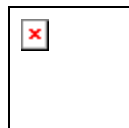


AIRCRAFT NOISE ZONES: REVISION

**Lodged au Greffe on 20th March 2001
by the Planning and Environment Committee**



STATES OF JERSEY

STATES GREFFE

180

2001

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PROPOSITION

THE STATES are asked to decide whether they are of opinion -

- (a) to rescind the existing Aircraft Noise Zones including Appendix 1(a) and drawing number 1.02.01.182, as approved by Act of the States, dated 7th December 1982;
- (b) to approve, in pursuance of Article 3 of the Island Planning (Jersey) Law 1964, as amended, a new aircraft noise zone policy and aircraft noise exposure contours as set out in Table 1 of the report of the Planning and Environment Committee dated 6th March 2001 and shown on drawing number 655/1 at the Appendix to the said report, as the basis for determining planning and development applications in accordance with the new policy;
- (c) to authorise the Greffier of the States to sign the said drawing on behalf of the States.

PLANNING AND ENVIRONMENT COMMITTEE

REPORT

Background

On 19th November 1969, the States considered a report and proposition of the Harbours and Airport Committee on aircraft noise. The States approved the proposition that “noise and number index” (NNI) contours be drawn to define zones subject to certain levels of noise in the vicinity of the airport. Minor revisions to the zones were approved by the States on 3rd April 1973 and 7th December 1982 respectively, following changes in both the type of aircraft using the airport and in the frequency of take-off and landing.

Since the last revisions to the noise contours were produced for Jersey Airport and adopted by the States nearly 20 years ago, the emission of noise from commercial aircraft has reduced dramatically. Under international and European legislation a “phase-out” of the older, noisier “Chapter 2” aircraft (such as BAC1-11 and Boeing 737-200 aircraft) has been underway for some years, and by 2002 these aircraft will no longer be permitted to use European airports. Jersey Airport has accelerated this phasing out process and, as of 1st January 1998, the States prohibited the use of the airport by Chapter 2 aircraft except for extenuating circumstances and for a limited number of charter flights.

In 1997, Jersey Airport commissioned the Department of Operational Research and Analysis (DORA) of National Air Traffic Services Ltd. (NATS) to carry out a study to model the levels of aircraft noise around the airport. The purpose of this study was the production of new noise exposure contours. The model, using data for aircraft traffic at Jersey Airport during 1996 and 1997, has been used to determine the noise exposure contours at 1996/7 levels and types of aircraft traffic. It has also been used to determine the noise exposure contours that would be generated after the phasing out of “Chapter 2” aircraft, i.e. post 1st January 1998.

New noise exposure contours

This latest study reveals that with the change in aircraft type using Jersey Airport, there has been a significant change in exposure to noise in the surrounding area. Changes in the unit of measurement do not permit precise comparison, but an approximate comparison is possible to indicate change over time. On this basis, it is apparent that the area of land exposed to noise levels defined by the existing Noise Zone One and Noise Zone Two boundaries is reduced by approximately 80 to 90 *per cent*. In such circumstances, a revision of the noise zone boundaries is considered necessary to reflect the reduced area of land that is exposed to defined levels of noise from aircraft taking off and landing at Jersey Airport and to render the existing policy tool relevant.

Planning and noise

In seeking to revise the noise zone boundaries it is, however, considered appropriate to review the level at which exposure to air noise is deemed to be acceptable. People’s awareness of their environment and its quality has undoubtedly increased over the last two decades.

Comparative research reveals that Jersey’s current policy relating to the control of development adversely affected by aircraft noise is considerably *less* restrictive than that, for example, currently advocated in the United Kingdom. A significant body of research has developed relating to aircraft noise and its impact on local communities, which has informed planning policy in the United Kingdom. On the basis of this body of empirical evidence, established by noise measurements and social surveys, the United Kingdom Government has, with regard to air traffic noise, adopted the level of 57 L_{eq} dB(A) (approximately 35 NNI) to denote the onset of annoyance. It is at this level that air noise in the United Kingdom becomes a planning consideration.

Under the present policy regime in Jersey, noise would only begin to be a material planning consideration in the assessment of a planning application at a level of 55 NNI or approximately 69 L_{eq} dB(A). This level of noise is considered, from much empirical research, to be a level of noise that would cause high annoyance to residents exposed to it. Furthermore, the current Jersey policy has a presumption in favour of limited development at this level, whereas the United Kingdom regime presumes against development where noise levels are this high.

It is apparent, therefore, that at levels of noise that are deemed to cause medium annoyance and above, there is in Jersey no policy consideration operating at present. And even at levels of noise exposure where annoyance is likely to be high, the presumption is that some noise-sensitive development will be permitted.

Noise zone policy review

With reference to the issues outlined above, it is now possible to revise noise zone policy and to change the boundaries of the

aircraft noise exposure contours to reflect the actual improvements in reduced levels of air noise from aircraft. It is also possible to ensure that those who develop land within the vicinity of the airport have a greater degree of protection from exposure to air noise.

It is proposed that the adoption of the following revised policy regime, applied to revised aircraft noise exposure contours (see drawing number 655/1) would secure these objectives.

Table 1: proposed new noise policy regime for air noise applicable to all noise-sensitive development

<i>Noise zone</i>	<i>Air noise exposure level ($L_{eq} dB(A)$)</i>	<i>Policy for all noise-sensitive development</i>
one	72 and above	Development permission should normally be refused.
two	66 - 72	Development permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available (in such instances of extensions to existing dwellings or conversions), conditions should be imposed to ensure a commensurate level of protection.
three	57 - 66	Noise should be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection against noise.

The noise exposure levels proposed for adoption above relate to those presently promoted by the United Kingdom Government and embodied in Planning Policy Guidance Note 24: *Planning and Noise*. The application of the locally derived noise exposure contours, produced by the latest NATS study in Jersey, to indices of annoyance developed from extensive and continuing social survey in the United Kingdom as employed in PPG24, is considered to be the best basis for policy in Jersey.

It is proposed that this policy regime would be applicable to all noise-sensitive development. The definition of noise-sensitive development for this purpose is all residential development, including extensions to existing dwellings and the conversion of buildings or part thereof into residential use, as well as proposals related to public buildings such as schools and health facilities and to other buildings within which people would be expected to work and/or occupy for continuous periods at some time during the airport's operational hours, such as offices, shops, visitor accommodation, restaurants, warehouses and other commercial premises, where exposure to noise may prejudice the level of amenity that could reasonably be expected of such a development.

These proposals have been developed in consultation with the Harbours and Airport Committee and the Health and Social Services Committee.

There are no financial or manpower implications arising from this report and proposition.

20th March 2001

