

## **TAN 11 Call for Evidence Consultation Response Form**

Your name: Sam Hartley

Organisation (if applicable): Independent Commission on Civil Aviation Noise

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### **Effective strategic action through development plans**

1. Please provide examples of good practice in Wales or elsewhere where air quality and/or soundscape have formed a part of developing plan strategies for the location of new development or facilitating a placemaking approach as part of plan making;

N/A

2. Please provide examples of good practice in Wales or elsewhere where wider mitigation solutions have been developed to reduce air and noise pollution and/or avoid exacerbating existing air quality or soundscape problems as part of developing strategies for the location of new development or in facilitating a placemaking approach;

N/A

3. Please provide views on the nature and scope of air quality and soundscape information and/or evidence required to support effective plan making;

N/A

4. Please provide views on how evidence and/or information relating to air quality and soundscape should be used alongside other evidence necessary to support effective plan making and how this evidence could be used in an integrated way to facilitate better placemaking outcomes; and,

N/A

5. Please provide any further detailed guidance and support in relation to air quality and soundscape which would be beneficial to support effective plan making and which is not covered by 1)-4) above.

### **Development proposals and development management**

6. Please provide examples of good planning practice guidance in Wales or elsewhere aimed at reducing, avoiding or minimising the impacts of airborne pollution;

N/A

7. Please provide examples of good practice in Wales or elsewhere where design has been effectively used to reduce, avoid or minimise the impacts of airborne pollution;

N/A

8. Please provide examples of successful mitigation being secured as part of planning applications and being effectively implemented;

N/A

9. Please provide information and/or views on the nature and scope of air quality and soundscape information and/or evidence required to support effective decision making on planning applications;

N/A

10. Please provide any information and thoughts on barriers, perceived or practical, to achieving better design outcomes and effective mitigation; and,

N/A

11. Please provide any further detailed guidance and support in relation to air quality and soundscape which would be beneficial to support better placemaking outcomes through development management which is not covered by 6)-10) above.

N/A

**Question 12:** We would like to know your views on the effects that any information provided would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

N/A

**Question 13:** We have asked a number of specific questions. If you have any related issues which we have not specifically addressed, please use this space to report them:

Please enter here:

*ICCAN has chosen to respond in its capacity as a UK wide strategic body and as such has not responded to the technical questions within this document.*

Established in January 2019, ICCAN is a non-statutory body that will provide independent, impartial advice to government, regulators and the aviation industry. It has been created to act as the credible and impartial voice on all matters relating to civil aviation noise and how it affects communities. Our first Corporate Strategy set out our aim to improve public confidence and trust in the management of aviation noise, by building our expertise, credibility and profile across the UK. Our plans over the coming two years include recommending a way forward for noise annoyance and health, reviewing existing enforcement and regulatory mechanisms and powers, reviewing the current planning regime and publishing best practice guidance for airports on consulting and engaging with communities and stakeholders.

Aviation noise is complex, and can be measured in different ways. Acronyms pervade discussions and explanations about the levels of noise that affected communities are subject to. Maps with contour lines based on a particular measure of noise give the impression that there is a hard line between those that are affected, and those that aren't. Amid this complexity, it is easy to forget that there are real people suffering significant and detrimental effects of aviation noise.

We recognise that demands on the UK's airspace are growing – both for commercial airlines and for recreational, business and other purposes. We see a risk that more people could become exposed to aviation noise, or those that are currently exposed may experience increased or changed exposure. The extent of this risk varies across the UK, and we recognise this is may be less of a concern in Wales, in terms of number of people directly affected by aviation activity. Fittingly, 2020 is the 'International Year of Sound', which reflects the growing interest in and thinking about the soundscapes where we live. ICCAN aims to work with and learning from devolved administrations to manage noise, development and the impact on people.

We also intend to support the exploration of links between noise exposure and the impacts on health and wellbeing. There are big gaps in available information around longer term research, such as the links between noise disturbance and public health, and attitudinal surveys of those affected by noise. Our ambition is to grow the body of reliable evidence in relation to aviation noise and its effects on people's health and wellbeing, and continue partnering with the devolved administrations to do so. ICCAN wants noise to be a key determinant for government and industry decisions in the future. To do this, reducing noise must be on the agenda of the airlines' boards, but it needs to also be at the forefront in the minds of manufacturers, regulators and policymakers.

Responses to consultations are likely to be made public, on the internet or in a report. If you would prefer your response to remain anonymous, please tick here: