



Department
for Transport



Health Impact Analysis and Health Impact Analysis Appendices

Change Log

June 2018

Document	Paragraph	Old Text	Revised Text
Health Impact Analysis	Front	SHORTLISTED SCHEMES FOR DRAFT AIRPORTS NATIONAL POLICY STATEMENT	SHORTLISTED SCHEMES FOR AIRPORTS NATIONAL POLICY STATEMENT
Health Impact Analysis	Front	OCTOBER 2017	JUNE 2018
Health Impact Analysis	Cover Sheet	SHORTLISTED SCHEMES FOR DRAFT AIRPORTS NATIONAL POLICY STATEMENT	SHORTLISTED SCHEMES FOR AIRPORTS NATIONAL POLICY STATEMENT
Health Impact Analysis	Cover Sheet	Consultation Draft	N/A
Health Impact Analysis	Cover Sheet	October 2017	June 2018
Health Impact Analysis	5.3.16	The loss of four pre-schools or nurseries as a consequence of expansion of Gatwick Airport would impact directly upon access to local children's ability to access high quality learning opportunities. The current low attainment of 'Good level of development at reception' within west Sussex compounds the detrimental impact of any school closures. Though replacement school places would be secured for all of the children affected, a change of school can be severely disruptive for a child ⁵² with loss of friendships and secure relationships with carer adults. Due to the number of schools involved the potential health outcomes would be of moderate intensity in scale	The loss of five pre-schools or nurseries as a consequence of expansion of Gatwick Airport would impact directly upon access to local children's ability to access high quality learning opportunities. The current low attainment of 'Good level of development at reception' within west Sussex compounds the detrimental impact of any school closures. Though replacement school places would be secured for all of the children affected, a change of school can be severely disruptive for a child ⁵² with loss of friendships and secure relationships with carer adults. Due to the number of schools involved the potential health outcomes would be of moderate intensity in scale within the Gatwick study area and would

		within the Gatwick study area and would apply during both the construction and operational phases of the expanded airport.	apply during both the construction and operational phases of the expanded airport.
Health Impact Analysis	5.3.44	Several workplaces will be closed/relocated as a consequence of expansion of LGW-2R, including four local schools/nurseries, Trent Care Home, Outreach 3 Way Charity and Crawley Rugby club. All of these closures/relocations bring with them significant changes to employment status, once again raising the risk of detrimental health outcomes upon those directly and indirectly affected. The potential health outcome would be moderately adverse, of low intensity and long term in scale within the Gatwick study area.	Several workplaces will be closed/relocated as a consequence of expansion of LGW-2R, including five local schools/nurseries, Trent Care Home, Outreach 3 Way Charity, Crawley Rugby Club and loss of industrial/employment land. All of these closures/relocations bring with them significant changes to employment status, once again raising the risk of detrimental health outcomes upon those directly and indirectly affected. The potential health outcome would be moderately adverse, of low intensity and long term in scale within the Gatwick study area.
Health Impact Analysis	5.3.50	Several workplaces will be closed or relocated as a consequence of expansion of LHR-ENR, including the Punch Bowl Pub and loss on industrial/employment land. All of these closures and relocations bring with them significant changes to employment status, raising the risk of detrimental health outcomes upon those directly and indirectly affected. The potential health outcome upon employment status from workplace closure arising from workplace loss would be minor adversely in scale within the Heathrow study	Several workplaces will be closed or relocated as a consequence of expansion of LHR-ENR, including the three pubs and loss on industrial/employment land. All of these closures and relocations bring with them significant changes to employment status, raising the risk of detrimental health outcomes upon those directly and indirectly affected. The potential health outcome upon employment status from workplace closure arising from workplace loss would be minor adversely in scale within the Heathrow study area and

		area and would apply during both the construction and operational phases of the expanded airport.	would apply during both the construction and operational phases of the expanded airport.
Health Impact Analysis	5.3.56	Several workplaces will be closed or relocated as a consequence of expansion of LHR-NWR, including Harmondsworth Primary School, Sipson Community Centre, Heathrow Special Needs Centre, Longford and Sipson nursery Schools, the Wonderland day nursery and the White Horse Pub. All of these closures and relocations bring with them changes to employment status, raising the risk of detrimental health outcomes upon those directly and indirectly affected. The potential health outcome upon closure of places of employment status arising from housing loss would be minor adverse, low intensity and long term in scale within the Heathrow study area and would apply during both the construction and operational phases of the expanded airport.	Several workplaces will be closed or relocated as a consequence of expansion of LHR-NWR, including Harmondsworth Primary School, Sipson Community Centre, Heathrow Special Needs Centre, Longford and Sipson nursery schools, the Wonderland day nursery, the White Horse Pub, the Kings Arms pub, and industrial/employment land. All of these closures and relocations bring with them changes to employment status, raising the risk of detrimental health outcomes upon those directly and indirectly affected. The potential health outcome upon closure of places of employment status arising from housing loss would be minor adverse, low intensity and long term in scale within the Heathrow study area and would apply during both the construction and operational phases of the expanded airport.
Health Impact Analysis	5.3.107	Loss of four pre-schools/nurseries would detrimental impact upon childhood development in terms of access to high quality learning opportunities and loss of friendships and secure relationships with carer adults. This could be compounded by the current low attainment of Good level of development at reception' within parts of the Gatwick Study area.	Loss of five pre-schools/nurseries would detrimental impact upon childhood development in terms of access to high quality learning opportunities and loss of friendships and secure relationships with carer adults. This could be compounded by the current low attainment of Good level of development at reception' within parts of the Gatwick Study area.

