heathrow put pressure on these services and additional support was needed, include funding for:



Refurbishing local hospitals



Funding teaching assistants



Buying new equipment for local services

"Of the three main models discussed, community project grants were received the most warmly by participants. They appreciated this model for the engagement it offered to local residents and was a means of democratising the way the Fund would be administered and allocated. This approach

came closest to fulfilling the 'community' aspect of the Fund, as well as promising the most sustainable outcomes" p. 34, Ipsos MORI 2019

Investment in services was most divisive and the cash compensation was least favoured. Given this, there might have been more emphasis in the consultation document on the community project grant model. However, the consultation document does provide a set of options under the heading "Bespoke delivery approaches" suggesting that "*We anticipate different elements of the Fund will require different approaches to delivery, with different partners involved*". Within that section it then mentions four different approaches:

- funding for local skills and partnerships which could involve LAs and LEPS;
- working in partnership with public service providers e.g. NHS and schools;
- working with local government to extend the fund through match funding
- allocating of a portion of the fund to local community group applications.

Going forward it would be good to include more detail on the options.

3.4.2 Conclusion

With respect to the CCF, the accessibility was relatively straightforward via the website, and the documents. However, what was included within the document was still quite general drawing on some of the findings from Ipsos MORI. It would be useful going forward to have clear options and focussed questions to get feedback on the options, or to carry out more quantitative social research.

Appendix 1: Social Impact Variables (Burdge, 2004)

Category One – Population Impacts

Variable 1 – Population change

Definition: The movement of people into or out of a specified geographic area, over a specified time period as result of the project.

Rationale: The magnitude and rate of population change has important implications for community infrastructure requirements and may be a major determinant of other financial and social impacts in the project area. Three key indicators are important: the size of the population change, the density of the population change, the density of population in the impact area and the rate of influx or outflux of persons.

Variable 2 – Influx or Outflux of temporary workers

Definition: The temporary movement into or out of a specified geopolitical area over a specified period of time, as a result of the project.

Rationale: Some of the social impacts in a project setting can be traced to the number and composition of the construction and associated workers who are introduced to the impact area. Some of the impacts of the workers are temporary (i.e. housing and health needs) while others may be permanent – such as unused infrastructure capacity

Variable 3 – Presence of Seasonal (Leisure) Residents

Definition: A permanent but seasonal increase or decrease in the population of the impact area resulting from project development.

Rationale: Recreational and leisure facility development often leads to recreational or seasonal housing. In turn, this may lead to rapid development of mobile homes motels gas stations etc.

Variable 4: Relocation of individuals and families

Definition: The number of people who are relocated, voluntarily or involuntarily as a result of a project or related development.

Rationale: Whether voluntary or involuntary any type of relocation is stressful for the individuals concerned. For planning purposes, the severity of the impact will generally depend both on the numbers to be relocated as well as the distance. However, the research has demonstrated that certain categories of relocates e.g. elderly, poor, long-time residents and minorities suffer more when displaced, because establishing former life and friendship support systems for those individuals is difficult.

Variable 5: Dissimilarity in Age, Gender, Racial and Ethnic composition

Definition: The introduction to the impact area of a sizeable group of persons dissimilar to the resident population in one or more of the characteristics of age, gender, race or ethnicity.

Rationale: Changes in population composition resulting from the project may necessitate change in the community infrastructure and the provision of support services to meet the changes in demand. Other social impacts may include disruption of traditional social and power structures and problems of newcomer integration into the community.

Category 2 – Community and institutional arrangements

Variable 6 – Formation of attitudes towards the project

Definition: The positive or negative feelings, beliefs, or positions, expressed by residents of the impacted area regarding the proposed project or policy change.

Rationale: If possible the SIA should include information on attitudes toward the project obtained from persons in the impacted area. Furthermore, an assessment of attitudes towards a project will provide information as to the community climate that will prevail during both the construction and operation phases. Public attitudes may be crucial in deciding whether to proceed and whether alterations in plans are necessary (where mitigation is needed). Knowledge of residents' views of their community will also allow a better understanding of how changes induced by the project will influence the impact area.

Variable 7 – Interest Group Activity

Definition: The formation or renewed activity of formal and informal interest organisations stating positions for or against the project or policy change.

Rationale: Interest groups and organisations are identifiable forces active in the community that represent sub-categories of the population which stand to gain or lose by the proposed project or change in policy. Their membership characteristics and position of these organisations toward the project should be determined in the full scale SIA since they play an important role in shaping community response to the project and its effects. A consistent finding in SIA research is that community interest groups always emerge both for, as well as against new proposal.

Variable 8 – Alteration in the size and structure of local government

Definition: A change in the number and type of positions necessary to operate local government

Rationale: Changes in size and complexity of local government generally occur if the project results in an increase or decrease in government related activity.