Health Impact Analysis	5.4.43	LHR-NWR will result in the loss of Harmondsworth Community Hall, Sipson Community Centre, the White Horse pub at Longford, Sipson recreation ground and facilities, other formal and informal recreation sites, and part of the Colne Valley Regional Park.	LHR-NWR will result in the loss of Harmondsworth Community Hall, Sipson Community Centre, the White Horse and Kings Arms pubs at Longford, Sipson recreation ground and facilities, other formal and informal recreation sites, and part of the Colne Valley Regional Park.
Health Impact Analysis	Footer 253	WSP Parsons Brinckerhoff, 2016. Appendix A7 AoS Water. Accessed 30/06/2016	WSP 2017. Appendix A7 AoS Water. Accessed 30/06/2017
Health Impact Analysis	6.3.28	<p>LHR-NWR is likely to further increase inequalities between a number of vulnerable groups and the general population (Table 6-3) with regard to:</p> <ul style="list-style-type: none"> * Level of income of families of including 'children and young people' as well as 'people living in areas with poor health status' * Housing tenure amongst 'Different Faith groups', 'Older people', 'Black and ethnic minority groups' and 'Shift workers'. * Housing conditions of 'older people' * Access to leisure, recreation services, facilities and utilities' for 'children and young people' for the health * Participation in the community for 'different faith groups', 'children and young people', 'older people'; 'disabled people with a physical or mental impairment' and 'people in areas of poor health status' * Community severance for 'children and young people', 'older people'; 'disabled 	<p>LHR-NWR is likely to further increase inequalities between a number of vulnerable groups and the general population (Table 6-3) with regard to:</p> <ul style="list-style-type: none"> * Level of income of families of including 'children and young people' as well as 'people living in areas with poor health status' * Housing tenure amongst 'Different Faith groups', 'Older people', 'Black and ethnic minority groups' and 'Shift workers'. * Housing conditions of 'older people' * Access to leisure, recreation services, facilities and utilities' for 'children and young people' for the health * Participation in the community for 'different faith groups', 'children and young people', 'older people'; 'disabled people with a physical or mental impairment' and 'people in areas of poor health status' * Community severance for 'children and young people', 'older people'; 'disabled people with a physical or mental impairment' and

		people with a physical or mental impairment' and 'people living in geographical/social isolation' * 'Air Quality' for including 'children and young people', 'people living in areas with poor health status'.	'people living in geographical/social isolation' * 'Air Quality' for including 'children and young people', 'people living in areas with poor health status'.
Health Impact Analysis	Footer 16	World Health Organization, 2011. Global Recommendations on Physical Activity for Health. [online] Accessed 09/01/2017. (http://whqlibdoc.who.int/publications/2010/9789241599979_eng.pdf)	World Health Organization, 2010. Global Recommendations on Physical Activity for Health. [online] Accessed 10/05/2018
Health Impact Analysis	Footer 48	Child Health Profiles, Public Health England, 2017 (accessed 20/01/2017). (http://fingertips.phe.org.uk/profile/child-health-profiles/data#page/0/gid/1938132948/pat/42/ati/102/are/E10000032)	Public Health England, 2017. Overview of Child Health [online] Accessed 10/05/2018
Health Impact Analysis	Footer 49	Child Health Profiles, Public Health England, 2017 (accessed 20/01/2017). (http://fingertips.phe.org.uk/profile/child-health-profiles/data#page/0/gid/1938132948/pat/42/ati/102/are/E10000032)	Public Health England, 2017. Overview of Child Health [online] Accessed 10/05/2018
Health Impact Analysis	Footer 58	Doyle C, Kavanagh P, Metcalfe O, and T Lavin. 2005. Health Impacts of Employment: A Review. The Institute of Public Health in Ireland. [online]	Doyle C, Kavanagh P, Metcalfe O, and T Lavin. 2005. Health Impacts of Employment: A Review. The Institute of Public Health in Ireland. [online] Accessed 10/05/2018