Variable 9: Presence of planning and zoning activity

Definition: The presence of a government agency or organisation that has jurisdiction within the impact area for development, planning, zoning and/or land use regulation.

Rationale: If planning agencies and accompanying regulations are not operational in the impact area they may have to be introduced if consequences of project development are to be managed successfully. Coping with growth or decline will be easier if planning, zoning, or special tax and service districts are in place in the impact area prior to the proposed development or policy change.

Variable 10: Industrial Diversification

Definition: The number and variety of private sector industries (manufacturers, retailers, services) within the project impact area.

Rationale: Project development could lead to industrial diversification in the local economy, both directly through its presence as an employer and consumer of equipment, supplies and services produced by other industries or indirectly through goods and services produced by its employees. If project purchases are made within the area, other sectors of the community economy will experience growth.

Research has shown that business and industrial diversity must be present within the community if the benefits of development are to accrue within the impact area. Also, if the project is temporary in nature, induced diversification may not necessarily lend stability to the local economy since it is dependent solely on the presence of the project as a major consumer. The point here is that if the local economy has diversity it will be better able to absorb the impact event and benefit.

Development could lead to diversification, but research has shown that community capacity has to be present for benefits to be realised.

Variable 11: Enhanced Economic Inequities

Definition: The degree to which employment opportunities of the proposed project or development match the job skills of the unemployed in the impact area.

Rationale: Project justification often hinges on the expectation that the development event will contribute to the employment needs of the impacted area. One such contribution would be jobs for locals who are presently unemployed. This social impact variable evaluates the match between jobs available from the project and the occupational skills of the locally unemployed.

Variable 12: Change in employment equity of minority groups

Definition: The degree to which employment opportunities of the proposed project match the job skills of minorities to include low-income, younger persons, ethnic and racial categories and women.

Rationale: Jobs resulting from project development tend not to be distributed equitably either geographically or socially. When assessing the combined negative impacts (costs) and positive impacts (benefits), patterns must be identified where matches are present e.g. whether one group is significantly benefiting, while another is negatively impacted in many different ways. Social assessors should be aware that the project may indirectly increase or decrease social inequity in the impact area. This SIA measure expands the variable on enhanced economic inequities and attempts to determine in benefits will be extended to specific categories of the unemployed (or indigenous populations) that otherwise might not have local employment opportunities.

Variable 13: Changing occupational opportunities

Definition: The degree to which the proposed project or development alters the occupational profile of the impacted area.

Rationale: The creation of new occupation opportunities means that local labour may be drawn from different groups, previously not employed (e.g. housewives may enter service industries experiencing project-induced growth), or they may be drawn away from those presently employed. The resulting change in occupational opportunities may lead to changes in family income, class-level and even lifestyles. Those not participating in the new occupational opportunities may also find their job situation changing. The different types of jobs available in the community may mean a requirement for a different sets of skills, which could attract new members to a community which in turn may lead to social conflict. Indirect effects of increased employment opportunities may be the retention of young adults in the community who otherwise might have left. Project development may also discourage local youths from acquiring higher education levels and remain in non-skilled positions.

Category 3 – Conflicts between local residents and newcomers

Variable 14: Presence of an outside Agency

Definition: Permanent residence in the project area of a govt. agency or private sector organisation who has not previously been in the community and whose management and control is external to the area.

Rationale: This changes power structures in the community and for communities to respond positively they will need to feel they have some control over the process. The presence of a new employer may also significantly alter existing social and power structures within the community.

Variable 15: Introduction of new social classes

Definition: The appearance (or disappearance) of a group of people that either expand an existing social class or establish a new social class in the impact area.

Rationale: The appearance in the community of a group of people who, because of their education, income and/or occupation, have a different lifestyle than those of the majority of long-term residents may change the political and power relationships within the community.

Variable 16: Change in the commercial/industrial focus of the community

Definition: A change in the traditional commercial/industrial or private sector focus of the community

Rationale: If the project under consideration is large in terms of number of employees and income, and/or the impacted area is of low economic diversification, a change in the focus of the community could take place. If the area is known as a retirement, college, farming, ranching or other type of community, the concern is whether the introduction of the project will change this traditional character. If it does, this may alter existing social relationships and affect residents' lifestyles and their perceptions of their community.

Variable 17: Presence of weekend residents

Definition: Refers to the influx of temporary weekend or vacation type visitors who have no permanent home in the community.

Category 4 : Individual and family level impacts

Variable 18: Disruption to Daily living and movement patterns

Definition: Changes in the routine living and work activities of residents in the impact area caused by alteration to the visual environment, noise, odour levels, transportation routes or the amount of vehicular traffic resulting from the project or development.