Health Impact Analysis	Footer 59	World Health Organisation. Mental Health. Available at: http://www.who.int/mentalhealth/en .	World Health Organisation. Mental Health. [online] Accessed 10/05/2018
Health Impact Analysis	Footer 90	ONS, June 2015, Council Tax Stock of Properties, England and Wales [online]	ONS, June 2015, Council Tax Stock of Properties, England and Wales [online] Accessed 10/05/2018
Health Impact Analysis	Footer 176	Anciaes, PR, 2015. What do we mean by “community severance”? Street Mobility and Network Accessibility Series: Working Paper 04. (https://www.ucl.ac.uk/street-mobility/docs/ucl_streetmobility_paper04)	Anciaes, PR, 2015. What do we mean by “community severance”? Street Mobility and Network Accessibility Series: Working Paper 04. [online] Accessed 10/05/2018
Health Impact Analysis	Footer 238	Davis, R. et al., 2014. Critical Issues in Aviation and the Environment 2014, Water Quality. [online] Accessed 06/07/2016.	Davis, R. et al., 2014. Critical Issues in Aviation and the Environment 2014, Water Quality. [online] Accessed 10/05/2018.
Health Impact Analysis	Footer 297	http://www.neighbourhood.statistics.gov.uk/HTMLDocs/dvc134_c/index.html	Office for National Statistics, 2017. Lower Super Output Area Population Density (National Statistics). [online] Accessed 11/05/2018
Health Impact Analysis	Footer 350	Jacobs, 2014. 10. Place Assessment. (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/372160/10-place--baseline.pdf) Accessed 23/12/2015.	Jacobs, 2014. 10. <i>Place Assessment</i> . [online] Accessed 10/05/2018.
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Health Impact Analysis Appendices	Cover Sheet	WSP Parsons Brinckerhoff	WSP
Health Impact Analysis Appendices	1.2.2	The AoS will provide an impact analysis of three alternatives for the draft Airports National Policy Statement (NPS). The AoS will include an assessment of the potential impacts of increasing aviation capacity on quality of life for the communities surrounding the airports involved in the three alternatives.	The AoS will provide an impact analysis of three alternatives for the Airports National Policy Statement (NPS). The AoS will include an assessment of the potential impacts of increasing aviation capacity on quality of life for the communities surrounding the airports involved in the three alternatives.
Health Impact Analysis Appendices	1.2.3	The three alternatives under consideration for the draft Airports NPS will also be subject to a health impact analysis, scheduled to be published alongside the draft Airports NPS as a stand-alone document.	The three alternatives under consideration for the Airports NPS will also be subject to a health impact analysis, scheduled to be published alongside the Airports NPS as a stand-alone document.

Health Impact Analysis Appendices	1.2.4	The scope for the health impact analysis has been produced by WSP Parsons Brinckerhoff based on a template provided by Public Health England (PHE), and under guidance from the DfT HIA Steering Group, following several HIA Steering Group meetings.	The scope for the health impact analysis has been produced by WSP based on a template provided by Public Health England (PHE), and under guidance from the DfT HIA Steering Group, following several HIA Steering Group meetings.
Health Impact Analysis Appendices	1.3.1	The draft Airports NPS sets out: * The Government's policy on the need for new capacity; and * The Government's preferred scheme to deliver this.	The Airports NPS sets out: * The Government's policy on the need for new capacity; and * The Government's preferred scheme to deliver this.
Health Impact Analysis Appendices	10	LITERATURE REVIEW WSP PARSONS BRINCKERHOFF LITERATURE REVIEW	LITERATURE REVIEW WSP LITERATURE REVIEW

Health Impact Analysis Appendices	13.1.4	<p>The suggested steering group membership for this health impact analysis is:</p> <ul style="list-style-type: none"> * Project Management, DfT; * Project Management, WSP PB; * HIA Lead, WSP Parsons Brinckerhoff Limited * Representative from Public Health England * Representative from Department for Communities and Local Government; * Representative from Environment Agency and/or Defra * Project Lead for the Aviation Capacity Appraisal of Sustainability, Department for Transport * Project Lead for Aviation Capacity Environmental Impact, Department for Transport * Project Lead for Aviation Capacity Blight and Compensation, Department for Transport * Project Lead for Aviation Capacity Economic Impacts, Department for Transport <p>RESOURCES NEEDED TO CONDUCT THE HIA</p> <ul style="list-style-type: none"> * Expertise in HIA, supplied by PHE and WSP PB; * Expertise in specialist subjects, particularly Air Quality and Noise; <p>SOURCE OF FUNDING</p> <ul style="list-style-type: none"> * DfT 	<p>The suggested steering group membership for this health impact analysis is:</p> <ul style="list-style-type: none"> * Project Management, DfT; * Project Management, WSP; * HIA Lead, WSP; * Representative from Public Health England; * Representative from Department for Communities and Local Government; * Representative from Environment Agency and/or Defra; * Project Lead for the Aviation Capacity Appraisal of Sustainability, Department for Transport; * Project Lead for Aviation Capacity Environmental Impact, Department for Transport; * Project Lead for Aviation Capacity Blight and Compensation, Department for Transport; * Project Lead for Aviation Capacity Economic Impacts, Department for Transport. <p>RESOURCES NEEDED TO CONDUCT THE HIA</p> <ul style="list-style-type: none"> * Expertise in HIA, supplied by PHE and WSP; * Expertise in specialist subjects, particularly Air Quality and Noise; <p>SOURCE OF FUNDING</p> <ul style="list-style-type: none"> * DfT
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