Rationale: Project construction and operation may cause adverse environmental change leading residents in the vicinity to alter their movement patterns and social habits in order to minimise exposure to project related activity. Such adverse impacts include increased traffic congestion, noise, odour, air or water pollution and impacts on the visual quality of an area. The latter is important because it can affect residents' perceptions of their community, which in turn may affect how willing they are to invest time and money in the area and how likely they are to move elsewhere. A change in the community image may also influence whether outsiders will visit, live or establish businesses in the area.

Variable 19: Dissimilarity in Religious Practices

Definition: Introduction into the impact area of a new group with religious values beliefs and practices different from those of the resident population

Rationale: This may be a source of social impacts if, for example, the host community is dominated by a single religious group and that religion has a strong influence on local lifestyles and political decisions. If the influx population does not share the religion or lifestyle of the area then conflict may result.

Variable 20: Alteration in family structure

Definition: An increase or decrease in one or more of the family status categories (e.g. single, married, family,).

Rationale: Typically, the construction phase of a project will bring large numbers of young males into the community. Many will be single and those who are married may not be accompanied by their families – if the length of employment is brief or local housing is in short supply. If newcomers are predominantly young and male, their integration into the community may be difficult if the community is traditional and family oriented.

Variable 21: Disruption to social networks

Definition: The termination or disruption of normal community social interaction (including friendship and kin relations) by project activity and development.

Variable 22: Perceptions of health and safety

Definition: Perceptions, attitudes or beliefs on the part of the residents in the impact area that their physical health and safety, to include their mental well-being will be jeopardised by the proposed activity – e.g. effects of stress from noise and general disruption.

Rationale: Projects such as nuclear power plant construction and operation and hazardous (nuclear and chemical) waste site construction and operation may lead to perceived risk and stress among local residents. While the public's assessment of risk is subjective in nature, their fears should not be dismissed as irrational or unimportant. If there is a widespread belief that the project will endanger their (and future generations) health, community satisfaction will be diminished, acceptance of the project and workers will be hindered and perceptions and interpretation of subsequent positive benefits may not be fully realised.

Variable 23: Change in leisure opportunities

Definition: An increase or decrease in leisure/recreational opportunities due to changes in the management of natural resources within the impacted areas.

Rationale: The number and type of leisure opportunities available in a community has an important influence on resident's satisfaction with their community. Recreational developments may add to, or change the nature of, available leisure opportunities.

Category 5 – Community infrastructure

Variable 24: Change in community infrastructure

Definition: The increase or decrease in the demands for and supply of basic infrastructure services and facilities

Rationale: Project development can alter the demands put on services. Population influx that accompanies construction may demand need new facilities.

Variable 25: Land acquisition and disposal

Definition: The number of acres of land that will shift from present use classification or ownership as a result of the project or policy change.

Variable 26: Effects on known cultural, historical, sacred and archaeological resources

Definition: The proposed destruction, diminution or alteration of one or more of the known cultural, sacred, historical and archaeological resources within the impact area.

Rationale: There is often great community sentiment and pride invested in the cultural historical sacred and archaeological resources of the area. Loss not only leads to the actual loss but also likely to be opposition from local people.

Appendix 2: Effects examined within the Community Impact chapter

Receptor group	Activity	Effect
Effects on people and homes		
People and homes	Land use / property change as a result of construction and permanent development activities	Effects on people who will be displaced within the CPZ
		Effects related to population and housing change as a result of the CPZ and WPOZ or changes in environment
	Construction activity requiring a non-home-based workforce	Effects of the construction workforce on housing markets
	Economic growth (jobs) as a result of increased activity at the Airport	Effects related to population growth and subsequent additional demand for housing as a result of economic growth resulting from the DCO Project
Effects on community facilities and the people that use them		
Community facilities and the people that use them	Land use / property change as a result of construction and permanent development activities	Effects on community facilities that will be displaced within the CPZ, and the users of those community facilities
		Effects on the demand for community facilities related to population change as a result of the CPZ and WPOZ
	Construction and operational activity leading to changes in environmental amenity	Effects on the viability of community facilities as a result of environmental changes resulting from the DCO Project
Effects on public services and users of public services		
Public services and users of public services	Economic growth (jobs) as a result of increased activity at the airport	Effects on the demand for public services related to population change as a result of economic growth related to the DCO Project
Effects on people and homes		
	Construction activity requiring a non-home-based workforce	Effects on the demand for public services as a result of a temporary, non-home-based construction workforce
Effects on recreational spaces and routes and users of recreational spaces and routes		
Recreational spaces and users of recreational spaces	Land use / property change as a result of construction and permanent development activities	Effects on recreational spaces and users of recreational spaces
Recreational routes and users of recreational routes		Effects on recreational routes and users of recreational routes
Effects on community sustainability, viability, cohesion and integration		
People and communities	Changes to the local environment, land use and homes and population as a result of construction and operational activities	Effects on community sustainability, viability, cohesion and integration